



EMTEK KAWASAKI RACE REPORT

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Race Report – Killarney 15/11/2008

A HIGH AND LOW END TO 2008 YEAR

Killarney provided the Superbike fraternity with a fantastic arena atmosphere for the last round of the National Superbike Championship for 2008. There is always intense interest in Superbike racing in Cape Town and they enjoy their day at the races. We think it is the spectator friendly track and officials that really make it stand out – in fact all the coastal tracks have the same attitude as they go out of their way to make you feel welcome – unlike Kyalami where the security personnel actually carry guns around the pits, which I find completely uncalled for as there is always children at these venues. In fact at all the coastal rounds there are far more spectators than competitors which is not the case particularly at Kyalami.

The team headed for Cape Town via the N1 road and had more excitement than was necessary. During the trip they encountered heatwaves, flooding, mini twisters and bad driving by the truck drivers. The flash flooding took its toll on many homes in and around the Western Cape and did offer an auspicious start to the weekend. Many of the teams wives and family chose to attend this last race as well.

However the opposite was to greet all who had endured the trip down (in fact our esteemed #1 rider Shez and Robbie Portman were nearly swept away when their van started flooding and shifting whilst crossing a bridge). The weather proved to be fantastic for the rest of the weekend.





EmTek Racing pit setup – Sharing with the Sculleys

For this weekend EmTek Racing invited the newly mounted Kawasaki riders Duane and Glen Scully to share our pits for the weekend.

Friday Free Practise

The Friday session saw a game of seesaw between P1 to P10. Shez unusually could not stamp his authority on the weekend due to a tyre problem with the bike. For some strange reason a misfire had developed and Shez was again unable to go through the rev range as he was supposed to (the same problem occurred at Kyalami).

Surprisingly it was Clinton who proved his determination by topping the timing sheet, with Chris second and Shez a distant fourth.

1	61	Yamaha C.Seller	1:16.075	10	154.600			12
		20899, Nashua Mobile Yamaha, Yamaha, 1						
2	99	Kawasaki C.Leeson	1:16.382	7	153.979	0.307	0.307	8
		21661, EmteK Kawasaki, EmTek Kawasaki, Kawasaki, 1, 13591						
3	2	Yamaha S.Whyte	1:16.601	9	153.538	0.526	0.219	12
		5121, Nashua Mobile Yamaha, Yamaha, 1						
4	32	Kawasaki S.Morais	1:16.630	10	153.480	0.555	0.029	12
		9998, EmTek Kawasaki, EmTek Kawasaki, Kawasaki, 1, 13591						

The session was used to determine the setup of the bike and ensure that the correct tyre compound was in place. At the time the team was extremely happy with the events of the session with the exception of Shez.

For the second free practise Shez was again plagued by technical problem except that this time around there was an electrical problem that reared its ugly head. Chris topped the timing sheets with Shez moving up to second.

1	99	Kawasaki C.Leeson 21661, EmteK Kawasaki, EmTek Kawasaki, Kawasaki, 1, 13591	1:15.947	8	154.861			10
2	32	Kawasaki S.Morais 9998, EmTek Kawasaki, EmTek Kawasaki, Kawasaki, 1, 13591	1:15.951	10	154.852	0.004	0.004	10
3	61	Yamaha C.Seller 20899, Nashua Mobile Yamaha, Yamaha, 1	1:16.101	6	154.547	0.154	0.150	11
4	1	Suzuki A.Moodley 718, Dynamic Express Suzuki, Suzuki, Suzuki, 1, TBA	1:16.136	6	154.476	0.189	0.035	8

However for the third free practise session, Shez managed to get his bike working perfectly and put his bike in a commanding lead at the top with a fantastic 1:15,7.

Chris somehow seemed to lose his rhythm and managed to slip down into 7th.

The fourth free practise saw the situation resume back to normal with Shez and the top, Clinton 2nd and young Chris in 3rd. This is exactly what the team had been working on for the riders to ensure that they were all ready and prepared for their qualifying sessions (as this is of critical importance for this track).

1	32	Kawasaki S.Morais 9998, EmTek Kawasaki, EmTek Kawasaki, Kawasaki, 1, 13591	1:15.898	7	154.961			12
2	61	Yamaha C.Seller 20899, Nashua Mobile Yamaha, Yamaha, 1	1:16.223	3	154.300	0.325	0.325	7
3	99	Kawasaki C.Leeson 21661, EmteK Kawasaki, EmTek Kawasaki, Kawasaki, 1, 13591	1:16.233	8	154.280	0.335	0.010	9
4	15	Yamaha B.Stark 23013, High Power Yamaha, Yamaha, 1	1:16.6755	153.390	0.777	0.442		12

A notable edition to the top four riders in the final session saw Brad Stark moving up the timing sheets to be only 4/10^{ths} of a second behind Chris.

