

PRESS RELEASE

[For immediate release 22/01/2008](#)

Second Test Report for EmTek Kawasaki Racing Team

When EmTek Kawasaki decided to go testing this year they pretty much meant every word. Many teams start the year off by saying we will test here and there and everywhere and before they wipe their eyes out the first race is upon them.

So we are only 21 days into the 2008 calendar year and already the team has finished its second shake down test for the year.

It was decided that Phakisa would be the next testing venue due to its flowing nature and generally lots of track time (we feel that this is one of the most undutilised and underrated tracks in South Africa).

New kids on the block **Aprilia Durban** kindly invited the team to a track day and they set aside a session for the team to specifically do the testing unhindered. Our thanks goes out to Philippe Moretonas for this opportunity.

However there was one small factor that we had to contend with and that was *the weather!*

The team set off from Johannesburg at 05:30 in the morning with light drizzle and by Kroonstad it had pretty much dried up. So we were all perky and excited thinking the track would be completely dry - NOT.

It seems as if there was an almighty thunderstorm the previous night which had left most of the pits flooded and the track strewn with mud and debris. However all was not lost. A number of riders took to the track with their tin tops and created a dry line and cleaned most of the track for us. The track was however still a bit green due to the fact that it had not been used since November 2007 in anger as well as retaining of the dampness from the previous evenings storms.

For the rest of the day though the track remained dry and the afternoon ended with a downpour of note (again).

Some fun too

For some fun, Philippe from Aprilia Durban decided it was time to put all the marketing jargon to the test and see if his tin top BMW M5 can actually do what is bandied about - ie can it get to spin out with all the electronic aids switched on.

Well it seems as if BMW have got it right. The M5 could not at any stage with any amount of flat-out-right-leaded-footwork spin out or even go off line. The electronics just said no way hozay - and dug in its heels. Very impressive indeed and for a family sedan as safe as our Presidents palacial homes.

Second Offical Test ZX10R

The team decided to set out as certain objectives for the day being the following:

- Tyre Wear (SC2)
- Front suspension setup
- Rear suspension setup and
- Fuelling

For the first session the team used brand new tyres and the riders went out on Pirelli SC2. The session was used to get the eye in for the track and get to grips with the ZX10. Again the riders had to undergo rapid seat of the pants rider training having competed on different machinery in 2007.

The riders themselves felt good about the bike and after the Kyalami test were starting to get into the rhythm of the Kawasaki. Both riders managed to get on par with their previous best times at Phakisa.

There were a number of other components that the team set out to test and much progress was made trying out the fuelling options. With the regards to the fuelling Ricky felt that the **Arata** Exhaust pipes gave the best response on the Kawasaki and the Power Commander and Wide Band were dialed in to compensate for the pipes. Next on the list for the day were a combination of **DNA** Filters for the air box. The filters were eventually settled when all the above combinations came together for one final session for the "fuelling session".

One of the areas that the team has picked up as an area for more work is braking. The Kawasaki ZX10R seems to be quite heavy on the brakes and as such the team tested the **SBS** Brake Pads and came away with good results. They eventually seemed to last for the day but more importantly gave good feedback and strong braking feel.

For the suspension session a different combination was tried by the riders. Sheridan started off with a softer setting on the front and yet at the end of the day preferred the harder setting and for Christopher having started on the harder setting, he settled on the softer setup.

All in all the riders had a very good day of testing and all the milestones that were set were actually achieved. Often it happens that teams and riders set out to test/ride without a proper game plan.

Well the Team EmTek Racing Kawasaki had a game plan and they managed to achieve the results.

Sheridan was top rider for the day having achieved a best lap of 1:39,8 and Christopher getting into the groove with a 1:41,2.

For the most part the team has a very good base understanding of what to expect when the 2008 models arrive and the objective is to hit the ground running with the new bikes.

For both the riders and team these bikes cannot come soon enough.

Roll on Feb (and hopefully the arrival of the new bikes).

ZX10 Cup Testing

As part of the Team Emtek Kawasaki Racing outfit a satellite rider has been included to compete in the Nationally televised ZX10 Cup which is a Club Championship event sponsored by Altech. Veteran rider (and we mean seriously old toppie), Gilbert Parsons will try his hand on a Japanese bike after more than 6 years competing on a Ducati (with front and rear race Ohlins suspensions - spoilt brats).

As with all Italian stallions they are pretty to look at but a problem to maintain - they are regarded as high maintenance bikes.

So with the Ducati pensioned off the ZX10 Cup offers an opportunity to compete on a more level playing field in terms of cost and rules etc.

The test session started off at his nemesis track, Kyalami, where Gilbert tried to get to grips with the new bike as well as the switch to Bridgestone controlled tyres and standard suspension. After the third session Gilbert eventually started to get his rhythm going and managed to get a best time of 2:01. This is still some 3 seconds off his best practice time but there was some hope as the team magician needed to spend some time assisting in the setup. Gilbert left Kyalami not feeling 100% comfortable yet on this 160+ hp bucking bronco.

For Phakisa (a track that Gilbert knows well and enjoys) he quickly managed to get into a rhythm with the help from the Team Doctor Ricky. With the tyres having already completed 5 sessions of 8 laps at Kyalami they were starting to get a bit long in the tooth but still had plenty of grip. So Gilbert finished off the session with a 1:49.60 which is not too far off of his best practice time on the Ducati.

One of the challenges that Gilbert did pick up during the test session is the lack of rear traction when gassing hard out of the corners. Due to his inexperience with this bike it was felt that Sheridan do a few laps on the bike to find the problem.

After 4 flying laps it was discovered that there is a front and rear end "patter" which maestro Ricky will assist to dial out at the next test session (it started raining at the precise moment Shez took the bike out).

So the next practise session is on Friday 25th January and the first official race of the season is on the 26th January at Kyalami.
See you all there.

Next Team Test Session

The next test session will take place on the 4th and 5th February 2008 at the Killarney race track in Cape Town.

See you there.

Adeline Kritzinger

PR Dept EmTek Racing

adz@emtekracing.co.za