



EmTek Management Services



# RACE REPORT

## RACE REPORT – LAUSITZ

[For immediate release 12/09/2007](#)

### Situation back to Normal

After the long summer break from Europe it was back to Lausitz ring in Germany. This venue is "infamous" as it is also one of those sometimes dubious and little used "multi-purpose circuits" with an oval ring and various infields and outfields (all that was missing was a mielie field), most of which is never used - it also becomes a nightmare if wet. Having spent some time back home I managed to give my hand a bit of rest and it really did start feeling a lot better. I was also "chomping at the bit" to get onto the bike so that I can prove to myself that Brands was not my usual capability - I was convinced it was the bike.

On a personal matter I finally took the plunge (no I am not getting married just yet), and bought myself my very own and very first property. This is an important step for me as it is getting increasingly more and more difficult for the younger generation to get to own property. I would really like to give a huge shout out to Pieter Kritzinger for all the help, advice and organising for this acquisition.

I am now officially a landlord and form part of the gentry.  
Back to racing.

### Friday practise

As is always usual with Germany the weather set about to change the rules and spring a few major surprises for the weekend including Superbikes. Friday free practice was really a waste for all the competitors as when the track opened for our class it started raining (no make that bucketing down), and nobody got in any laptimes.

Friday first qualifying was however dry and with nobody but the Germans having tested there, it was going to be a tough one. I qualified 16th and of course I was not happy with the position but was happy with the progress we were making. In the debriefing on Friday evening we decided to change the bike quite a lot for Saturday.

### Saturday practise



Saturday it rained most of the day (no kidding) and in the morning free practice I was up to 10th with a lot still in the bag. I was actually enjoying the wet conditions and we were making huge strides in terms of "wet" setup. Saturday qualifying was crappy because I could not better my dry qualifying from Friday but I could better my wet setup. Unfortunately my bike broke (again) after just 3 laps when I was up to 6th position and I had to pull in to the box. All that broke was the exhaust but if I had carried on riding it could have been far worse, so there was my qualifying time going up in smoke. To put things into perspective by the close of sessions for Saturday there were in excess of 54 crashes up until then. And to make things even more interesting 4 minutes into Superpole it started raining but Fonzi Nieto managed to put in a flying lap of 1:50 and before the big guns could wipe the rain drops from their eyes, it started bucketing again. So guess what - no big names in pole - Fonzi retained pole position. The first time in many years a Kawasaki was on pole.

### **Sunday Race**

What a shambles to the start of our race. Unfortunately what was not reported, commentated on nor shown, was that during the sighting lap the official pace car (an Alfa Romeo 159) actually blew its motor and went into the barrier. The oil trail it left behind was on the racing line and 3 riders went "off-roading" and one poor soul actually crashed - and it happened to be my team mate and our very own Greg Gildenhuys. I really felt sorry for him because this is not the way to start off a race. He eventually limped back to the pits where Lucio and the team fitted a new lever in record time but Greg still had to start from pit lane - a real bummer.

Raceday there was no rain and that only served to work against us, as we had an untested setup in the bike. In the warm ups I was 9th and we had some more changes to make.

I settled into my starting position of 16th with the nerves now settling down, I was now just anxious to get the race underway. Off the line I got a great start as has become customary on my Ducati, but into turn 3, I got pushed wide - and lost a lot of time there. On just the first lap I lost 6 seconds and for the next few laps I was just losing more time trying to pass all those fast Japanese bikes. Once I was up to 12th I just concentrated on putting in fast laps and began doing good laptimes, I was rapidly catching up to the 11th place rider Rene Mahr but just ran out of laps and decided that it might be best to settle for 12th and bank the points.

The TV coverage belies what a hard but good race it was and the actual progress that was made from the start to the finish line.

This is again not where I wanted to be but I enjoyed the race and we are going forward now, and not backwards, so a huge thanx to the team (Team Pedercini) and everyone in SA for their unwavering support.

**Remember watch the web pages for more updates ..... [www.emtekracing.co.za](http://www.emtekracing.co.za)**

**SHEZ 32**  
**[shez32@yahoo.co.uk](mailto:shez32@yahoo.co.uk)**