

NEWSLETTER APRIL - 1983Presidents Corner**March 25 General Meeting Summary**

The last meeting of our winter series was held at the North York Public Library. Phil Mahood reported the Daytona results. Also, incorporation was reported as proceeding with the project still anticipated to be complete before the first event. With that out of the way, we proceeded directly to the entertainment segment of the program. Actually, those who attended may not quite remember things happening this way. You will, however, recall that it was the executive many moons ago urged the members to behave themselves and not to worry about discussing the nitty-gritties of business during these meetings. Thus it is devilish irony that the executives became the principle players in a donnybrook about the particulars of our August 27/28 race meet. For those who keep track of these things, the score in the VRRRA Decorum Sweepstakes is now members - 1, executives - 0. Seriously, we acknowledge that the questions aired may have unnecessarily raised concerns about the arrangements that have been struck for our event. We regret this very much. All the arrangements have now been thoroughly reviewed by the full executive committee. We find them to be completely in order and of the highest calibre. The total package (track rental, sponsorship, publicity) is designed to maximize the benefits to the club, its members, and the sport of vintage racing. As we work with Shannonville and Dunlop to plan the exact details, we will announce them to you in these pages. We know you'll be delighted and that this event will be our best yet. Until then, best of luck everyone and see you all at the track.

The Executive Committee

Dunlop News

Pat Poisson of Dunlop Rubber Canada would like us to announce that he will be present at the April 23/24 event at Shannonville with a truckload of tires. The prices will be wholesale less 20% (or in the order of 50% off current retail prices). These special prices will be offered **only** for tires to be fitted to vintage racing motorcycles raced by VRRRA members (show your card as proof). Pat will also try to contact each of you who made special orders. He has been able to round up several sizes of obsolete TT100 R-compound tires from old dealer stock. All these will be available at the same race meeting for similiarly low prices. We would like to thank Pat for his efforts on our behalf. This is a very tangible benefit of our association with Dunlop that goes directly to the riders but which will not appear as an entry on our books. Again, we are most grateful for this support and know you'll want to thank Pat personally when you see him to pick up your tires.

DUNLOP VINTAGE CHALLENGE INFORMATION SHEET

The Vintage Road Racing Association (VRRRA) and Dunlop Rubber Canada are pleased to announce the formation of a vintage racing championship series in 1983. The program will consist of six calendar events to determine displacement class standings and to crown an overall VRRRA and Dunlop Vintage Challenge Champion. Last year Joe Rogers of Picton, Ontario won the title on his Ducati 250. He will defend the crown against what will be the largest field of vintage racers ever assembled on this continent. Vintage racing is the fastest growing segment of the sport of motorcycle road racing and this most prestigious series is helping to promote that growth.

SERIES DEFINITION

The DUNLOP VINTAGE CHALLENGE is a series of six (6) events. There will be two points races in each event, a heat race and a final. Full points will be awarded for finishing places in all 12 of these races. A rider's top 8 scores will be totalled to determine class and overall championships.

CLASSES

This series is for Period 1 Classic Vintage machines only. This includes all models produced to the 1967 model year. See VRRRA Rules and Regulations for particulars. The 4 displacement classes are:

250 Class	up to 250cc
350 Class	251cc to 350cc
500 Class	351cc to 500cc
Unlimited	501cc and over

AWARDS

To be eligible for a participant award, a rider must have competed (practiced at least) in 4 of the 6 events. Premier trophies will be awarded for the 1st through 6th places standings in each of the 4 classes. The overall championship trophy will be awarded to the class champion with the highest total, again, top 8 races counting. Only VRRRA members are eligible final year-end standing.

SCORING

Points are awarded for finishing position within a displacement class only. In order to score points in a race, the rider must take the checkered flag aboard a running machine. In other words, no points will be scored for a DNF or for pushing across the line. Riders who are unable to continue a race in a safe manner at a safe pace, must remain stationary by the side of the track so as not to endanger other racing competitors. Points to be awarded as follows:

1st	10 points
2nd	8
3rd	7
4th	6
5th	5
6th	4
7th	3
8th	2
all other running finishers score 1 point	

LOCATION

All 6 events will be staged at Shannonville Motorsport Park, Shannonville, Ontario, Canada. The track is on Highway 2, 10 miles east of Belleville (120 miles east of Toronto).

DATES

Apr.23/24 May 14/15 Jul.2/3 Jul.16/17 Aug.13/14 Aug.27/28(VRRRA race)

Further information; VRRRA, 39 Glory Crescent, West Hill, Ontario, Canada M1E 2B9 (416)284-3865

EDITOR'S EPISTLE

Someone told me once (probably me Mum) never apologise unless you really mean it.

Following those words of wisdom (from whoever said them) I am apologizing for the probable delay in your receiving this newsletter. The intention was to have it in your hands before the first race on April 23/24th weekend so that you would be fully aware of race dates this year and also to recap on the points scoring system.

However chances are that that noble intention will not be fulfilled but if it is I withdraw that apology. (Until I need it next time)

Phil has commented on the last general meeting and the entertainment that he mentions briefly in his remarks, was in actual fact a very entertaining film of a 24hr race at Mosport, held in 1972 or 1973. Even in the brief 10yrs since that race those bikes have a certain vintage look about them now. In fact our new vintage superbike class will include machines from that period. Time flies. There was an in-depth interview in the film with our ageless king of the two stroke, John Davis. Honestly John, you don't look a day older now than you did then and still as eloquent. Your views on racing at that time were as entertaining then as your views on present day racing are now. Super stuff - how do I get your autograph?