Qualifying

All competitors woke up to a beautiful and crystal clear morning for qualifying. This did bode well for the team and all our focus and attention was to ensure that our riders got on the front row. And that is exactly what the team managed for both Heats. Both riders qualified well below the lap record even with the change in the chicane essentially designed to slow the riders down a fraction.

1	61	Yamaha C.Seller 20899, Nashua Mobile Yamaha, Yamaha, 1	1:15.084	3	156.641			3
2	32	Kawasaki S.Morais 9998, EmTek Kawasaki, EmTek Kawasaki, Kawasaki, 1, 13591	1:15.186	3	156.428	0.102	0.102	4

3	1	Suzuki A.Moodley 718, Dynamic Express Suzuki, Suzuki, Suzuki, 1, TBA	1:15.358	8	156.071	0.274	0.172	8
4	99	Kawasaki C.Leeson 21661, EmteK Kawasaki, EmTek Kawasaki, Kawasaki, 1, 13591	1:15.573	8	155.627	0.489	0.215	8

The team was elated with the front row but as is the usual with motorcycle racers, this was just not good enough.

Race 1

Shez had a dismal start and managed to ensure that his 2nd qualifying position was not for nought. By contrast Christopher had a blinding start and managed to pop himself into the lead coming out of turn 2. This caught many of the riders by surprise and each competitor had to pull out all the stops to try and catch Chris. Unfortunately the lead was held for the first couple of laps when Chris missed a brake marker and ran off the track at the bumpy turn 2. This slipped him all the way down to 8th and he had to put his head down to make up for his indiscretion.

Unfortunately having ridden at 110% he again missed a brake marker and for the second time in the race ran off and dropped down to 12th.

In the meant time by lap four Shez had caught and then built up a small lead over the chasing bunch which saw Clinton, Shaun and Arushan going hammer and tong for the rest of the podium places. Even Lance Isaacs put his front wheel into the top four every now and then but faded towards the end of the race.



Shez leading by 0,1 seconds ahead of Sellar

1	32	Kawasaki S.Morais	10	12:38.780		1:15.0375	156.739
		9998, EmTek Kawasaki, EmTek Kawasaki, Kawasaki, 1, 13591					
2	61	Yamaha C.Seller	10	12:38.926	0.146	1:15.07310	156.664
		20899, Nashua Mobile Yamaha, Yamaha, 1					
3	1	Suzuki A.Moodley	10	12:40.037	1.257	1:15.1967	156.407
		718, Dynamic Express Suzuki, Suzuki, Suzuki, 1, TBA					
4	2	Yamaha S.Whyte	10	12:40.131	1.351	1:15.2503	156.295
		5121, Nashua Mobile Yamaha, Yamaha, 1					

Race 2

This was supposed to be Shez's swan song to his team, supporters and sponsors but it was not to be. Everybody was looking forward to this race in anticipation as this is the one Shez wanted to win to secure his title of Mr Consistency – in style.

Unfortunately Shez had a dreadful start and found himself down in around 5th place when he was punted very hard by an unknown rider from behind coming out of turn one. This shunt from behind pushed the bike onto the bumpy curb and the bike simply grew wings and took off – literally. Shez was high-sided and was winded by the antics of his bike. The beautifully turned out Kawasaki ZX10 took a terrible tumble and simply cartwheeled into oblivion and just carried on and on and on. The bike was eventually brought to a stop by the forces of gravity and then promptly caught alight. It was returned to the pits on the front of a forklift.

As Shez was lying in a rather dangerous position on the track it was deemed necessary to red flag the race and get the riders to line up again – sans – Shez.

However the saying that for every dark cloud there is a silver lining.

That silver lining turned out to be for the benefit of Chris. Again he got a blinding start and managed to ensure that he came out of turn 2 in the lead. And this time he managed to endure the pressure that was exerted on him by the rest of the charging pack.

Chris did slip down a fraction but he redeemed himself fantastically by managing to finish 2nd, by a mere fraction of a second 0.059th of a second. This was an excellent result to a somewhat seesaw weekend.

