

Stan Nicholson

VINTAGE  
ROAD  
RACING  
ASSOCIATION

NEWSLETTER



April/May 1985

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**SUBMISSIONS:**

Submissions for publication are invited! They need not be typed, merely legible. Photos should preferably be black and white. Send all contributions to the editor, address as above.

Please provide identifying information with photos. They will be returned at the next meeting or by mail. Other contributions will be retained on file, unless otherwise requested.

The deadline for submissions is the 10th of the month. The newsletter will be sent for printing on or about the 12th of the month.

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**COVER:**

This month's photo shows the start of a 500cc race at Shannonville in August 1983.

Next issue: giraffes at the Metro Zoo (hint!).

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**UPCOMING EVENTS:**

- May 18/20, Mosport: Castrol XLR series weekend.
- June 1/2, Shannonville: Castrol XLR series event.
- June 15/16, Gimli, Manitoba: Castrol XLR event.
- June 15/16, Shannonville: Ducati Owners Club.
- June 21/23, Welland, Ontario: C.V.M.G. Rally.
- June 29, Shannonville: R.A.C.E. School.
- June 30, Shannonville: R.A.C.E. School.
- July 20/21, Shannonville: Molson Superbike.

**NEXT MEETING(S):**

Until further notice, all "meetings" will be held at the track!

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**FROM THE EDITOR:**

Tim Lahey

The racing season is upon us! May 4-5 marked the opening event at Shannonville (results enclosed), followed shortly by May 18-20 at Mosport.

Be sure to review the copy of the rules sent out earlier. There were a number of changes for 1985. Don't get caught at the track with your rear suspension mounts not lockwired!

Thanks to Jim Garratt, Bill Mathison, and Stan Nicholson for their contributions, and to Ruth Hodge for typing the minutes of last meeting so promptly.

Don't forget that contributions are always welcome, and I plan to produce the newsletter throughout the summer.

Enclosed with this issue is information on the Ducati Owners Club of Canada Riding Rally at Shannonville on June 15-16, and an application form for the event. Note that all European sporting motorcycles are eligible, and you need not be a member of the DOCC to enter.

Also attached are some "Vintage" Vintage Racing results: from the August 25-26 1984 event. Better late than never (?).

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**REMINDER TO RACERS:**

Anyone who plans to race this year in VRRA events must:

i) be a member of the VRRA or a member of an invited club;

and:

ii) hold a current R.A.C.E. licence.

Note that R.A.C.E. schools are being held at Shannonville on June 29, June 30, and Sept 2, and at Sanair, Quebec on Aug 24 and Aug 25.

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**MINUTES OF THE GENERAL MEETING**  
**Friday, April 12, 1985**

Ruth Hodge  
 Secretary

(These minutes are subject to acceptance at the next meeting, Ed.)

1. Minutes from the last meeting (March 11) were adopted. Motion - Eric Teunissen; Seconder - Bob Evers.

2. In regard to the application from the Hodge brothers to run Commando cases, it was decided not to allow these cases. They will have to reapply for this change, if allowed, to be included in the 1986 rules.

3. The points system will be changed so that points will be awarded for the finals on Sundays only.

It is important to have good Saturday attendance to insure that we do not lose our track time and to assign grid positions for the Sunday finals!

4. Our Treasurer, Manzi Warwick, reported a bank balance of \$1,529.70 and a total of 96 members.

5. Tom Faulds has received a letter from W.E.R.A. that Dr. Bill Parkinson was no longer President and Chief of Operations and could no longer conduct business on behalf of W.E.R.A.

We will be notified of the new President and Chief of Operations when this information is available.

6. Tom Faulds reported that Watkins Glen has informed him that they are not interested in having vintage motorcycles run, but would be interested in having a vintage motorcycle display at the Vintage Car Meet.

7. The Competition Committee reported the following:

**V.R.R.A. Races:**  
 Registration and Grids: to be arranged  
 Results: Dave Hughes to Tim Lahey

**Mosport:**  
 Three classes: Lightweight Vintage, Heavyweight Vintage, Supervintage

Awards: First and Second to each class.

If all classes are included in one race, there will be no NGK points awarded.

The awards for the NGK series are to be decided upon, as well as those for the V.R.R.A. weekend.

It has been suggested that we try to obtain a sponsor for the V.R.R.A. weekend. Two suggestions were CAMZ and Molsen's.

8. PLEASE NOTE: All new competitors must have previous race experience or they must attend a R.A.C.E. Inc. race school.

9. All NGK series participants must be V.R.R.A. members (to be checked at registration) except for the American racers participating in the Can-Am series.

10. The Technical Committee chairman, Paul Bowyer, presented a request from Paul Rostic to have a 125 class formed in order for him to race his Yamaha TA125.

This motorcycle was not generally available until 1973.

After discussion by members in attendance, Ken Morgan made a motion that Yamaha TA125 motorcycles not be allowed to race in V.R.R.A. events and a 125 Supervintage class not be recognized. Bob Szokes seconded this motion. A show of hands in favour of this motion was asked for --- motion was carried.

11. Paul Bowyer reported that the American Classic Racing Association has adopted the V.R.R.A. rules and regulations except for they will allow Commandos to race.

12. Manzi Warwick made a motion to adjourn at 9:50 p.m., seconded by Paul Bowyer. Carried.

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**ELIGIBILITY RULING:**

The subject of a 125 Super Vintage race at the VRRR weekend was proposed by Paul Rostic, and researched by the Technical and Competition Committees. The results of the investigation show that the machines in question were **not** produced within the guidelines of Period II Supervintage, which in any case is limited to 240cc to 750cc.

At the meeting on April 12, it was unanimously agreed that a 125 Period II class will **not** be included in the VRRR weekend.

Note: 125cc machines of Period I Vintage continue to be eligible for the lightweight class.

