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## **SUPERGP – ROUND 2**

### **RED STAR RACEWAY -25<sup>TH</sup> & 28<sup>TH</sup> OF APRIL 2014**

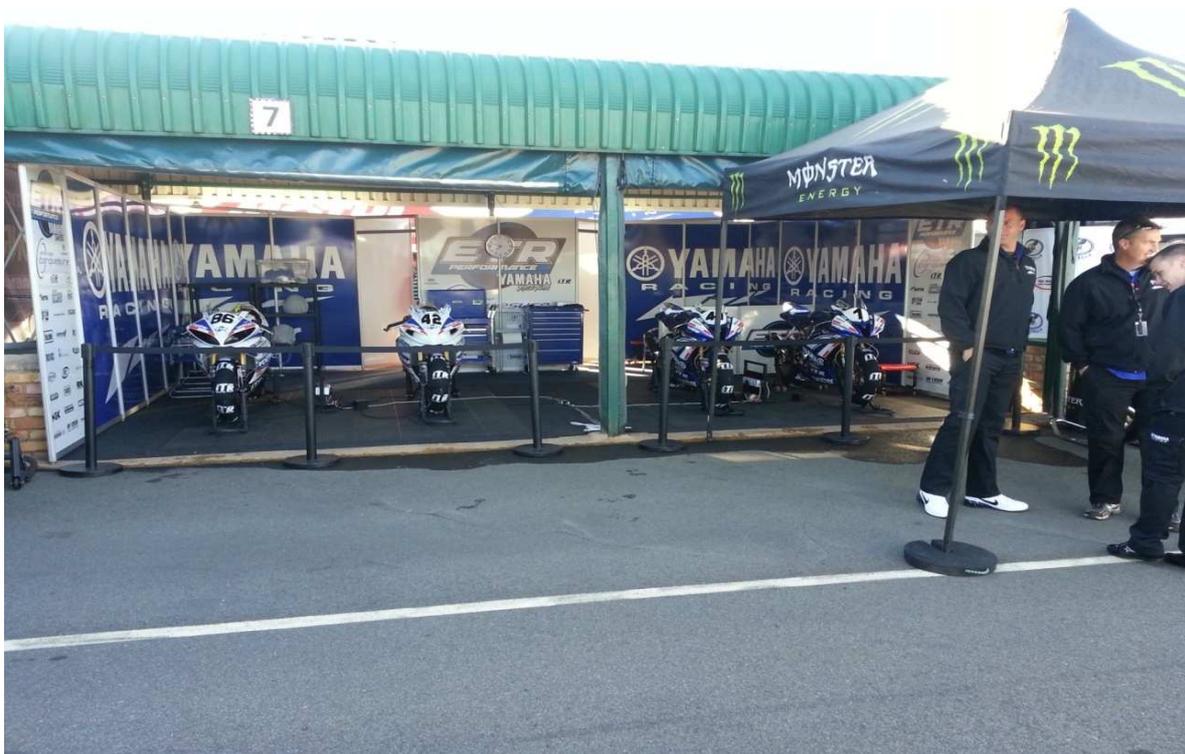
The weekend of the 25<sup>th</sup> to 28<sup>th</sup> April saw Round 2 of the South African National Superbike Championships which was once again organised and hosted by GAS Sport and sponsored by Monster Energy.

The ETR Performance Racing Team was extremely impressed by the professionalism and the huge effort made by GAS Sports and we all see it as a step in the right direction to improving motorsport in our Country. A major shout out also goes to Monster Energy, for believing in the sport and coming on board as a Primary sponsor. Those energy drinks are most welcome during the day.

ETR is hopeful that all the competitors and team owners/managers will come to appreciate the effort made to make this extremely expensive sport more affordable in the hope of offering and more level playing field to all competitors.

Unfortunately many members of the racing fraternity all too easily forget (selective amnesia) that SBK racing works in swings and roundabouts – ebb and tides. Not too dissimilar to the circle of life. So if we can all rally around the guys at GAS Racing and offer support, constructive criticism etc as opposed to continuous negative content I am sure we are going to have a blast this season.

