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**2009**

# **AUSTRALIAN HISTORIC ROAD RACING CHAMPIONSHIPS**

4, 5, 6 SEPTEMBER 2009  
MORGAN PARK RACEWAY  
WARWICK, QLD



**Supplementary**  
**Regulations**

# 2009 AUSTRALIAN HISTORIC ROAD RACE CHAMPIONSHIPS

*Proudly presented by*

**THE MOTORCYCLE SPORTSMEN OF QLD INC.**

Date	Venue	Closing Date	Early Bird Closing	Track Lic. #	MA Permit #
4 – 6 September 2009	Morgan Park Raceway, Warwick QLD	8 August 2009	24 July 2009	MA 0222	MA 1496

<b>MA Steward</b> Barry Newton	<b>Clerk of Course</b> Tom Williams	<b>Race Secretary</b> Rachael Hern Ph: 0433 208 241 E: rachaelhern@iprimus.com.au
<b>Eligibility Scrutineer</b> Marcus DeCaux	<b>Assistant Clerk of Course</b> TBA	<b>Chief Scrutineer</b> Derek Rumble
<b>Postal Address for Entries</b> PO Box 201 ALBION QLD 4010		

## INDEX

## Page

## Index

1.	ANNOUNCEMENT:.....	2
2.	JURISDICTION: .....	2
3.	ENTRIES: .....	3
4.	ENTRY FEES: .....	3
5.	ENTRY PASSES:.....	3
6.	INSURANCE: .....	3
7.	MEDICAL SERVICES: .....	3
8.	CLASSES OF COMPETITION:.....	3
9.	RACE FORMAT: .....	4
10.	AWARDS & PRIZEMONEY: .....	4
11.	ENTRIES TO CONSTITUTE A CLASS:.....	4
12.	MACHINES & RIDERS:.....	4
13.	RIDING NUMBERS:.....	4
14.	GRID POSITIONS:.....	4
15.	RIDERS BRIEFING:.....	4
16.	DRUG AND/OR ALCOHOL TESTING:.....	5
17.	CODE OF CONDUCT:.....	5
18.	TIMETABLE:.....	5
19.	CIRCUIT DESCRIPTION: .....	5
20.	STARTS: .....	5
21.	PRACTICE & QUALIFYING: .....	5
22.	NOISE: .....	5
23.	LOGBOOKS:.....	5
24.	ELECTRONIC TIMING:.....	6
25.	CAMPING:.....	6
26.	SPECIAL NOTES & WARNINGS:.....	6
27.	CARPORTS:.....	6

## 1. ANNOUNCEMENT:

1.1 The Motorcycle Sportsmen of Qld Inc. hereafter called the Promoter, will conduct the 2009 Australian Historic Road Race Championships for Period 1, 2, 3, 4 and 5 solo and sidecar machines at Morgan park Raceway, Warwick QLD on the 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> September 2009

## 2. JURISDICTION:

2.1 The abovementioned meeting has been authorised by Motorcycling Australia (MA), who has issued the Motorcycling Australia Permit Number MA1496 and is open to holders of current Motorcycling Australia Senior National and **SENIOR ONE MEETING NATIONAL** Licenses.

2.2 Competitors with comparable licenses from another FMN who have obtained written clearance and provide verification of personal FIM insurance to a standard accepted by Motorcycling Australia are also eligible to compete.

2.3 The meeting will be held in accordance with the 2009 Manual of Motorcycle Sport (MOMS), these Supplementary Regulations, Motorcycling Australia Bylaws and any Final Instructions approved by MA. **By entering this meeting, all parties agree to comply with these rules, regulations, by-laws and instructions.**

### 3. ENTRIES:

- 3.1 Entry may **ONLY** be made by one of two methods:
- 3.1.1 **BY MAIL:** PO Box 201, ALBION QLD 4010
- 3.1.2 **ONLINE:** via [www.motorcyclesportsmen.com.au](http://www.motorcyclesportsmen.com.au)  
OR [www.nominate.com.au](http://www.nominate.com.au)
- 3.2 Entries open forthwith and on time entries close:
- 3.2.1 **IF** sent by mail:  
**Last mail on the closing date listed above.**
- 3.2.2 **IF** online via [www.nominate.com.au](http://www.nominate.com.au):  
**Midnight on the closing date listed above.**
- 3.3 **EARLY BIRD ENTRIES:**
- 3.3.1 To be eligible to receive the Early Bird discount, entries must be received by Friday, 24<sup>th</sup> July 2009 whether by mail or online.
- 3.4 To be accepted, entries **MUST** be completed in full and be accompanied by the correct fees. A stamped, self addressed envelope must accompany **ALL ENTRIES SUBMITTED BY MAIL** so that any Final Instructions and passes may be issued. All online entries will receive information via email.
- 3.5 Payment will be accepted via cheque or money order made payable to **"Motorcycle Sportsmen"**.
- 3.6 Any fees for dishonoured cheques will be the responsibility of the **RIDER**.
- 3.7 **ONLINE ENTRY CREDIT CARD PAYMENTS VIA [WWW.NOMINATE.COM.AU](http://WWW.NOMINATE.COM.AU) INCUR A 3.3% HANDLING FEE. Only MasterCard and Visa will be accepted.**
- 3.8 Late entries will only be accepted via **MAIL** and must be postmarked no later than the **14<sup>th</sup> August 2009**. Late entries will incur a \$50 fee which must be enclosed with the entry fee. Entries received after Friday, 14<sup>th</sup> August **WILL NOT BE ACCEPTED**.
- 3.9 In the case of postponement or abandonment of the meeting, all or any part of the entry fee may be retained by the Promoter, if such retention is approved by Motorcycling Australia.
- 3.10 The return of entry fees for any rider withdrawing from the meeting is at the discretion of the Promoter.
- 3.10.1 In the event of a rider/s not being able to attend the meeting due to unforeseen circumstances, a **REFUND** of entry fees minus a \$50 administration fee may be issued if the following conditions are met:
- 3.10.1.1 The Race Secretary, Rachael Hern is notified via email, phone call, voice message or SMS on 0433 208 241 at least 10 days prior to the event.
- 3.10.1.2 Refunds requested less than 10 days prior to the event must be accompanied by a medical certificate.
- 3.10.1.3 Refunds authorised will only be issued via direct deposit into the rider's nominated bank account.
- 3.10.1.4 Refunds requested after the event must be made in writing by the **FRIDAY** following the event via email to: [rachaelhern@iprimus.com.au](mailto:rachaelhern@iprimus.com.au) or post and will be accepted or not at the discretion of the club.
- 3.10.1.5 The club retains the right to request the return of any or all allocated admission passes for riders who have requested a refund.
- 3.11 ONE EVENT LICENCES