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**SHOW REPORT**

Bill Mathison

A couple of months ago, I volunteered to write an article on the VRRR's participation in the two motorcycle shows:

- The International World of Motorcycles
- Motorcycle 85

It is later than I planned to have this done, but it seems that there was never time to sit down and collect my thoughts (such as they are). The job, as a necessity to this expensive hobby, puts demands on one's time and mental capacities that make recreation writing difficult. My personal research project on late winter vintage racer mating habits and memory stimulation arousal, not to mention two Suzuki's, a Triumph, and, in conjunction with Andy Beresford, a recently acquired Yamaha T2, has all filled my time. So much for excuses, on with the show.

For the second year in a row, I have attempted the organization of our display at the motorcycle shows. Thanks to Andy Beresford, Dave Hughes, and Eric Teunissen for your help and hard work in pulling off a fairly professional display.

In 1983, with no prior experiences and no budget, the display was basic to say the least. For 1984, with a budget and lots of help, I think we did quite well. At the IWM show, we won Best Competition Display and received a plaque and a cheque for \$50.

## SHOW REPORT (cont'd)

We also received numerous compliments. Likewise, Motorcycle 85 was a success, with numerous compliments and considerable interest in the club. The Photo Nostalgia Contest sparked a lot of interest and much bantering, particularly among club members.

Special thanks for the two shows goes to:

- Don Hodge for tireless attendance at the display.
- Sofar Weid for the loan of the dividers.
- Cycle World for the loan of office furniture, packing crates, truck and trucker Dave Hughes.
- Richard Lobb for fire retardant solution.
- Bob Szokes for supplying the banner.
- Andy Beresford for photography and taking vacation days to work the display.
- Tom Faulds for scoring a free carpet.
- Gary McCaw, floodlights.
- Eric Teunissen, all round everything person.
- And, those many members who brought bikes and helped man the booth.

For future shows, I suggest that the club membership be less critical and more oriented towards positive ideas and volunteering. If members were to volunteer their bikes and help, it would make it so much easier for the show co-ordinator.

For 1986, let's see more volunteers in ideas, bikes and to man the booth.

I had a budget of \$300.00 from the VRRR for the show. In addition, I negotiated \$250.00 from Bar Hodgson, and we won an additional \$90.00 for a total of \$600.00 available for the shows. Most of the bills have been now paid, and there is some money left over. For those members who brought bikes to the shows and who wish compensation, please submit your expenses to Manzi. Payment will be on a pro-rata basis of the balance of the \$600.00. Remember, we are not a rich club.

In summary, I had fun doing the two shows, but it was tiring. Taking time off work, numerous calls and meetings, and seven days and nights took their toll. However, all the compliments, the newspaper coverage, and the award made it worthwhile. For 1986, how about Dave Hughes' idea of staging a mock Isle of Man TT Race?

... see you at the track ...

Bill

Editor's note: See the newspaper articles which Bill also provided, elsewhere in this issue.

Thanks again to Bill and his group of volunteers for a double job well done!

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## DAYTONA 1985

Stan Nicholson

Late in 1984, Sandy Cocksedge asked around the Ottawa contingent of the VRRR for anyone interested in travelling as a group to Daytona for the 1985 races. Several of us agreed that this was the year we would make the long trek south to enjoy some early season racing in the sun. So it came to pass that on a freezing Wednesday evening (27th February), after weeks of burning the midnight oil, five of us were loading nine motorcycles and much gear into two trucks and on two trailers. Nine bikes might seem a

lot seeing as we were only taking one racing bike each, but we had to have something to ride on the street, didn't we! The group consisted of Sandy, Paul Heinrichs, Mitch Courtemanche, Gord Bowker who was to be the official, unpaid pit crew, and myself, Stan Nicholson.

After a leisurely two-day drive over dry roads, we arrived at Hardeeville, just north of the Georgia border, where we stayed the night before looking for the track at Savannah on Saturday morning. Actually, there was no hurry to get to the track, as Rob Iannucci had rented it for Friday and Saturday but we declined the offer to use the track for \$100 US per rider per day during a previous phone conversation with him. As we could not enter the track until 5:30 when the tasting was over, we joined the several others outside the gates, unloaded the bikes and spent some time tinkering with them to check the results of the winter rebuilds. Satisfied that things were as they should be, we settled down to watch the G50 and others motor around the track. 6:30 saw us inside the track setting up tents and watching the Team Obsolete bikes being loaded for the trip to Daytona.

Sunday's race, organized by WERA, proved to be a really pleasant, low-key day of racing with the friendliest bunch of people you could wish to meet. Following registration, we had two practice sessions and the riders meeting before racing started. The races were broken down to two five-lap races. Paul and I were in the 350cc race, the smallest class, on 250cc Ducati and Greaves respectively. Sandy and Mitch were in the 500cc class on Ducati and Triumph Daytona, other races being run for pre-1950 bikes and 750's. The track at Savannah is really fast, about 2 1/2 miles long with nine turns and a very long straight. I was running the tallest gearing I have for the Silverstone, four teeth less on the rear sprocket than Mosport, and was just redlining before shutting off for corner one (about 120 mph). The Greaves and I were left on the line in both races when it would not clear, so I had fun trying to make up for this self-imposed handicap, finishing third and second respectively, giving me a third place overall, Paul finishing 4th and Sandy 5th in his race. At the awards presentation, Dr Bill Parkinson of WERA said they were delighted with the turnout of riders for this, the first all-vintage meeting, and announced he had already booked the track for the Saturday and Sunday next year. It was while talking to other riders who were going to Daytona that we discovered that it was pre-entry only, and entries had closed on 22nd Feb., panic! Because of this, we decided to leave for Daytona that evening to get to registration as early as possible on Monday.

