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SHANNONVILLE MOTORSPORTS PARK

RACE SuperSeries
Round # 2 & 3 Results

Next Event:

Superbike National Round
August 31, September 1, & 2 2007



Caption: Start of Regional Race Round # 2, May 20th, 2007

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Introduction

This is my second flyer providing information about my first year in racing. You can visit our Website to view the first flyer if you happen to have missed it. I will cover the results from Race SuperSeries Round 2 & 3. I'm typing this flyer using only one hand, which is tedious, but read on and you'll find out why. I'm currently sitting in 12th place after round 3 and only time will tell if I can hit my goal of placing in the top 10 in total points for my first season. Please remember to view the list of sponsors on the back of this leaflet, which without their help, this would not be possible. All the sponsors I've approached are companies that we do, or have done business with in the past and we highly recommend them and their products/services.

Sean R. Nadeau
Director of AMR Powersports Inc.

Race SuperSeries Round #2 Results – May 18, 19 & 20, 2007

Friday May 18th – Practice:

This is the first time I don't have my family with me and I was already missing them and their help while I set up the pit area and unloaded the bike by myself. I pre-registered this time and I managed to cut down some of the wait time Friday morning but still had to wait in line for the transponder.

The first sessions on the track in the morning went really well. My focus was to practice my lines and slowly increase my speeds. My previous experience on the Pro Track produced a best lap time of 1:18sec and I was already matching that time in the morning. My second session of the morning was fantastic and I lowered my times again posting a personal best time of 1:16.665sec.

The first session in the afternoon resulted in a 1:16.533sec so I was very excited about my progress each time out.



THEN IT HAPPENED!!!!!!

During my second session of the afternoon, I was following two faster riders going into turn 2 when I leaned the bike over, and all of a sudden, something slapped me in the left shoulder and the side of the head. It took a split second to realize it was the racetrack that hit me as I had lost traction on the front tire and had experienced my first low side.



But wait, the worst was yet to come. The track is angled slightly on that corner so the bike and I became airborne before tumbling several times in the grass. It really isn't smooth out there. I came to my feet immediately and went to pick up the bike when I saw the damage. The bike wasn't going anywhere. The good news was that I didn't get hurt. Not physically at least!!! After getting "The Ride of Shame" back to the pit area on the back of a trailer, I contemplated the fact that my weekend was probably over since the damage seemed overwhelming and I had no spare parts. I was feeling pretty down and ready to pack everything up and go home. Several racers I race against came over to see if I was all right and check out the damage. I think they could tell I was ready to pack it in and leave so they offered their advice and help to repair the damage that night to get the bike ready for Saturday. One of the Pro racers was even willing to lend me parts from his old SV they just happened to have at the track.

I needed some alone time to think so I went to Belleville to have supper and to contemplate if I was going home or not. I was not sure how to repair the windshield since a mounting bracket made of aluminum was snapped in two. Then the idea hit me of using the flexible copper tubing used in plumbing to fabricate a new bracket. Well, a trip to Canadian Tire to pick up some supplies and the bike was ready for morning practice the following day.

Sunday May 20th – Final Results:

I went on to qualify 9th on the grid and finished the race with an 11th place finish. I was happy with the results since I'd crashed on the Friday but I was definitely slower after the crash with a best time during the race of 1:17.112sec. I was now sitting in 10th place following the first two rounds.

RACE SuperSeries Round #3 Results – June 22, 23, & 24, 2007

Friday June 22nd – Test Sessions:

My family came with me this time and that makes a race weekend so much better. I would come to know the additional benefits as well before the end of the weekend.

The Race organizers decided to run the Pro Track again which was the same track as Round 2. I was a little disappointed because I wanted to try the Long Track as I've never ridden it before. The good news is I could compare my times from the previous race to chart my progress.



I told Brooke, my oldest daughter, not to bother recording my lap times as I had to rent a transponder and I'd get the times automatically from the Race officials. This was a mistake as we later came to find out they were having problems with their system so no times were available for my Friday practice. So I ended the Friday practice feeling good about my performance but no real result to confirm those feelings.

Saturday June 23rd – Morning Test Session:

Saturday turned out to be another beautiful day. I've been very fortunate so far that I don't have to test my skills on a wet racetrack!! My best time from morning practice was a 1.18:507sec which was still not as good as my best time posted during Round #2 prior to the crash. I found out the qualifying session in the afternoon was going to be a heat race instead of timed qualifying determine final grid positions for Sunday's race. It short, I was going to have a race in the afternoon.

Saturday June 23rd – Afternoon Heat Race (Qualifying):

I was positioned 10th on the grid based on my current season points so I was starting from the third row on the grid as usual. I had a great start but lost several positions going into turn 1 and 2 as I was on the inside and boxed in. Several riders passed on the outside. I ended up passing one rider and finishing 11th that placed me on the outside of the third row for the race. I was hoping for the outside spot on the grid since this was the second race that I lost several positions because I started on the inside. I posted a best time of 1:15.306sec, which was now my personal best. As a matter of fact, every lap I did was faster then my best time posted that morning. I was considering changing my gearing so I don't get left behind on the straights and I finally made the change Saturday night and would test the next morning during practice. The gearing change I made would result in more pull out of corners and less top end. I'd also have to figure out my new gear selections around the track.

Sunday June 24th – Morning Practice and Race Results:

I used the Sunday morning practice to figure out my new gear selections around the track. The race started out as usual with a great start and this time I did not lose any positions going into turn 2 and 3. I did however lose one position as a person dove underneath myself and a few other riders going into turn 3. A very aggressive move but he pulled it off. I focused on staying close to the rider in front of me for the first few laps before deciding to go hard after him. That was pretty much the last decision I made before my bike lost tracking in corner 4, then went into a high-side and launched me up and over the front end of the bike before both the bike and I came crashing down. Once I stopped sliding on my head, I immediately ran off the track to get out of the way of other racers. My next concern was that my family who were watching from the stands would soon know that I had crashed. It was only when I went to take off my glove that I realized something was wrong with my left shoulder. I was pretty sure I had broken my collarbone. Following the race, my wife and kids had to load the bike on the trailer and pack away the camping gear. Several riders came to our aid, which was really appreciated. Following the drive home with my wife at the wheel, I spent the next 4 hours in the hospital to prove what I already knew. I'd broken my collarbone in two places and I could expect 4 to 6 weeks of painful downtime. To add insult to injury, I checked the results from Race #3 online to find out I'd dropped two positions and was now in a three-way tie for 12th place.

Conclusion

Maybe I shouldn't have switched my gearing the night before the race? Did I push too hard? Am I leaning off the bike enough through turns? Clearly I will have a lot of things to think about and now, I also have some downtime to do it!!! Please visit our Website at www.amrpowersports.ca for more pictures and info about upcoming events.