- 3.12 Senior one meeting National Licences are available for this meeting subject to MOM 3.1.2
- 3.13 Please note these must be applied for 21 days prior to closing date.

### 4. ENTRY FEES:

4.1

	1 <sup>st</sup> Class	Early Bird	Extra Class
Solo	\$250.00	\$225.00	Nil
Sidecar	\$250.00	\$225.00	Nil

- 4.2 The above fees include the hire of one transponder per class, electronic scoring and a Flag Marshal levy.
- 4.3 Please refer to item 3 in regard to how to enter and pay the relevant fees.

### 5. ENTRY PASSES:

- 5.1 Each solo competitor shall receive one (1) Competitor pass and one (1) Guest Pass. Each sidecar competitor shall receive one (1) Competitor pass, one (1) Passenger pass and two (2) Guest Passes.
- 5.2 Competitors entering more than one class **WILL NOT** receive additional passes.
- 5.3 Additional passes may be purchased at a set price of \$10 on the attached entry form or in conjunction with an online entry at [www.nominate.com.au](http://www.nominate.com.au). Concession discounts will not be given for pre purchased passes as the relevant identification cannot be confirmed.

### 6. INSURANCE:

- 6.1 Details of the National Personal Accident Scheme are available from [www.ma.org.au](http://www.ma.org.au) or the current Manual of Motorcycle Sport.
- 6.2 Ambulance insurance is compulsory for all competitors.
- 6.3 It is strongly recommended that competitors give consideration to obtaining weekly benefits insurance.

### 7. MEDICAL SERVICES:

- 7.1 Qld Ambulance Service will be in attendance prior to any on track motorcycle activity until at least 15 minutes after the completion of the last race.

### 8. CLASSES OF COMPETITION:

Category	Era
Period 1	Veteran – up to 31 <sup>st</sup> Dec 1919
Period 2	Vintage – 1 <sup>st</sup> Jan 1920 to 31 <sup>st</sup> Dec 1945
Period 3	Classic – 1 <sup>st</sup> Jan 1946 to 31 <sup>st</sup> Dec 1962
Period 4	Post Classic – 1 <sup>st</sup> Jan 1963 to 31 <sup>st</sup> Dec 1972
Period 5	Forgotten Era – 1 <sup>st</sup> Jan 1973 to 31 <sup>st</sup> Dec 1980

  

Class	Capacity
Ultra Lightweight	Up to 125cc
Lightweight	132cc to 250cc
Junior	263cc to 350cc
Senior	368cc to 500cc
Unlimited	526cc to 1300cc
Sidecar	Up to 1300cc
Period 2 Junior	Up to 350cc

Period 2 Unlimited	368cc to 1300cc
Period 3	Formula 700 526cc to 700cc
Period 4	Formula 750 526cc to 750cc
Period 5	Formula 750 526cc to 750cc

8.1 Each class of competition will be restricted to **36 ENTRIES**. Up to a maximum of 5 reserves will be accepted.

8.1.1 Reserves will be notified by either email or telephone upon receipt of their entry that they are on the Reserve Rider List.

8.1.2 At the time of notification, if a competitor advises that they do not wish to remain on the Reserve Rider List, a full refund will be provided by direct deposit into their nominated bank account.

## 9. RACE FORMAT:

9.1 There shall be a minimum of two non-championship races per period per class.

9.2 The Australian Championship shall consist of no more than two races per period per class.

9.3 Race schedule will be advised in the Final Instructions.

## 10. AWARDS & PRIZEMONEY:

10.1 MA medallions and a permanent memento will be awarded to the first three placegetters in each Australian Historic Road Race Championship class.

## 11. ENTRIES TO CONSTITUTE A CLASS:

11.1 To constitute a class, the number of competitors entered and competing in each class shall be ten (10) bona-fide entries for solos and six (6) bona-fide entries for sidecars.

11.2 Should there be insufficient entries in any class of competition, the decision to run or cancel the class, or to combine and vary any awards, will be at the discretion of the Promoter, subject to MA approval.