After Sandy had talked us on to a campground which we were told was full initially, we headed to the track. The woman at vintage registration was sympathetic but confirmed that pre-entry was required, listened to our story that nobody had mentioned pre-entry in Canada and promised to talk to Hugh Fleming when he returned from Europe that evening. Tuesday saw us back at registration again where we were told that we would get a ride if someone in our class did not show or withdrew. They took our entry fee, AMA membership fee and sold us track passes, so that was a good sign. Following an interview with Hugh Fleming, we were allowed to get the bikes tech inspected, no problems here. The vintage races were on Wednesday, part of "fun day" as it was billed in the advertising brochure, and consisted of four races: a combined race for 250cc four strokes and 175cc four strokes



## JAYTONA 1985 (cont'd)

In one class and 350cc four strokes and 250cc two strokes in the other, a combined race for 125cc four strokes and 60cc two strokes in one class, 175cc four strokes and 125cc two strokes in another with the pre-1950 bikes, a F750 race and the "premier" 500cc race. The two 500 riders could keep their white plates with black numbers, but Paul and I had to change our plates to international colours, green for the 250 and blue for my "350".

We got a couple of practice sessions in on the revised circuit, which included a section of the old infield and one of the banked turns run in the wrong direction. We had to lower the gearing after the first session because the turns onto and off of the banking were first gear turns on the Greeves and the taller gearing meant much clutch slipping to pull out of these turns. Even with the lower gearing (Yospor\*\*), it was necessary to slip the clutch out of the corner entering the infield.

Paul and I were in the first vintage race, the second race of the day, at about 11:50 (that makes a change for us lightweight vintage types). This time I got a reasonable start, getting away with the leading group, (I was on the front row inside on the grid), and spent the ten laps swapping places with a Harley Sprint carrying the largest carb I have ever seen on a 250 (it had to be 42mm). His greater knowledge of the infield showed when he rode around the outside of me in corner one on about the eighth lap, and I was unable to get by him again. He finished 2nd "250" and I finished 4th "350". Malcolm Tunstall won again on the 350cc Ducati, Joe Lachniet was 2nd on a TD 1C, Billy Hinson was 3rd on another Yamaha, with me 4th. Paul finished 6th in the 250 class. Dave Roper won the F750 race on the ex Dick Mann BSA Triple.

We had to wait for the last race of the day for the 500's, and for the first five laps everything was going great with Mitch one place in front of Sandy in about 9th place, then disaster struck. Kurt Liebmann was leading and lapped Sandy and Mitch together, but in trying to squeeze past Mitch on the very edge of the track, Dave Roper clipped the end of his handlebar, high-siding him at about 80 mph. Roper managed to retain control but lost considerable ground to Liebmann. It was a completely unnecessary accident as Mitch was riding very smoothly and there was plenty of room on the other side to pass safely. Mitch suffered a large skin abrasion where his leathers shredded, but was otherwise OK. Kurt Liebmann went on to win on the BMW, with Roper 2nd and John Cronshaw from Britain 3rd on a borrowed Maxx, but he was later excluded from the results due to a protest by Rob Iannucci that the Maxx was a 600cc and the owner refused to have it measured. The results for the 500 race were not posted due to the protest, but we think Sandy finished about 9th.

It was announced that the vintage bikes will have their own day next year on Tuesday, so that, and the two-day meeting at Savannah, makes it a much more attractive trip than this year even. Due to his injuries, Mitch flew back to Ottawa on Thursday, as it was too painful camping, but the rest of us enjoyed the whole Daytona scene, watching Freddie Spencer win the 250, Formula 1 and 200 races, cruising Main Street and taking in the beach before heading back to the frozen North on Sunday evening after the 200. The question is, why were we the only VRRR members racing there?

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## TECH-SHORTS

Jim Garrett

1. **Machining of hardened steel articles** is not as difficult as some people think. I have bored holes as small as 3/32" and I've machined bearings to fit original equipment of manufacturer's specs or to improve on original equipment. The trick is quite simple - you use tungsten carbide.

On the clutch hub bearing of the Ducati singles, there is a double 16004 bearing which are pressed into the clutch basket hub with spacers on the inner races and the outer races. The spacers are supposed to be set up so that there is very little play in the bearings when the hub nut is tightened up.

On the Ducati that I have abused for too, too many years, the inner race spacer had started to deteriorate rather badly. This resulted in too much load on the bearings and, consequently, their demise as well. I ordered new bearings and kept the old ones (I always keep old bearings). I then knocked the cage apart on one of the old bearings and took out the balls. The bearing was so bad that the balls fell out. They are not supposed to fall out. Then I took the inner race and all the outer race spacers, the bearings and a 5/16" bolt down to my lathe and machined the spacer down such that when I bolted up all the spacers and the bearings, I could move the outer race spacers with about 1/2 pound of force. This might seem a little loose to some of you, but the bearings are pressed into the clutch hub and they shrink a bit to take up the rest of the play.

The same practice can be used to set the clearance on wheel bearings, but you have to use hardened steel. I found on the Desmo rear wheel that the inner spacer was a full millimeter too long. This allowed the wheel to slide a millimeter on the bearing outer races with the attendant handling problems.

Now to the swing arm bushes - I won't have the Desmo on the track this year.

2. One of the bugaboos on Ducatis is a frustrating lack of the proper **tab washers** when you need them (at the track). I have solved the problem on the clutch hub nut by drilling a lock wire hole in the clutch hub nut and carefully lock wiring it to one of the spring posts. For the drive sprocket (which is hardened steel), I have made a 3/16" tungsten carbide drill which I use to drill two holes about 1/4" apart in the sprocket. With a lock wire hole in the sprocket nut, I can run lockwire through the two holes and the nut.

3. This idea will not work on the **main drive gear nut**. Here I have taken a 5/8" lock washer (my God they are big!) and ground out the inside to fit over the threads on the end of the crankshaft. This has worked for two seasons. Watch out for the clearance between the nut and the outrigger bearing in the outer cover on that side.