1	61	Yamaha C.Seller 20899, Nashua Mobile Yamaha, Yamaha, 1	8	10:09.564		1:15.0794	156.651
2	99	Kawasaki C.Leeson 21661, EmteK Kawasaki, EmTek Kawasaki, Kawasaki, 1, 13591	8	10:09.623	0.059	1:15.3224	156.146
3	1	Suzuki A.Moodley 718, Dynamic Express Suzuki, Suzuki, Suzuki, 1, TBA	8	10:10.444	0.880	1:15.0964	156.616
4	2	Yamaha S.Whyte 5121, Nashua Mobile Yamaha, Yamaha, 1	8	10:10.444	0.880	1:15.0518	156.709



Shez's bike after crashing in turn 1 – note the shattered rear rim

This brought to an end a fairy tale season whereby Shez had managed to keep his bike upright for the whole year whilst competing in Nationals, Regionals and Internationals.

A terrible twist of fate for the last race and last heat of the year.

Both the EmTek riders wish to thank the efforts of the members of the Team including Ricky Morais, Ryan, Chris Snr and Leon as well as all those who made the effort to support the riders and make their race day as comfortable and pleasing as possible.

They also wish to send a HUGE THANK YOU to the Teams **sponsors** without whom none of this would have been possible.

This round was also prolific as it was also the last race for one of our riders that has been the prodigy of Ricky Morais for the last 3 years.

Young Christopher has opted not to renew his ride for Kawasaki and will be joining the Yamaha team of Robbie Petersen on the new R1. He will be joined by Zimbabwean stalwart Shaun Whyte for 2009.

We wish Chris Jn all the very best for his future in his new team in the role as #1 rider.

EmTek Racing also wishes to say a HUGE THANK YOU to Chris Leeson Snr for all the help, support and assistance he has given and provided to the team over the past year – without which none of our success's would have been realized.

Team EmTek Kawasaki Racing will be sending out individual letters of thanks to all our supporters and sponsors after the next round and this will be published in our final race report of the season.

Our primary and major sponsors were:

- Kawasaki SA
- Full Throttle
- Bronko Engineering
- Master Guard
- Fairros Chickens
- Interac
- Powerhouse Dyno
- iAdapt

Candid Gallery

The roving EmTek Racing press team were in attendance and managed to capture some “interesting” pictures of the weekend.



Team EmTek Kawasaki homegrown honeys with their chargers



Kawasaki X-ergy ladies hiding out by the Lambo Polizia

Part of the excitement for the day also saw a great effort by the riders to put on a professional show for the sponsors.

The bikes were of the most professionally prepared bikes on the grid and all the riders can feel proud to swing a leg over onto the ultra clean bikes and this is where Leon van Gent and Ryan August are praised – not once did a

bike ever go onto the track looking tatty, dirty or un-presentable (in fact some of the world superbike teams could learn a lesson or two from EmTek).



Immaculately prepared Kawasaki and pits – thanks to Leon and Ryan

So as they say in the movies – all good things must come to an end and for both riders this has been a very tantalising and fairy tale year.

It all started way back in December 2007 based on the decision to ride with the untried and untested Kawasaki ZX10. At the time there was absolutely no data or input available for the team to even start with a base setting. In fact the team had not been on a Kawasaki since 2003 when Shez won the Regional Supersport title as well as the privateers Championship simultaneously.

Another unknown was – How was young Christopher going to adapt to the more powerful 1000cc Superbike as opposed to the smaller 600cc that he had won the Supersport Championship on in 2007?

All of this was put into perspective by the third round of the Championship and if there is a common denominator in this whole equation it is down to one individual.

Mr Ricky “the maestro” Morais.

Team EmTek Racing wished to thank Ricky for all the hard work, effort and skill that has been given to the team and riders in order for them to achieve what they have. This effort and passion is – **PRICELESS**.

Also a huge thanks to the other members of the team who have put in untold numbers of hours in preparing and ensuring that the bikes were always in top condition.

They are:

- Ryan August – team mechanic
- Leon Van Gent – team logistics
- Andy Parsons – team treasurer
- Michelle Morais – team admin and travel expert (and visa specialist as well as manageress of being able to have flights and tickets changed 20 times)
- EmTek Racing – all the other members of the bike shop that helped after hours
- Chris Leeson – sponsorship management and logistics and general run around
- Gilbert Parsons – general lackey and scribe

A news brief will be issued as to what the team composition will be for the 2009 year as well as any news as to who is riding for who.

Issued by:

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