## 12. MACHINES & RIDERS:

12.1 All machines entered must comply with the current MOM's for Historic Road Racing competition.

12.2 Multiple entry of the one machine in the same class of competition is not permitted.

12.3 Change of rider or machine (not both) may be permitted if submitted in writing to Clerk of Course via the Race Secretary and approved at least ten (10) minutes prior to the start of the event in which the substitution is requested. Substitute riders must be eligible to compete ie already be entered for the meeting. Substitute machines must be eligible to compete ie already be entered for the meeting, have passed machine examination, be eligible for the class and replace a machine that cannot reasonably be repaired. Spare machines may be entered using the space provided on the attached entry form.

12.4 **It is a condition of acceptance of entry that all machines entered for the meeting MUST carry the event sponsor's stickers. Stickers will be supplied at machinery. There are NO exceptions to this rule.**

12.5 Full protective riding gear, competition licence, logbook and race machine must be presented at scrutineering.

12.6 Eligibility checks can take place at any time during the meeting.

12.7 Machines that suffer accident damage in practice, qualifying or race sessions must be re-examined before participating again.

12.8 In addition to pulling down and checking of machines after official protests have been received by the Clerk of Course in accordance with the MOMs, the Scrutineer with approval of the Clerk of Course, can check and pull down, at their discretion, any machine that has taken part in the event. Failure to comply with this rule will result in automatic exclusion from the event results.

12.9 Machines will not be sealed for later checking after the event. All machines that are to be pulled down and scrutineered will take place at the venue before the machine is released by the Scrutineer. The rider or a member of his team must be available to carry out the strip down under the supervision of the Chief Scrutineer or his assistant. Failure to comply with this rule will result in automatic exclusion from the events results.

12.10 Capacity and fuel testing may be utilised by the Scrutineer at any round to assist with machine eligibility.

## 13. RIDING NUMBERS:

13.1 Wherever possible, competitors will be allocated their **Preferred Riding Number**; however, the Promoter does reserve the right to allocate numbers at their discretion.

13.2 All number plates **MUST** comply with the current MOM's.

## 14. GRID POSITIONS:

14.1 The FIRST Non Championship and Championship Race grid positions will be determined by official qualifying conducted on FRIDAY. Subsequent non championship and championship races will have a new grid sheet issued based on the finishing position of the previous leg. IE: Rider qualifies 3<sup>rd</sup> – their first **non championship** race they will commence in position 3 on the grid. The competitor comes 5<sup>th</sup> in that non championship event therefore they will commence the next **non championship** event in grid position 5. The same competitor commences their first **championship** race in grid position 3 (as per qualifying) and has a finishing position of 4<sup>th</sup>; they will commence their next **championship** race from grid position 4.

14.2 Competitors who do not complete an event or participate in qualifying may be placed on the rear of the grid at the discretion of the Clerk of Course.

## 15. RIDERS BRIEFING:

15.1 A riders briefing will be held each day prior to any on track motorcycle activity. It is compulsory for all competitors to attend. A random attendance role may

be utilised by the Clerk of Course to determine a competitors attendance at riders briefing. The Clerk of Course may at his/her discretion, penalise any competitor who is called randomly at riders briefing and is proven not to be in attendance by not responding to that call.

## 16. DRUG AND/OR ALCOHOL TESTING:

16.1 All competitors and officials are advised that as part of the MA drug education program, drug testing may take place at any competition in accordance with Australian Sports Commission policy as implemented by the Australian Sports Drug Agency.

16.2 If any doubts exist over banned substances, it is recommended competitors telephone the Drugs in Sport Hotline on 1800 020 506. When drug testing takes place, the presentation of awards to the persons tested will be delayed until results from the tests are received.

## 17. CODE OF CONDUCT:

17.1 All competitors, officials, parents and legal guardians are reminded of the Motorcycling Australia By-Law CODE OF CONDUCT (as stipulated in the MOM's) which is a guide to appropriate behaviour at all motorcycle race meetings. **This CODE OF CONDUCT applies to this meeting and WILL BE ENFORCED.**

## 18. TIMETABLE:

	Thurs	Fri	Sat	Sun
Gate Open	12.00p m	7.00 am	7.00 am	7.00 am
Campground Open	12.00p m	-	-	-
Sign On	1.00 pm	-	-	-
Riders Briefing	-	9.00 am	8.00am	8.00 am
Scrutineering	1.30 pm	7.00 am	-	-
Campground Closed	-	-	-	5.00 pm

18.1 The above listed times are approximate only and official times will be notified in Final Instructions.

18.2 **NB:** There will be a 10.00pm noise curfew for generators utilised within the campground.

18.3 For the purposes of drug and alcohol testing, the commencement of the meeting will be deemed to be the start time of scrutineering with the completion of the meeting for the participant being 30 Minutes after the last finish of the last race of the day.

## 19. CIRCUIT DESCRIPTION:

19.1 Morgan Park Raceway is a hot mix asphalt circuit of 2.1km in length. All races will run in a clockwise direction.

19.2 At the time of issue of these Supplementary Regulations, Morgan Park Raceway is undergoing

works to lengthen the circuit to approximately 3km. If these works are complete and Motorcycling Australia has approved the extension for racing, this extended circuit will be utilised at this event.

### 19.3 CIRCUIT INSPECTION:

19.3.1 All competitors will have the opportunity of walking over the length of the course to be used for racing prior to practice commencing, for the purposes of familiarising themselves with the layout and condition of the course. Competitors who having walked the course have any grievances with the condition of the course should advise the Steward or Clerk of Course immediately following their inspection.

## 20. STARTS:

20.1 All starts will be by clutch. Where lights are in place the start will be when the red light is extinguished.

Where no lights are in place the start will be by raised flag.