4. By the way, there's supposed to be a **shim** between the drive gear nut and the outrigger bearing. Surprised? So was I when I found out about it in the Haynes manual. I've never seen one before. How do you measure what size shim to put in there? Well, you could measure from the crankcase surface to the nut and from the outer cover to the bearing surface and then take the difference. I just took some electrical solder and wrapped it around the shaft, put the outer cover on, tightened up all the bolts, took off the cover, carefully extracted the now-deformed solder, and measured the thickness of the part that got squashed between the nut and the bearing inner race. Now all you need is an I.D., and an O.D., and a

## TECH-SHORTS (cont'd)

friendly machinist and you can order a custom made shim over the telephone - I'm at 416-648-5263, and for Ducati's my rates are reasonable. For that British stuff - well, I don't know. This idea also works for crankcase internals eg - gear shafts, crank shafts, shifter shaft. Ever hear of Plastiguage?

5. I've lightened up the clutch basket on the mach 1, but be careful how you do this. The gear and basket are cast iron. This stuff is quite brittle and not very strong. If you remove too much material from the gear, you may find yourself breaking gear teeth. And, if you remove too much of the basket, you may find it falling apart under the strain.

6. The Ducati has a spacer on the rear wheel axle to make sure you load the wheel inner races and not the outer races. It also facilitates wheel removal and installation, although I've always found that there is about a millimeter of clearance anyway.

Back to this spacer - it is on the chain wheel bearing which has an I.D. of 20mm so that the outside diameter of the inner race is close to 30mm. The spacer has an O.D. of 25mm. This means that all the axle loads are on a cylinder with a wall thickness of a measly 2.5mm. This is not nearly enough (Take that, Ing Tegilon! - Ed.). I have ordered a new bearing, and a new seal which is 30mm I.D. x 42mm O.D. x 7mm thick, and now I'll make up a new spacer which will be 30mm O.D. to distribute the load at the bearing over all of the available surface and it will give me a larger load bearing area on the swing arm as well.

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Lock wiring, as taught to me by an aircraft mechanic, some other time.

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## RACING RESULTS: Shannonville, May 4-5, 1985

The following are the unofficial results (by class) of the combined classes Vintage Final race at Shannonville on May 5, 1985.

## Supervintage:

1.	7	Ken Hodge	Norton
2.	96	Larry Strung	Laverda
dnf	92	Francis McDermott	Ducati

## Open Class:

1.	40	Paul Bowyer	Norton
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## 500cc Class:

1.	333	Eric Teunnisin	Honda
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## 350cc Class:

1.	31	Gary McCaw	Ducati
2.	5	John Ciniglio Sr.	Ducati

## 250cc Class:

1.	2	Jack Paterson	Yamaha
2.	64	Jim Garrett	Ducati
3.	16	Tim Lahey	Ducati
4.	33	Bill Mathison	Suzuki
5.	41	Mary McCaw	Ducati
dnf	70	Stan Nicholson	Greevos

The race was run in the rain, and there was a "puddle" at the dog-lag between turns 5 and 6 which might have been named Lake Boxstrom!

Awards were presented afterwards for 1st and 2nd places in each class.

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## CHANGE OF ADDRESS:

Larry Strung  
972 Castlefield Ave.  
Toronto, Ontario  
M6B 1E2

(416) 783-3120                      Effective 85-04-01

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## BUY / SELL / SWAP:

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\* PLEASE NOTE \*  
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Advertisements will be appear for one insertion only, unless the editor is advised otherwise at the time of placement of the original ad, or prior to the deadline for submissions for the next issue.

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For Sale: 1971 Triumph Bonneville 650 cc, very good condition, \$1200.

Doug Warwick  
1870 Spruce Hill Rd  
Pickering, Ontario  
L1V 1S7  
(416) 839-7464

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Results from YRBA

Vintage Racing Classics by MCR  
Shannonville Motorsport Park, August 25, 26, 1984.

Saturday, August 25, 1984

250 GP Heat

- 1 18 Gus Johnson (Duc)
  - 2 68 Mick Sales (Yan)
  - 3 85 Albee Bowman (Duc)
  - 4 70 Stan Nicholson (Nor)
  - 5 2 Jacky Patterson (Yan)
  - 6 64 Jim Garrett (Duc)
  - 7 29 Andy Bernasconi (Duc)
  - 8 78 Bob English (Duc)
  - 9 41 Gary McCaw (Duc)
  - 10 72 Paul Handriola (Duc)
  - 11 26 John Jr. (Suz)
  - 12 26 Tim Lahey (Duc)
  - 13 10 Richard Lobb (Duc)
  - 14 331 Bill Hutchinson (Suz)
  - 15 90 Dave Monahan (Yan)
- DNF 192 Richard Covello (Duc)  
95 John Leatham (Ben)  
86 S. Melais (Duc)

350 GP Heat

- 1 81 Jim Wood (Duc)
- 2 31 Gary McCaw (Duc)
- 3 51 Brian Wood (Duc)
- 4 596 Nancy Morrow (Duc)

500 GP Heat

- 1 56 Bob Szoke (Hon)
  - 2 179 Andy Bernasconi (Hon)
  - 3 43 Tom Faulds (Hons/Am)
  - 4 91 Charlie Schaff (Tri)
  - 5 540 Tom Saunders (BSA)
  - 6 179 Earle Cox (BSA)
  - 7 619 John McKin (BSA)
  - 8 31 Gary McCaw (Velo)
  - 9 122 Joe Rogers (Duc)
- DNF 441 David Makin (BSA)  
15 Bob Hunt (HUCATI)  
699 Bill Lindsay (BSA)

Unlimited GP Heat

- 1 40 Paul Boyer (Nor)
- 2 75 Dan Sorenson (Nor)
- 3 139 Bob Coy (Nor)
- 4 99 Richard Desmarais (Nor)
- 5 13 June Lawson (Nor)

High Speed Reliability Trials

- 1 138 A. Grapler (80,500 Lav)
  - 2 995 D. Pyffe (79,900 Duc)
  - 3 333 Eric Teunissen (Hon)
- DNF 216 Dave Hannigan (888)  
990 G. Davls (75,864 Duc)  
39 Bill Nicholson (Suz)  
73 Larry Sadler (Yan)