The Red Star Raceway facilities must rate as one of the best in South Africa at the moment – especially for Motorcycle Racing. One of the primary reasons being, that no cars are allowed to compete on the track – which in turns means that there is a very limited chance of oil being spilled on the track.



### *The, as usual, professional Yamaha Emtek Brother Factory Racing pits*

The other side of the coin is that being end of April the weather was rather chilly in the morning and on race day provided the Team Managers a huge dilemma for Wet tyres or Dry tyres.

Saturday started off with a bit of anxiety as neither of our riders in 600's or the SuperGP's had ridden the RSR track in a counter clockwise direction. Especially in anger.

That was our thoughts – however we were proven to be wrong – very wrong.

Having led the timing sheets for most of the sessions in 600's our team managed to qualify both our riders and bikes on the front row – that is Pole Position and third. It was an awesome sight to see.



***Class of 2014 ETR Brother Yamaha Team***

#### **Ricky Morais – Crew Chief**

The Red Star Raceway is a track that does pose some challenges for both Riders and Technicians as there is a fine balance between gearing for a short track and a flowing track. RSR has 13 turns most of which requires a 2<sup>nd</sup> or 3<sup>rd</sup> gear exit. Then there is the 1km back straight away which tests riders exit drive and the power of the bikes.

So for the 600 Class we found this balance early on even though I was somewhat concerned about the weekend. Our riders have not had much exposure and experience with the track going Counter Clockwise whereas a number of the riders often do Regional races at this track and tend to spend an enormous amount of time at RSR.

Our other primary concern was that of tyres – for both 600's and the SuperGP Classes. The reason being that track does not get “rubbered down” with the cars as used to happen at other tracks previously – as RSR does not allow cars to participate on this circuit. So with all competitors on the exact same compound tyres our concern soon disappeared as the SC2 tyres held out quite well. We are also extremely happy with the tyre rules as they are currently.

With the 600's we concentrated our energy on the issue of fuelling so that our riders can get huge drive from the corners and this strategy paid dividends.

With the SuperGP's we focused our attention on the gearing aspects as the R1's have very good drive out of corners using the torque curve to great effect. The team is looking forward to Cape Town for our next National

My further congrats goes out to **Monster Energy** for their support, **Motorsport SA** for allowing this series to be managed by the **GAS Sport** team

I also wish to further take this opportunity to thank our own ETR sponsors, without whom we would be on the grid.

Ciao from Ricky

## SuperGP Rider – Robert Portman #86



*Rob at RSR – images courtesy of Chris Speight Images*

In Rob's own words: It was a good weekend for me. I had not done much riding up till the race but had worked hard on my fitness as I knew how demanding the RSR track is.

Ricky had a good setup from the start so we just made some slight improvements. Every session we improved which was our main goal. Heading into race one I decided to make a dramatic change with the gearing which I thought would help me over the 15lap race.

I got it wrong. The bike was hard to ride and not suited to my style and this resulted in me punishing my tyres for the final few laps in Race 1 (the new format of racing means we now do 15 laps which is 5 more than previously raced in Nationals).

So for race two we went back to what we had for qualifying. This setup was great and from the word go I was considerably faster than I was in race one. I managed to barge my way up into the top 4. I had a good battle, for a couple of laps, with Slamet and Van Niekerk for what turned out to be the final podium position.

I had pushed so hard the first 7 laps and then made a few mistakes which allowed the two riders to get away. I ended up in a lonely 5th place but was very happy with this result as it is the best I have achieved this year.

Big thanks to the team for all the hard work! Bring on Cape Town.

#86ROB

## SuperGP Rider – Nicholas VD Walt #42



***Nick #42 at RSR - images courtesy of Chris Speight Images***

Being a Cape Townian the only track I have really come to grips with is Killarney – as this is my home track and I have spent many many laps at this circuit. So for me Red Star Raceway was another track that I had to learn the hard way – ie get out there and bang in as many laps as I could for as long as I could stay. I had only ever heard of the track which apparently is able to be used in either direction - - that is clockwise and anti-clockwise.