20.2 A two minute siren will be used to notify competitors that pit gate is about to open. At the end of the 2 minutes, pit gate will be opened for 30 seconds only. Those competitors that fail to enter the track within the 30 second time period will commence their event from pit lane under the direction of the Pit Marshal.

## 21. PRACTICE & QUALIFYING:

21.1 Practice and qualifying schedules will be listed in Final Instructions. A separate practice session will be held on Thursday 3<sup>rd</sup> September. An additional cost will apply for this day.

## 22. NOISE:

22.1 All machines must comply with the 2009 MOM's for noise emissions. Testing may be undertaken at any time throughout any round of this series. Penalties may be applied for machines which do not comply. It is suggested that all competitors be prepared to adjust/replace exhausts systems that do not comply.

**Competitors are reminded of rule 16.4.3 which reads "All exhaust systems must be fitted with an effective silencer". This rule will be enforced.**

## 23. LOGBOOKS:

23.1 Machines entered in the Australian Historic Road Race Championships must have a logbook issued by MA.

23.2 Bona-fide international competitors riding machines from countries other than Australia may compete without a log book providing prior approval is granted by MA, and the machine complies with a safety inspection.

23.3 Logbook application forms are available from [www.ma.org.au](http://www.ma.org.au).

## 24. ELECTRONIC TIMING:

- 24.1 Electronic timing will be utilised at this event and is compulsory for all competitors.
- 24.2 Transmitters must be fitted prior to all practice sessions.
- 24.3 It is the competitor's responsibility to ensure that the transmitter is mounted correctly and securely to prevent damage from fouling other components on the machine.
- 24.4 The onus is on the competitors to ensure that the correct transponder is on the correct machine prior to each event.
- 24.5 All competitors are required to provide a \$50 refundable deposit for a timing transmitter. Cash or Cheque only.
- 24.6 **When a transmitter is transferred to the competitor, it then becomes the competitor's responsibility to pay for any repairs or replacement costs of the transmitter if damaged or lost whilst in their care.**
- 24.7 For transmitters not returned at the end of the meeting, a late return fee of \$20 per day may be charged.
- 24.8 It is the competitor's responsibility to ensure that transmitters are returned in a good, clean condition at the end of the event, or if due to machine failure or injury before the machine leaves the pit area.

## 25. CAMPING:

- 25.1.1 A maximum of 100 people are permitted to camp at the venue. Camp sites will be allocated and notified by the Club in the Final Instructions.
- 25.1.2 The cost per person camping is \$40 per head and may be booked on the attached entry form.
- 25.1.3 Spectators are not permitted to camp.

## 26. SPECIAL NOTES & WARNINGS:

- 26.1 Body piercings must be covered with tape or removed (16.1.6.2).
- 26.2 Hair longer than shoulder length must be tied and secured under clothing or helmet whilst competing (16.1.6.1).

### 26.3 ADMISSION CHARGES:

- 26.3.1 Saturday \$15 Adults, Concession \$10
- 26.3.2 Sunday \$20 Adults, Concession \$15
- 26.3.3 Children under the age of 16 years are free if accompanied by an adult.
- 26.3.4 To receive concession discount, suitable identification must be provided.

### 26.4 PRESENTATIONS:

- 26.4.1 Presentation will take place at a time and place to be notified in Final Instructions.

- 26.5 **CHILDREN ON WHEELED DEVICES OF ANY TYPE ARE NOT PERMITTED IN THE PIT/PADDOCK AREA.** These devices will be confiscated and will incur a \$50.00 fine.

- 26.6 Children under 16 years of age are not permitted in pit lane.

- 26.7 **NO DOGS** other than guide dogs **ALLOWED WITHIN THE CIRCUIT GROUNDS AT ANY TIME.**

- 26.8 The club recommends that all competitors have a suitable fire extinguisher.

## 27. CARPORTS:

- 27.1 Are available by booking on the attached entry form or via [www.nominate.com.au](http://www.nominate.com.au). Power is available at cost (see entry form).
- 27.2 Carport size is 3m x 5m.
- 27.3 Competitor's booking a Carport with power will need to supply a lead of at least 30m in length.
- 27.4 **Power Leads for any purpose may not be plugged into the tower or carports** at any time. You will be required to supply a generator or hire a powered carport.
- 27.5 **THE NOISE LIMIT FOR GENERATORS TO BE USED UNDER THE CARPORTS IS 60DBA.** Generators may be tested at any time. Competitors with generators exceeding 60dBa will be required to pit in the paddock area. Generators must have 60dba or less stamped on the original casing.
- 27.6 The club is supplying an industrial generator to supply power to the carports. You may book a carport with power on the entry form – the cost for 3 days is \$130.00 If you wish to supply your own generator with a noise output of less than 60dba; the cost is \$100 for three days carport hire.

## STANTHORPE 2009

As it our only club run annual event each year Stanthorpe to me always has that special feel as the time for the weekend approaches. This year we were blessed with the most exceptional weather, unlike the last couple of years when it has either been bitterly cold or raining or sleeting or all three at once.

I arrived a bit later then usual with my new Gundy solo offsider Tony Eelkema along with both our wives ( I mean partners ). We were out to give our bikes a good run while the wives were intend on spending our hard earned dollars somewhere, anywhere around town. ( my wife actually works longer hours then me these days )

Saturday started off with things going pretty much to plan, my Honda seemed to be running reasonably well, Tony's Ducati not so good but at least he was getting some track time under his belt. Racing started & in the first round of P4/5 I finished 3rd in my class, then won my first ever race in the new Historic 350 class ( I was really glad I invented this new class ). P3 competitor Graham Barker reckoned I blocked him from passing me several times during the race but if he only knew how short sighted I was he'd know I wouldn't have seen him coming anyway. He left me with the words "next time Dave, next time". Sounds like the words from a movie but I just can't place them.

You have probably heard the term "hero to zero" because not long after I finished crowing about my inaugural victory I started the second round of P4/5 & things didn't go quite to plan. I missed the start badly, Rusty Pierini got away from me so I was chasing hard cursing myself for letting him get away. Round the track into the last corner leading onto the main straight & my front brakes failed. Off the track, onto the dirt & face planted in front of the tyre barrier. Dirt, busted bike bits & pride spread out for all to see.

I did eventually fix the front brakes to a degree with Rusty's help but then my brake master cylinder sprung a leak "again" so I called it quits after an easy "brake testing" run on the Sunday morning.

Tony continued to have problems with the Ducati but he did manage more track time then I did over the two days. Unfortunately I was not the only one to suffer mishaps over the weekend, Rusty bit the bitumen on the same corner, poor Russell Bentley seized his Bully during practice on Saturday morning, Ray Clacher & Bruce Russell also had spills. Luckily no one was seriously hurt & you know what they say about bike racing, "if you don't fall off occasionally you ain't going hard enough".

I did manage a couple of runs with my old sidecar buddy Ted Hayes on Sunday morning which brought back a lot of great memories & as I have always said “is the best fun you can have with your pants on”.

A couple of highlights over the weekend for me was watching the Wacker boys go at it on their Supermoto's. I know they are not Historics but it was still fun to watch. The other was the combined race with all the Historics on Sunday afternoon. It was fantastic to see so many on the track at once & from a couple of reports the competitors enjoyed the experience. We might make it an annual event, call it the “Historic Survivors race” for all those that can keep their machines running & “upright” for the weekend.

Stanthorpe was again I great weekend, a wonderful amount of track time for the dollars & a great atmosphere. Thanks again to all the officials that made the event possible. Webmaster Dave.



Class	Racing #	Rider/Passenger	Class	Make	Capacit	Year
<b>Division 2 Sidecars</b>						
	7	Robert Glock/Ted Hayes	Post-Classic	Triumph	830	1972
	17	Robert Glock/Ted Hayes	Post-Classic	Honda	763	1972
	451	Gene Lopeman/Vicki Butler	Classic	Triumph 650	750	1962
	47	John Wormald/Daryl Skewes	Post-Classic	Honda 750	900	1971
	45	Tony Jacobs/Damien Gibson	Classic	Triumph 650	750	1962
<b>5</b>	62	Ian Milton/Karen Jackson	Classic	Triumph 650	750	1962
<b>Period 2 Solos</b>						
	21	Ian Milton	Vintage	Triumph 500	500	1939
	56	Phil Ariel	Vintage	Ariel	500	1939
<b>Period 3 Solos</b>						
	2	Robert Olsen	Classic	BSA	350	1957
	5	Gene Lopeman	Classic	Ducati Diana	350	1962
	7	Gerard Purcell	Classic	Norton	650	1962
	18	Fred Van Loenen	Classic	BSA Goldstar	500	1961
	21	Bruce Russell	Classic	Triumph	650	1962
	23	Paul Chesher	Classic	Manx Norton 40M	350	1959
	32	Brian Fleming	Classic	JAP/Norton	500	1962
	35	Robert Walker	Classic	Triumph	500	1957
	62	Anthony Barnard	Classic	Eso/Norton	500	1955
	72	John O'Neill	Classic	JAP/Norton	500	1958
	77	Bert Skuce	Classic	Triumph 500	500	1962
	81	John Munns	Classic	Triton	750	1959
<b>15</b>	122	Graham Barker	Classic	NSU	250	1955
<b>Period 4 Solos</b>						
	40	Tony Eelkema	Post Classic	Ducati Diana	250	1972
	75	Lachlan Kavney	Post Classic	Bultaco 250	250	1968
	96	Russell Bentley	Post Classic	Bultaco	360	1972
	126	Chris Perry	Post Classic	Bultaco	250	1968
	141	David Vincent	Post Classic	Honda CL350	350	1972
	282	Doug Aitchison	Post Classic	Triumph 650	650	1971
<b>Period 5 Solos</b>						
	3	Rusty Pierini	Forgotten Era	Honda	150	1974
	40	Robert Cumpsty	Forgotten Era	Honda CB400F	466	1974
	68	Trevor Liversidge	Forgotten Era	Kawasaki KX125	125	1974
<b>10</b>	74	Ron Carrick	Forgotten Era	Yamaha DT	125	1980
<b>Super Lites, Moto Lites &amp; Historic buckets</b>						
	3	Rusty Pierini	Historic bucket	Honda	150	1974
	9	John Sullivan	Moto-lite	Moriwaki	85	1990
	9	Darren McVey	Moto-lite			
	21	Robert Heinrich	Moto-lite	Honda	150	1982
	65	John Cottrell	Moto-lite	Honda CBR	150	2006
	68	Trevor Liversidge	Historic bucket	Kawasaki KX125	125	1974
	74	Ron Carrick	Moto-lite	Yamaha YZ	100	1990
	164	Brett Malcom	Moto-lite	Morawaki 80	80	199?
<b>9</b>	779	Ken McLean	Super-Lite	Suzuki	150	1982
<b>Superbike Lites, Supermoto/mono &amp; Clubsport Lites</b>						
	7	Sean Purcell	Superbike-Lite	Honda CBR	400	1990
	7	Gerard Purcell	Superbike-Lite	Honda VFR	400	1990
	17	Darren McVey	Super-mono	Honda	500	1990
	27	Daniel Legge	Super-mono	Trick 500	500	
	29	Matt Parr	Super-Moto	Yamaha YZF	450	2008
	53	Michael Forsythe	Superbike-Lite	Honda VFR	400	1990
	57	Peter Bryer	Superbike-Lite	Honda CBR	400	1992
	84	Chris Wacker	Super-Moto	Honda CRF	490	2008
	88	Jessie Wacker	Super-Moto	Honda CRF	490	2008
	327	Ray Clacher	Clubsport-lite	Honda CBR	250	
	347	Luke O'Callaghan	Super-Moto	Yamaha YZF	450	2009
<b>12</b>	877	Lewis Jameson	Super-Moto	Yamaha YZF	250	2006
<b>Juniors</b>						
	7	Callum Barker		Metrakit 70	70	2008

Hi people.

My name is Anthony Barnard [often referred to as 'barney']. Im a 46yo happily divorced bloke living in good ol' Bris. I have a wonderful 12yo son who has no interest in motorcycles at all...but hey...there's still time.

About 2or 3yrs ago I went to have a look at a classic race meeting at Morgan Park. Dont recall how I knew it was on...heard it in passing at a bike shop I think.

It was great to see those blokes going hell for leather on their bikes and having a great time. Nice bunch of blokes too it seemed. Well I got to talking to a couple of them...Bert Skuce [I still have that photo somewhere Bert..], a young guy racing a B31 350 BSA? , and Brian Fleming and his lovely JAP , and the seed was sown. While I was rebuilding a couple of road bikes back then [and still am..], I kept an ear to the ground in case a bike come up for sale.

That wasn't happening so I started thinking about building a bike and spent a year looking on ebay and websites for parts , bits and advice. As recently as April this year I bid on two Norton frames overseas..

One afternoon in May [?] , I was talking to one of the committee members on the phone [apologies I cant recall who..] , and he mentioned that 'Fraser MacMillan might have a bike for sale...I think its an ES2 Norton.."

That will do me I thought...and promptly called Fraser for a chat. The ES2 wasn't for sale...but a very nice ESO/Norton 'might' be for sale.

A month later I am [almost] the proud owner of a 500 ESO/Norton.

The last two weeks were fairly frantic trying to get the bike 'ready' for Stanthorpe. It would have been nice to have a track day sometime before... to get used to the bike...but time and work and life get in the way at times. We took the bike to the local dyno and she ran well and strong and we squeezed a horse or two extra out of it. Fraser was a great help in prepping the bike and showing me its intricacies and foibles and quirks.

Stanthorpe.

I didn't know what to think about Stanthorpe but I had almost no sleep Friday night. Fraser picked me up on the way and it was an easy trip.

We got to the track about 9 and rapidly unpacked the trailer and got the bike ready to race.

I had not ridden the ESO a metre before Stanthorpe so I took it very easy during practice. New to racing...I tried to be mindful of the rules and the other riders. During the riders brief Brian Flemming suggested I DO wear a white t-shirt I had brought with me. [I had seen guys wearing white t-shirts at other race meetings]. My main goals for the weekend was to not damage the bike....not damage myself.....whittle away my lap times and have a good time.

My first races on Saturday were comical.. I had trouble shifting and getting used to the brakes [all of which were fine of course..]. My legs were too long for the pegs and I reckon my 100kg knocked 20hp off the bike. But holy crap wasn't it fun! Sunday was a lot better....Fraser and I modified the shifter arrangement and added 30mm of foam to the seat and voila! I could change gears 100% easier! By Sunday afternoon I was lapping about 10secs faster than I was saturday morning and that was ok to me.

All in all it was a great weekend and I am now hooked. See all you guys again at the nationals in September!

Just a final thanks to all the good people I met and made me feel welcome.  
Gene and Vicki , Bruce , Brian , Graham , Tony , Arthur , Ken , Vic? , the big guy with the big  
moustache and all the others who's name escapes me.  
And thank you Fraser for your help and advice throughout.  
Cheers  
Barney.  
ESO/Norton 500.

As usual Dave Chown and I arrived on the Friday afternoon. The temp was down but not too cold. Set up camp got the fire going and sat back with a coldie or 3. To all the first time entrants at Stanthorpe QEMSC and myself hope you all had a great weekend.

Saturday morning arrived and the pit area was a hive of activity Gazebo's going up every where. Good to see these hearty souls rough it for the weekend and not be soaks and book into a pub or motel.

Not every rider had a good weekend, Russell Bentley had a nip up on that beautiful looking Bultaco and damaged the paint work a little. Hope all is OK??. Bruce "Valentino" Russell has joined the Triumph R&D team in his quest to have a better handling Triumph?? Not sure if the front wheel being beside the engine is the right way to start Bruce? Walking around the pit area on the Saturday morning was a sight to be seen, The presentation of the old and not so old motorcycles has really improved over the years to the point where spectators actually stop and admire our race bikes.

To all you solo racers, it appears that you all had a good time in Stanthorpe. I know a number of the Stanthorpe entrants were doing some last minute mods for the Australian Historic Titles at Morgan Park in September.

Now to the sidecars not all good news for us all. Tony Jacobs two Triumphs seemed to be all Ok. Milto's Triumph had some identity problems! Not sure if it wanted to be a single or a twin. Maybe you really did have the Manx magneto fitted Ian??

Gene and Vicky were having some fun on the Jacobs Triumph. A very special welcome Vicky, to the world of sidecar racing. Now to the 3 Post Classic sidecars that were entered. Rob Glock's Trident had an oil problem ( How unusual!!!! Webaster Dave ). All is now fixed and ready for our big trip to Darwin. John Wormald's Honda seemed to be Ok for most of the weekend. Just have to get the starts right John? I will keep my mouth shut next time. After winding JW up about startline procedures, Glocky did not have it quite right when he let the clutch out at the drop of the flag to find he selected neutral.

Last and not least was my own Post Classic Sidecar. With Glocky going south and me having nothing to do I spoke to old mate David the QEMSC webmaster to see if he fancied a bit on the side!!!!. Of my sidecar that is. Fourth in our first race in nearly 2 years, a second in the next race. A broken gear change lever in the next race forced us out for the rest of Sunday. Then it was time to pack up and get on home after a great weekend at Stanthorpe.

My thought for the week.

I am a bomb disposal expert. If you see me running try to keep up.

#### THE COOTHA CLASSIC 30/31 MAY 2009.

The idea of this weekend was for QEMSC members to help promote Historic Motorcycle racing in Queensland. I am sure we have done this, from the questions and feedback we received in the sidecar pit area was just fantastic.

I am sure a lot of the public that walked through the sidecar pit area just wanted to meet and talk to the idiots that race these three wheeled machines.

To see all those wonderful solo motorcycles. Manx Nortons, Triumphs, B.S.A.s etc and not forgetting that great collection of Kawasakis. To see an ex World Champion Kork Ballington riding again would have brought back some fond memories for all of those people who have been following the G.P bikes for some time. After our first run up the hill, I could see why they were not timing the motorcycles. It was like riding your motorcycle down your hallway at speed, no where to go if you get out of control. Armco on 1 side and concrete on the other. Not a lot of options for a wayward solo or sidecar. But seeing all those people watching as we were going up the hill, was indeed a great sight. It would be nice if we could get half that many folks to our title meeting in September. Above all other things I think Ian Milton should be congratulated on a job very well done, along with all his helpers who I am sure there were many. There were a number of Police walking around during the weekend they all seemed to be very friendly. All those unregistered and loud motorcycles and not a ticket to be seen. As for the cars. Where we were in the sidecar pits, was a good place to watch them all going by, helped to pass the time. From the "Old Specials" to the Modern racing cars was a sight to be remembered for some time to come. The historic Speedcars was of special interest for me after going to many Speedway Meetings all those years ago. From the event director Bill Westerman to the Brisbane City Council all these people should be congratulated on a fine job. The hours, the days, the months that this event "The Cootha Classic" would have taken to put together would have been huge. I am sure if this is going to be an annual event? Bring it on I say and I think I am speaking for all those folk competing and spectators alike. It was just a great weekend.

Ted Hayes

## THE RETURN TO LAKESIDE.

Well it took eight years but finally we made it back to Lakeside. QEMSC was invited to participate in the inaugural "Lakeside Festival of Speed" held on 19/20 September.

Whilst the event was mainly for cars, historic solos up to Period Four were eligible. About twenty members attended and whilst the "spirited demonstrations" weren't "real racing", every rider had a thoroughly exciting and enjoyable weekend. All classes were combined and rolling starts were the order of the day. The rolling starts are designed to keep the noise levels down and I guess we will just have to get used to that if we want to play. However this did not prevent us from getting "stuck in" and no speed restrictions were in place.

The new track surface can only be described as excellent. This along with the much improved amenities and pit bays confirms Lakeside as still the best little track in Australia. Furthermore being able to spectate from inside the pits and to watch the car racing was nothing short of spectacular. For the old hands there was a wonderful sense of dejavu and for the newer members - well they just couldn't get enough of it. Everyone agreed that the hassle free manner in which the meeting was conducted (no log books required for example and a twenty dollar licence) is reminiscent of the good old days of club level racing.

Governing bodies from both cars and bikes could learn some lessons here - turn up, compete, go home - no sweat - no BS. Along with the riders, a good number of "old hands" turned up to see what it was all about. Some of them visited both days and had that "red mist" look in their eyes. I would not be at all surprised if they are now considering dusting off the leathers.

I truly hope that this was the first step towards us returning to Lakeside on a regular basis and encourage all members to support any opportunity provided. Who knows, this might just be the "shot in the arm", our sport needs so desperately to survive. Finally, thanks to the management of Queensland Raceways for inviting us to participate and congratulations for the very professional manner in which the event was conducted.

Regards, Milto.

## **2009 Calendar of Events**

( from the Sportsmens & QR web sites )

( Updated 13/2/09 )

#March 14/15 QRD meeting ( Ipswich )

March 27 Track Day 4 (MP) - TBC

**March 28/29 Road Race Meeting 1 (MP)**

April 17 Track Day 5 (MP)

**April 18/19 Road Race Meeting 2 (MP)**

May 15 Track Day 6 (MP)

**May 16/17 Qld Road Race Championships  
Round 1 (MP)**

#May 16/17 QRD meeting ( Ipswich )

June 26 Track Day 7 (MP)

**June 27/28 Road Race Meeting 3 (MP)**

#July 4/5 QRD meeting ( Lakeside )

July 17 Track Day 8 (MP)

**July 25/26 Stanthorpe race meeting  
( TBC ) at next club meeting**

August 14 Track Day 9 (MP)

**September 4/5/6 Australian Historic Road Race Championships (MP)**

#September 26/27 QRD Historic & Heritage Festival

#October 3/4 QRD meeting at Ipswich

October 23 Track Day 10 (MP)

**October 24/25 Qld Road Race Championships Round 2 (MP)**

November 13 Track Day 11 (MP)

**November 14/15 Road Race Meeting 4 (MP)**

# PUKEKOHE

## **The Mecca of Historic Road Racing in the Pacific.**

A visit to the annual historic race meeting at Pukekohe for Mike Farrell, Geoff Howie and myself, this year required a long and careful planning effort. It went something like this:

During a “Pow-wow” mention was made of the great time Geoff and I had there in 2009. What about doing it again this year? That’s a great idea somebody said, done, somebody else answered, and that was that. Mike arranged his own flight (Maureen?) and arrived about three hours before us into Auckland Airport and had the hire care organized by the time Geoff and I had our feet on the ground.

Quickly heading south towards Ramarama and the Bomerang Country Club Motel, a nice and quite place approx 15 km south Pukekohe. This means easy access to the racetrack hence a pleasant countryside each morning. The atmosphere at this race meeting reminds me of the good old Lakeside days. Everybody brings their own shade/cover. There is easy access to all participants, everyone is friendly, and exotic bikes are aplenty. This years main draw card was the 100<sup>th</sup> birthday of the Rudge motorcycle, and plenty of beautifully restored examples were on display as well as some very rapid racers on the track of that famous brand, showing why, for quite a while, Rudge was amongst the very best and fastest road/race bikes money could buy.

Another great attraction this year was the Moto Paton expertly ridden by Lea Gourley from England. It won all the 500cc races. You will probably get a full race results report in Old Bike Australasia (Jim Scaysbrook was there and racing), so I won’t bore you with actual finishing results but the Moto Paton is an outstanding effort by the people who build those exact copies of that 1960’s race bike.

Worth mentioning were some very closely fought sidecar races. With a field of approx. 20 outfits on the grid at the beginning of the weekend and approx. 20 at the end (Sunday), they were great value as most were Period 4 kneelers.



The gathering of spectators bikes on display is as good as a motorcycle show as you will find anywhere and the many stalls could easily justify the \$25.00 NZ ticket price, but that also covers the whole week-end and allows you to walk just about anywhere. During our walkabout out of the masses appears another QEMSC member Phil "House" Brewer. he is presently busy looking after his business, and was not racing but clearly still very keen.

A final bonus was a visit to Ken Macintosh shop in Auckland Monday morning. What a great setup, there would have been approx. 20 Manx's, some belonging to Ken, some which he maintains and stores for owners from all over the place, and as well as a very rare BMW RS500, a featherbed framed 50's twin cam 2 cylinder Jawa, pretty as a picture, and Rod Tingates Konig. This Kim Newcombe MW threatening creation, magnificently brought back to life by Rod, includes part of the original bike, and the Kiwi's have almost adopted Rod, his efforts deserve that. The bike was demonstrated together with the Britten, the above mentioned BMW, an ex factory V4 125 Yamaha and a Ducati, the Konig went as sweet as they come.

We also took time to visit a new purpose built racetrack. On first sight I describe it as like a holding yard for an abattoir. Designer's of race tracks these days appear to be hell bent on killing the soul and flow of new racetracks. Surfers (Indy cars), Willowbank, and now Hampton Court NZ. Plenty of concrete, wire fences and in the case of Willowbank and Hampton Court no shady trees for spectators. I don't know, but time will tell. Anyway **Pukehoke** should be high on everybody's "**MUST DO LIST**".

Rob Olsen

This report is from a competitor's view.

Firstly to the flaggies, Ladies and Gents who gave up your valuable time for three days a big thank you. To all the Dad's who gave up there time on Sunday I hope you had a great Father's Day. To the folks from both clubs,QEMSC and the Motorcycle Sportsmen. I am sure there were many who worked behind the scenes, congratulations to you all on a job well done. To all the competitors who entered from far and wide I do hope you enjoyed your self as much as I did. To Lex Dreier who gave me plenty of feed back on Sidecar 17 cheers mate, I will get it right one day. To Glocky, cheers for the ride on the side of the best sounding sidecar that was entered. I am sure we would have been in with a chance if it had not been for all those big Honda 4s, there were about 10 too many of them. But to Max Hooper, Ron Bennett and John Clancy congratulations to you and your passengers for a job well done.

A mate of mine was asking about a certain sidecar competitor ( who shall remain nameless) he said what does he look like these days, My reply to that was that he is now fat and grey. My mate's reply was that could describe half of the blokes here. Enough said I think.

To all the solo competitors I am sure you will join me in thanking all the race officials for a smoothly run meeting. There is not enough room on this race report for me to name all the race officials and helpers but from my point of view I think you all did a fine job. To Dave, thank you for towing my sidey to Warwick. To Bob, John O'Neil was wrong, you can be trusted with an esky full of beer.

To the Drag Racing Club, thanks for opening the grounds for camping. The amenities were kept clean all weekend, I hope the camping fees collected will go to a good cause. My only criticism from the weekend was I thought the track surface was a bit like the old Hume Highway in places. Once again thank you to all for a great weekend. Milto, is there any truth in the rumour that you have been barred from the Deane household?

Also, thank you to Mr Bill Campbell for fixing the water leak near the toilets promptly which had caused a bit of a flood through our pit area.

Ted Hayes QEMSC Member.