Super-Vintage Heat

- 1 56 Bob Szoke (Hon)
  - 2 75 Dan Sorenson (Nor)
  - 3 36 Nova Sheppard (Yan)
  - 4 96 Larry Strong (Lav)
  - 5 161 Bryan Callern (Duc)
  - 6 82 Stan Nicholson (Yan)
  - 7 236 Doug Farbos (Duc)
  - 8 2 Jacky Patterson (Yan)
  - 9 16 Charlie Schaff (Yan)
  - 10 92 Francis McDermott (Duc)
  - 11 61 B. Morrison (Yan)
  - 12 185 Albee Bowman (Duc)
  - 13 51 Brian Wood (Duc)
- DNF 122 Joe Rogers (Duc)

Sunday, August 26, 1984

250 GP Final

- 1 18 Gus Johnson (Duc)
  - 2 29 Andy Bernasconi (Duc)
  - 3 41 Gary McCaw (Duc)
  - 4 2 Jackie Patterson (Yan)
  - 5 22 Joe Rogers (Ben)
  - 6 78 Bob English (Duc)
  - 7 192 Richard Covello (Duc)
  - 8 64 Jim Garrett (Duc)
  - 9 123 Don McPhail (Suz)
  - 10 72 Paul Handriola (Duc)
  - 11 311 Bill Hutchinson (Suz)
  - 12 26 John Jr. (Duc)
- DNF 86 S. Melais (Duc)  
90 Dave Monahan (Yan)  
16 Tim Lahey (Duc)

350 GP Final

- 1 31 Gary McCaw (Duc)
- 2 81 Jim Wood (Duc)
- 3 996 Brian Morrow (Duc)
- 4 43 D. Holzover (Duc)
- 5 67 John Cooper (Velo)
- 10F 51 Brian Wood (Duc)

Street Machine Final

- 1 33 Bill Methison (250 Suz)
- 2 116 Dave Hannigan (500 DNF)
- 3 233 Peter Rademakers (250 Kav)
- 4 49 John Newton (205 Hon)
- 5 73 Larry Sadler (250 Yan)
- 6 333 Eric Teunissen (305 Hon)

Unlimited GP Final

- 1 75 Dan Sorenson (Nor)
  - 2 40 Paul Boyer (Nor)
  - 3 139 Bob Coy (Nor)
  - 4 35 Dave Sproule (Nor)
  - 5 13 June Lawson (Nor)
- DNF 99 Richard Desmarais (Nor)  
66 Ken Peter (Nor)

500 GP Final

- 1 129 Andy Bernasconi (Hon)
  - 2 31 Gary McCaw (Velo)
  - 3 560 Tom Saunders (BSA)
  - 4 89 Sandy Cocksedge (Duc)
  - 5 15 Bob Hunt (HUCATI)
  - 6 122 Joe Rogers (Duc)
  - 7 179 Earl Cox (BSA)
  - 8 114 Steve Mount (Hons)
  - 9 499 Bill Lindsay (BSA)
  - 10 56 Bob Szoke (Hon)
  - 11 461 Dave Makin (BSA)
- DNF 45 Tom Faulds (Hons)

Invited Club Final

- 1 96 Larry Strong (Lav)
- 2 122 Joe Rogers (Duc)
- 3 161 Bryan Callern (Duc)
- 4 158 A. Grapler (Lav)
- 5 81 Jim Wood (Duc)
- 6 236 Doug Farbos (Duc)
- 7 442 Dave Makin (BSA)
- 8 51 Brian Wood (Duc)
- 9 92 Francis McDermott (Duc)
- 10 998 G. Davls (Duc)
- 11 995 D. Pyffe (Duc)
- 12 996 Brian Morrow (Duc)
- 13 192 Richard Covello (Duc)
- 14 73 Larry Sadler (Yan)

Consolation Race

- 1 75 Frank Brasek (Nor)
  - 2 29 Andy Bernasconi (Nor)
  - 3 65 Tom Faulds (Hons)
  - 4 15 Bob Hunt (HUCATI)
  - 5 89 Sandy Cocksedge (Duc)
  - 6 78 Bob English (Duc)
  - 7 35 Dave Sproule (Nor)
  - 8 33 Billy Methison (Suz)
  - 9 13 June Lawson (Nor)
  - 10 64 Jim Garrett (Duc)
  - 11 43 D. Holzover (Duc)
  - 12 333 Eric Teunissen (Hon)
- DNF 51 Brian Wood (Duc)  
47 John Cooper (Velo)

Sunday, August 26, 1984

Saturday, August 25, 1984

Can. Am. Qualifier

1	75	Dan Sorensen (750 Nor)
2	81	Jim Wood (350 Duc) ←
3	18	Gus Johnston (250 Duc)
4	29	Andy Beresford (250 Duc)
5	441	David Makin (441 BSA)
6	192	Richard Covello (250 Duc)
7	116	Dave Hannigan (500 BMW)
8	78	Bob English (250 Duc)
9	72	Paul Heindricks (250 Duc)
10	26	John Jr. (250 Suz)
11	89	Sandy Cocksedge (450 Duc)
12	16	Tim Lahey (250 Duc)
13	179	Earl Cox (441 BSA)
14	10	Richard Lobb (250 Duc)
15	333	Eric Teunissen (305 Hon)
16	90	Dave Monahan (Yam)
DNF	619	John Makin (BSA)
	22	Joe Rogers (Duc)
	114	