Gearing and brake markings were the two areas I focused on and by end of qualifying had managed to learn quite a lot in this department.

My primary focus for race weekend was to bank some valuable points and bring the bike home all in one piece.

I achieved both objectives which means that I can now focus on pushing the envelope which includes some more intense testing. Again my fitness levels played a huge part in my results due to the high atmospheric pressures as well as the SuperGP races now being extended to 15 laps instead of the old 10 lapper races.

I am going to actively recruit a Gym sponsor so that I can train more diligently.

I truly wish to thank the whole of Team Emtex Racing Yamaha for this awesome opportunity to showcase my skills. I also wish to extend my appreciation to the GAS Sport management and Monster Energy for their commitment to our sport.

Next round is at my home track and I am hoping to shine brightly there.

#42NICK

## Super600 Rider – Cameron Petersen #1



***Cam Petersen #1 - images courtesy of Chris Speight Images***

We recently tested at Killarney with some positive results. Team Crew Chief Ricky made few small tweaks to suit the technical Red Star lay-out and the R6 was brilliant out the box. From the first lap of practice I knew we were looking good. There was very little we had to do to the set-up during the free practice sessions, allowing me to concentrate on learning the tricks of the demanding circuit.

Qualifying didn't go according to plan when a red flag interrupted my run, meaning I had to do more laps than necessary. Fortunately with the bike working so well and with the Pirelli SC2's, tyre life was not an issue.

I did however secure Pole position for both Heats and my team mate Dean secured 3<sup>rd</sup> for both heats meaning that Yamaha had their first all front row start for the season.

In Heat 1, I was able to set the pace early in the race, and then control the gap to win my first race on the Emtex Brother Yamaha R6. The bike was working well and I was working well with the bike and this combination resulted in me giving the Team and Yamaha their first win of the season.

With fresh tyres fitted for the second race the bike felt even better. After setting the quickest lap of the weekend, I crashed out of a comfortable lead despite not feeling like I was pushing too hard.

I think I was caught out by the blustering windy conditions, where pockets of air is formed and then disappears again, which causes problems when leaned over. Lesson learned.

Despite the second race crash, it was an awesome weekend. Uncle Ricky has given me a fantastic bike and the positive feeling in the team helps me do my job on race weekends. With added support from Monster Energy I am very motivated to retain the #1 plate. Really want to thank the team and all sponsors for all the support.

GAS have shown the way an event should be run.

Can't wait for Killarney - #1CAMZ

## Super600 Rider – Dean Vos #49



*Dean Vos #49 - images courtesy of Chris Speight Images*

Saturday Practice.

The Redstar Round would prove to be difficult for all of us because none of us had been around Redstar Anti-clockwise before. During the first session I tried to learn the track as best as possible, I stayed out the whole session and lap after lap I went quicker and quicker. I pitted and was so happy when my team told me that I was third fastest. I qualified in P3, the second Yamaha on the front row which felt great.

Sunday Race day.

My warm up session went well. I started race 1 with a good start and felt I had a good pace. My teammate (Cam) pulled a gap and whilst I was racing for second the two Kawasaki riders took each other out - nearly taking me with them. I tried to catch my team mate but he was too far ahead of me. I managed to pull far enough away from the current championship leader Steven and finished in second place.

Race 2

I had a another great start and Cam started pulling away from the rest of the field and unfortunately ended up crashing after setting an impressive lap record. I was locked in a massive race with the two Kawasaki's and I planned a last lap move but disaster struck and I found my bike losing power and I saw that it had over heated. Fortunately I had built a good gap between myself and 4<sup>th</sup> place rider that I was able to ease my way across the line (unfortunately the cause of it was due to a stone going through a radiator). I managed to secure 3rd in the second race which gave me first overall for the day. This is the first time I have ever finished 1st overall in a National.

Thank you to my team and all the sponsors and to my Sponsor and Mentor Mr Tony Silva at ITR Motorsport. See you all at the next round at Killarney - #49VOS

A Huge thanks to all the support from our generous partners that make it possible for us to partake in the sport we love: