

PRESS RELEASE

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Second Test Report for EmTek Kawasaki Racing Team – Killarney

Testing, testing, testing.

It is a term that we are sure that many of our sponsors, readers and supporters some times get tired of hearing. However there is a critical reason that testing in many different scenarios is so important. It is working with the riders, tracks, personnel and tyres etc that makes each test a vital cog in the preparation for a championship. In fact we cannot place more importance on testing (more on this issue a bit later in our report).

The arduous journey

The team set off from JHB on a cool Sunday morning at 02:30am (this is in the morning when it is still dark mind you) all in a convoy - destination Killarney. The journey was not bad up until the sun started really roasting the drivers through the Karoo. The first of our problems reared its ugly head when the Sprinter driven by crew chief Ricky decided to "open itself up" and let all the heat from the engine escape into the cab - whilst driving in the Karoo. Not a pleasant experience as both Ricky and Gilbert landed up with mutated right legs/feet. Then later on this self same Sprinter also decided to have an on/off relationship with the Turbo and this particularly important item on this vehicle would cut out whilst overtaking a 20 ton truck with another one heading in the opposite direction. Mind boggling to say the least.

However after 14 hours we finally found the "mountain and our bearings" and got to the track to set up the pits.

Day 1 - Monday 4th February

Well we were all looking forward to the 1st coastal test for the team, and it panned out pretty good. The Killarney circuit was a little bit dusty for the start

of day 1 and the wind was blowing at some 45km an hour. The wind started blowing pretty hard more towards the middle of the afternoon and the morning session was fine. Times were not earth shattering but were there or thereabouts. Shez was consistently running in the 1:16 and Chris around the 1:17. Unfortunately the afternoon session was pretty much a write off and the time was spent more on suspension setup than anything else. Tyres and fuelling took a back seat at this stage.

However after a number of runs Sheridan kept complaining that the bike was not able to accurately turn in and was especially difficult to fire out of the chicane coming onto the main straight. There was much frustration and head scratching (including the odd spanner against the wall - which we have budgeted for under miscellaneous tool thrashing expenses).

Ricky finally found the fault after a process of elimination and it turned out to be the rear Ohlins shock was leaking as a result of a stress fracture.

We were very fortunate to be able to source a brand new Ohlins for the ZX10 from **Danie Maritz** whose business just happens to be across the road from the track. A big shout of **THANKS** goes out to Danie for the help as this would have been a shocker (excuse the pun) for us to have wasted the whole journey and not do any testing.

However this discovery was so important as it again highlighted the issue of testing and had we not bothered Sheridan could have potentially crashed and injured himself due to the leaking shock.

Day 1 ended on a positive note with both Shez and Chris just under the lap record set last year.

ZX10 Cup Riders

Day 1 included the ZX10 Cup riders of Gavin Lightfoot and Gilbert Parsons who used the opportunity to learn the track and get a few good sessions under their belts. Gavin ended on a positive 1:19 with Gilbert trailing some way back at 1:27. There is obviously much work to be done here and Gilbert is still struggling to come to terms with the Bridgestone Breakfast run hard as nails tyres (interestingly Gilbert went a full second a lap whilst trying a used rear Pirelli tyre). It is quite evident where the WSBK one tyre rule is now filtering through and benefitting the national championships around the world.

Day 2 - 4th February

Day 2 the track was clean and the wind was much better. Both riders went out on the previous day's rubber and improved on their times straight away. After testing a few things such as trying different gearing etc, they both put the new tyres on and went out to smash the lap record completely. At the end of the day young Christopher managed a 1:15.8 and Sheridan a 1:15.4 so the

lap record was broken unofficially and everyone was happy although both riders said that they will go faster without the gusty wind!

Shez and Chris are now very comfortable on the 2007 ZX-10R's after completing around 120 laps of the Killarney circuit each and cannot wait to kick butt on the 2008 model.

Satellite Rider – Nic Grobler

Young gun Nicolaas Grobelaar also joined us for the two days of testing and he immediately impressed with his quick times. Unfortunately however on Day 2 (literally as we were calling it a day), young Nic crashed leaving his ego and bike in a few tattered pieces. Fortunately he was not injured and the bike is already being repaired for the next test session.

Also joining us was BOTTTS Superstar Benjamin Du Plessis all the way from Namibia. Benji tested his 1098S Ducati and found the extra horsepower totally both amusing (this happens when you find power you never knew existed) and scary (this has something to do with the bike wanting to wheelie everywhere due to the unexpected power). Unfortunately Benji also had a minor crash during the last hours of Day 2 and he too was fortunate not to hurt himself.

So for the future **EmTek Kawasaki** is planning to possibly enter into a Regional round in Port Elizabeth with the objective of testing the **NEW BIKES**.

After a recent meeting held with the importers, Kawasaki SA has given us tentative shipping and landing dates for the awesome 2008 model **ZX10R**.

Our two champions are chomping at the bits to get their hands on these bikes so that the real "testing" can begin.

We will keep you all posted as soon as the bikes arrive.

Ciao regatsi.....

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