Invited Club Heat

1	96	Larry Strung (Lav)
2	161	Bryan Colleraun
3	122	Joe Rogers (Duc)
4	92	Francis McDermott (Duc)
5	81	Jim Wood (Duc)
6	85	Albee Dawnton (Duc)
7	158	A. Grazia (Lav)
8	64	Jim Garrett (Duc)
9	441	Dave Makin (BSA)
10	15	Rob Hunt (TRICATI)
11	78	Bob English (Duc)
12	998	G. Davis (Duc)
13	995	D. Fyfe (Duc)
14	16	Tim Lahey (Duc)
15	10	Richard Lobb (Duc)
16	72	Paul Hendricks (Duc)
17	236	Doug Forbes (Duc)
18	996	Nancy Morrow (Duc)
19	51	Brian Wood (Duc)
20	73	Larry Sadler (Yam)
DNF	618	John Makin (Nor)

Street Machine Heat

1	116	Dave Hannigan (BMW)
2	233	Peter Rasmussen (Kaw)
3	49	John Newton (Hon)
4	193	Rebecca Manson (TRI)
5	73	Larry Sadler (Yam)
	618	John Makin (Nor) Withdra

Super Vintage Final

1	56	Bob Szoke (Hon)
2	75	Dan Sorensen (Nor)
3	2	Jack Patterson (Hon)
4	34	Norm Sheppard (Yam)
5	161	Bryan Colleran (Duc)
6	14	Charlie Schaff (Yam)
7	236	Doug Forbes (Duc)
8	92	Francis McDermott (Duc)
9	82	Stan Nicholson (Yam)
10	61	D. Morrison (Yam)
DNF	96	Larry Strung (Lav)
	720	

Handicap Race

1	122	Joe Rogers (Duc)
2	56	Bob Szoke (Hon)
3	129	Andy Beresford (Hon)
4	82	Stan Nicholson (Yam)
5	18	Gus Johnston (Duc)
6	64	Jim Garrett (Duc)
7	45	Tom Paulds (Manx)
8	15	Rob Hunt (Tricati)
9	996	Brian Morrow (Duc)
10	123	Don McPhail (Suz)

Invitational Feature

1	40	Paul Bowyer (Nor)
2	122	Joe Rogers (Duc)
3	75	Frank Mrazek (Nor)
4	129	Andy Beresford (Hon)
5	161	Bryan Colleran (Duc)
6	18	Gus Johnston (Duc)
7	81	Jim Wood (Duc)
8	560	Tom Saunders (BSA)
9	33	Bill Mathison (Suz)
10	233	Peter Rasmussen (Kaw)
11	41	Mary McCaw (Duc)

Sat. U.S. Can.

750	1	11
500	2	12
350	0	10
250	1	18
	4	51

Sun. U.S. Can.

750	5	3
500	1	14
350	2	9
250	0	15
	8	41
	12	92

*Jim Garrett*





DUCATI OWNERS CLUB of CANADA

RIDING RALLY

JUNE 15-16 1985

SHANNONVILLE RACE TRACK

On the weekend of June 15-16, 1985, the Ducati Owners Club of Canada will hold its annual spring Riding Rally at Shannonville Motorsport Park. This event is an opportunity for owners of Ducati and all other European (including British) sporting motorcycles to use the 1.7 km roadracing course in a non-race situation.

Riders will be divided into groups according to machine size and experience level. Each group will get a number of track sessions on Saturday and again on Sunday. This is an opportunity to put your bike through its paces with no pressure other than the challenge you set yourself by developing your own skill. It's an endlessly winding road with no speed limits and no obstacles!

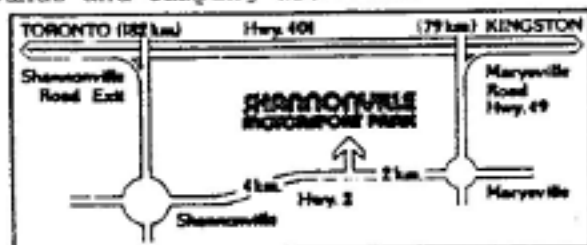
The riding sessions are not races--the starts are staggered and there are no winners or losers. But the Rally is run under full race-safety conditions: while riding is in progress, corner marshalls, paramedics, and an ambulance are always on duty.

And when we're not riding, there will be plenty of social activities to occupy the time: swimming, a barbeque dinner (at a nominal charge) and motorcycle videos are all on the agenda. There will be raffles for accessories and a Grand Prize Raffle for a pit bike donated by Keith Harte Racing. Demonstrator models of the new Cagiva sport bike, the Alazzurra--inheritor of the Ducati legacy--will also be present, courtesy of Cagiva Motorsports Canada. And of course, the weekend will provide unlimited possibilities for meeting new friends and exchanging heroic tales!

Shannonville race track is Canada's most popular motorcycle roadracing circuit. With six turns and three straights, the relatively tight course rewards good handling and control, but provides plenty of open run-off space in case a rider gets into trouble. There is ample camping space, plus a snack bar and washrooms. Motels and restaurants are nearby, for those who prefer not to camp.

Entry fee for the 1985 DOCC Shannonville Rally is \$50 for advance registration by mail, or \$65 for sign-up at the track. The fee is for each rider; you may bring as many bikes as you want, at no extra charge. Entry to the grounds and camping are free.

Shannonville is located near Belleville in southern Ontario, about a 2½ hour drive east of Toronto, and less than an hour from the Thousand Islands bridge crossing to New England. Take Highway 401 to the Shannonville Road (heading east) or Marysville Road (heading west) exit. Turn south to Highway 2, then east or west again to the track. See Map.



The DOCC Rally is your chance to ride as hard as you like in a friendly, low-key atmosphere. Come join the fun!

DUCATI OWNERS CLUB OF CANADA  
SHANNONVILLE RALLY 1985 JUNE 15 AND 16

FRIDAY, JUNE 14

Registration and Tech Inspection 7 pm - 10 pm

SATURDAY, JUNE 15

Registration and Tech Inspection 7 am - 10 am

Compulsory Riders' Meeting at Tech Shed 9 am

Track Riding\* in Three Groups:

Group I - Singles

Group II - Touring Riders

Group III - Hot Shoes

9:30 am - 1 pm

Lunch Break

1 pm - 2 pm

Registration and tech inspection available during lunch break for late arrivals.

Track Riding\* in Three Groups

2 pm - 5:30 pm

Quarry Swim

(5 miles west - ask for directions)

Barbeque Dinner and Refreshments

- nominal charge

7:30 pm

Videos

9 pm

SUNDAY, JUNE 16

Registration and Tech Inspection 10 am - 11 am

Compulsory Riders' Meeting at Tech Shed 10:30 am

Track Riding\* in Three Groups 11 am - 1:30 pm

Lunch Break and Raffle Draw

1:30 pm - 2:30 pm

Track Riding\* in Three Groups

2:30 pm - 6 pm

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\*Please note - The track sessions are not races! They are opportunities for enthusiasts to explore the performance of their motorcycles in a legal and controlled environment.

# They're riding through history

These daring young men in their riding machines will give you a glimpse of the pioneer days of motorcycling this weekend.

The Vintage Road Racing Association (VRRRA) - consisting of 120 members scattered from Halifax to Vancouver and into the U.S. - has an undying love for the early days of cycling.

The VRRRA was formed in 1980 by riders interested in preservation and collecting vintage motorcycles. Numerous forgotten machines were pulled from under piles of rubbish, farmer's fields and junk yards and restored to their former glory. Bike names like Norton, Ducati, Velocette Thruxton and others have been reconstructed by the club members for competition in modern-day races.

Some of them will be on display at this weekend's Motorcycle '85 show.

One of the bikes on display will be a Velocette 500, owned by Gary McCaw of Onondaga, Ont. McCaw is an example of the enthusiasm and zeal these club

members have for their machines. In McCaw's case, it's a family affair.

He flew his family and a pair of Velocette bikes to the UK and raced in the classic Isle of Man TT races. In a feat marvelled by friends and other racers, McCaw then managed to

place 29th over-all and 11th in the heavyweight class out of 84 entries.

Other club members have competed in the Ulster GP, Daytona and at other tracks throughout Europe, Australia and North America. The machines range from vintage street bikes and Club-

man racers to Grand Prix racing motorcycles.

Two championship motorcycle series were organized by VRRRA in 1984. The first was the NGK Copper core Challenge, an eight-series race at Shannonville. The second was a three-race Can-Am series held in New

York, London, New Hampshire and Shannonville. Some of the machines which competed, including a Ducati 250; Ducati 350; Honda CB 450; Norton Atlas in Unlimited class and a Yamaha TD-2 in Super Vintage, will be on display this weekend at Motorcycle '85.

TO: Ducati Owners Club of Canada,  
72 Westholme Avenue,  
TORONTO, Ontario  
M6P 3B8

Gentlemen:

I wish to participate in the Ducati Owners Club of Canada Riding Rally at Shannonville Motorsport park on June 15-16, 1985. I agree to abide by the rules of the DOCC set forth for this event. Before riding, I will sign a waiver releasing the DOCC and Shannonville Motorsport park from any liability for suits, claims, damages or injuries which may arise from my participation in this Rally.

Enclosed is my entry fee of \$50 - payable to the Ducati Owners Club of Canada. This payment will be refunded only if the Rally is cancelled.

Name \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

Bike (s) \_\_\_\_\_ Signed x \_\_\_\_\_

# Vintage racers bring back the past

The daring "young" men of the Vintage Road Racing Association (VRRA) must have some kind of persecution complex to take on problems and challenges of racing old motorcycles.

It could also be for the love of returning the machines to their former glory and then racing as in days past. Bike names like Norton, Ducati, Velocette Thruxton and more recent names on vintage bikes like Honda and Yamaha bring back nostalgic moments.

The VRRA was formed in 1980 by enthusiasts interested in preservation and collecting... vintage... A Harley Davidson circa 1908.



motorcycles for modern-day races. The 120 members are located from Halifax to Vancouver as well as in the U.S.

Some members and machines have competed in Isle of Man TT, Ulster GP, Daytona and other tracks throughout Europe, Australia and North America. The machines range from vintage street bikes

and Clubman racers to Grand Prix racing motorcycles.

Two championships motorcycle series were organized by VRRA in 1984 and the machines are on display at the show.

They include a Ducati 250; Ducati 350; Honda CB 450, Norton Atlas in Unlimited class and a Yamaha TD-2 in Super Vintage.

This was the NGK Copper Core Challenge, an eight-series race at Shannonville race track. The second race was a three-race Can-Am series organized with American enthusiasts and held in New

York, London, New Hampshire and Shannonville.

One of the "Iron Men," Gary McCaw of Onondaga, Ontario, flew his family and a pair of Velocette motorcycles to the U.K. and raced in the classic Isle of Man TT races. His feat was marvelled at by officials, friends and other racers. He placed 29th overall and 11th in the heavy-weight class out of 84 entries. His Velocette 500 is on display at Motorcycle '85.

If you visit the show and catch the vintage bug, VRRA members will gladly sign up new members.

## Mathison and Teunissen restoring and riding

By HELEN JANZEN

Bill Mathison and Eric Teunissen, both of Halton Hills, have at least one thing in common; they both restore and race vintage motorcycles.

They, along with brothers Don and Ken Lodge, also of Halton Hills, are members of the Vintage Road Racing Association, which was formed in 1978 as an offshoot of the Canadian Vintage Motorcycle group.

Mathison began racing vintage motorcycles about three years ago, although he has always had an interest in restoring old motorcycles. "After riding to vintage bike races," says Mathison, "I became interested in being able to run my vintage bikes without having to borrow them for road use. I had always wanted to road race since I had raced dirt bikes previously."

It was during this time that Mathison got to know fellow Halton Hills residents Don and Ken Lodge. The lodge brothers are heavily involved in the vintage racing movement and have helped Mathison in his racing efforts.

Mathison races two motorcycles, one is a 1967 Suzuki 200 and the other a 300 cc Triumph.

There are numerous classes of vintage motorcycle racing. The Suzuki is raced in a class for bikes up to 1967. Another class is for bikes 1968 to 1971, anything newer than 1971 is not eligible to race, since it is not considered to be vintage.

Races take place mostly at Shannonville, near Shelburne, although they have raced at Monport, in Nova Scotia; London, New Brunswick; Nelson, Quebec (USA) and at the motorcycle races at Daytona, Florida.

The Vintage Road Racing Association has about 130 members mainly from Ontario, with some Quebec and American riders. Mathison says he "finished the 1984 season in fifth place in the 300 cc class and finished the list to even talk about in the 200 cc class."

Teunissen, in his first year of racing, ran a 1967-200 Honda Hawk, finishing second overall in the 200 cc class.

"We race for the fun of it," say both racers, "we enjoy what we are doing. There

is an irony in it. In fact it costs no money. We spend thousands of dollars on our motorcycles and drive thousands of miles to get to the races."

"About the only help we get in the form of sponsorship is that Champion provides us with spare parts and Velocette has provided some oil to some of the racers. Otherwise, we are pretty well on our own."

Due to the age of some of the motorcycles, parts are becoming increasingly difficult to obtain. Dealers can still seek some parts, specialist groups and clubs, like the Norton Owner's Group, are remanufacturing parts and some of the original manufacturers of pistons and rings will provide parts.

The Vintage motorcycle movement has really taken off, starting in 1975 and blossoming during the mid to late seventies. The movement is devoted to collecting and restoring vintage bikes.

Vintage motorcycle racing started in the late seventies and has become so popular that in England for example, there is now a complete racing series devoted strictly to racing the vintage bikes.

The Independent

Georgetown/Acton, Wednesday, Mar. 27, 1985 13



Bill Mathison and Eric Teunissen are enjoying restoring and racing vintage motorcycles.

GED RUSTON FOR

MAY 13/85

ATTN: TIM LAHEY

DEAR TIM,

HERE IS THE RACE REPORT:

KENNING CLASSIC SERIES 1985  
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AFTER SOME SUCCESS AT LAST YEAR'S MANX GRAND PRIX CLASSIC RACE IN THE ISLE OF MAN IT WAS DECIDED TO RUN ONE OF MY 1250 SUZUKIS IN THE KENNING CLASSIC SERIES IN ENGLAND.

ONCE AGAIN LES TROTTER WAS TALKED INTO RIDING THE MACHINE, SO ALL THAT WAS LEFT TO DO WAS FIND A SPONSOR. DURKAN DIESELS, THE DIESEL ENGINE MANUFACTURER FROM STAFFORD IN ENGLAND AGREED TO CONTINUE THE SPONSORSHIP THEY GAVE US FOR THE MANX, AND ALSO GAVE US A NEW FORD TRANSIT RACE TRANSPORTER FOR THE SEASON. AFTER BURNING MUCH MIDNIGHT OIL OVER THE WINTER MONTHS LES TROTTER AND MECHANIC RUY DIXON FINALLY HAD THE MACHINE READY FOR A PRACTICE DAY AT DULTON PARK. AFTER THE PRACTICE AND DESPITE THE COLD AND WET CONDITIONS LES PRONOUNCED HIMSELF HAPPY WITH THE MACHINE AND WENT BACK TO BARROW-IN-FURNESS FOR SOME LAST MINUTE FINE TUNING BEFORE THE FIRST ROUND AT DULTON PARK CHESHIRE ON APRIL 6TH, 7TH AND 8TH.

THE RACE WEEKEND'S WEATHER WAS TERRIBLE WITH COOL TEMPERATURES AND HEAVY RAIN. THE PRACTICE SESSIONS WERE HAIRY WITH A SLIPPY TRACK AND A MALFUNCTIONING FRONT BRAKE. THIS WAS COMPOUNDED BY THE BIKE FAILING THE NOISE TEST AND 3RD GEAR GOING ON THE FRITZ. NOT TO WORRY THOUGH, COMPLETELY UNDAUNTED LES WENT OUT FOR THE RACE AND PROMPTLY STOPPED AT CASCADES ON LAP ONE, AND DESPITE ATTEMPTS TO RE-START THE BIKE WAS SHOWING NO SIGNS OF INTEREST IN THE RACE. OUR SPONSORS WHO HAD BROUGHT SOME CUSTOMERS TO THE RACE AND HAD RENTED A HOSPITAL SUITE WERE NOT IMPRESSED. BACK TO BARROW-IN-FURNESS FOR THE POST-MORTEM AND FURTHER 'FINE' TUNING. THE MAY 6TH EVENT AT BRANDS HATCH WAS APPROACHED WITH MUCH ENTHUSIASM WITH A NEW FRONT BRAKE AND SPECIFIC INSTRUCTIONS TO SWITCH ON THE FUEL. THIS TIME LES SALLIED FORTH IN PRACTICE, BUT WAS DISAPPOINTED TO FIND THE SHORT COURSE WAS BEING USED. LIKE SHANNONVILLE, 'SHORT' COURSES ARE NOT REALLY SUITED TO THIS TYPE OF MACHINE, HOWEVER, LES GOT A GOOD START, AND HELD 3RD POSITION IN THE 250 CLASS FOR 6 LAPS, BUT STARTED LOSING GROUND THEREAFTER UNTIL BY LAP 12 HE WAS IN 5TH POSITION. HE GRADUALLY CLAWED BACK UNTIL BY - LAP 15 (RACE END) HE WAS 4TH. AT LEAST WE SCORED SOME POINTS, AND SEEM TO HAVE MOST OF THE BUGS OUT OF THE BIKE. FULL RACE REPORTS WILL BE IN THE 'CLASSIC BIKE' MAGAZINE, BUT I WILL CONTINUE TO PUT EARLY REPORTS IN THE NEWS LETTER. NEXT EVENT IN THE SERIES WILL BE JUNE 16TH AT MALLORY PARK LEICESTERSHIRE. WATCH THIS SPACE FOR NEWS.

REGARDS

KEVIN FLETCHER