Our thanks to Ron Peter for magicing that film, where he culled it from I don't know.

Another thank you (his 2nd in two newsletters) to Mike Duff for giving vintage racing a plug in his column in the May edition of Cycle Canada. We obviously left a lasting impression on him after he was at our meeting.

Richard Lobb took my pleas for editorial matter (see the last newsletter) to heart as he has proved the pen is mightier than a broken clutch cable (couldn't resist that) and furnished us with an amusing riders -eye - view of Daytona racing vintage style. Don't believe him when he says I practically press ganged him into writing. As I recall he as good as phoned me to offer his services. But my respect for Rich has increased enormously - when I called to collect his manuscript, he offered me no less than a shot of the Old No.7 - Jack Daniels Tennessee sourmash. Out of a half gallon bottle too! Real men don't eat quiche, they ride Vincents and drink Jack Daniels!!

A plea from the executive, we could use someone to help us with timekeeping and lapscoreing - no experience necessary, just willingness. Best to get a hold of Phil at 284-3865.

If the printing on various pages of the newsletter appears different it's because it is. There's Phil's word processor, typing from about three different "secretaries" plus a bit of my own mistake ridden efforts at the typewriter keyboard. As my typing improves so will the uniformity of newsletter print increase.

Next newsletter will be after the May 21/23rd race. An up to date points standing will be shown then.

TECHNICAL COMMITTEE NOTE

The only decisions that will be considered valid at trackside regarding a machine's eligibility, will be ones that have the approval of the technical committee after prior submission before a race. Individual views on any matter, by a committee member will NOT constitute approval of any kind!

see gas at the track Volgar

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*see you at the track
Val*

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A. Novitiate's Daytona
by Richard (Crasher) Lobb

Rinngg !!!!. Irritation as the telephone intrudes into my domestic activities in the Kitchen.

"Hi Richard, Ralph here, I am looking for an article on this years Daytona for the club's Newsletter." "Well Ralph, I'd really like to but....." "Thats great Rich, can I have it by the 11th?" Click. End of conversation. Thus with the subtlety of a Bulldozer re-arranging the bedding plants did I get the task of being your Daytona Scribe.

Words like "Incredible", "Fantastic", "Unbelievable" had been expressed to me by friends who have been there before. Well friends, its TRUE. It wasn't until two days after leaving to come back, that the full impact of the previous weeks events started to penetrate my consciousness.

It all started with a Saturday practice at a Race Track in Savannah, Georgia. This was to give a final fettle to the bikes, and for some of us, (including me on Phil's FLASH) to get used to riding a strange bike. As it turned out it was Warren Wheeler's day, as he got his G80 trundling along at 109 MPH. The rest of us were not so fortunate, experiencing various mechanical gremlins which rather spoilt things. Team McGill fared the worst, having to re-build the top end of the Manx twice during the day (their thanks to to the Savannah Airport Inn for providing the fully furnished "workshop" suite during the evening).

Moving from Savannah to Daytona with some sightseeing en route, I found my anticipation rising at the forthcoming experience.

To describe the actual weeks events in chronological order would take pages, and detailed results will appear in the press. However, a synopsis would be :-

- a) The weather was generally lousy.
- b) The Track scene still defies description. From the phenominal amount of effort expended by Honda, with a Tractor Trailer of Bikes, Parts, and facilities, with pit crews to match; to the most modest of efforts by some dedicated, but broke racer from an H.Q. in a sand pit. Watching from the stands during practice and seeing bikes approaching at 180+ MPH and sounding like low flying aircraft, hearing the whine of much abused disc brakes vying with the chatter of protesting tyres as the bikes dived into corner one are sights and sounds I'll never forget.

The variety and variations on a theme of racing machinery was impressive. To wander around the pit area perusing bikes was a technologists heaven, all kinds of neat solutions to problems both real and perceived. Walking in the company of the likes of Agostini, Dr. Joe Erlich, K. Roberts Esq., Springsteen, Haslam et al was something I never expected.

In the Vintage Race, the variety was a pleasure to witness. From the exotic Parillas to pushrod singles and twins. Ex factory S.V. Harleys and the incredible handmade BMW Rennsport of Kurt Leibman. The Race itself is obviously a crowd puller, as a goodly number of people were seen heading for vantage points on the infield as things got under way.

The Canadian contingent again put up a fine showing, with Chris Bannister-Brown getting 2nd in the lightweight race, and Gus Johnson being first 250 home in 7th place, both Ducati mounted.

In the heavyweight race, Jim Allan was first Canadian home in 4th place on Ken Rosevear's G 50. Phil Mahood was 7th on the ex Gary Nixon Triumph, Bill Percival was 9th on the Rudge, Tom Faulds was close behind on the Manx, which had at last begun to remember the correct sequence it should open and close its valves. Warren Wheeler enjoyed exploring the potential of his 5 speed gearbox, and circulated steadily on the G80 a bit further down the field.

And what of your trusty scribe you may ask, Ignominy, pure ignominy, the clutch cable broke on lap 2, and, with the gearbox in neutral, I was relegated to spectator status on the infield at corner 5. This enforced idleness was relieved by watching in disbelief at the angles and speed at which Dave Roper put his G 50 through the aforementioned twistery.

Definitely an experience all racers should indulge in, and I for one will try to be back next year (with a new Clutch Cable!).

Daytona Summary Result

Lightweight Class: Winner - John Long, Ducati 350; 2nd - Chris Bannister-Brown (Toronto) Ducati 350; 7th - Gus Johnson (Ontario), Ducati 250. 23 riders started.

Heavyweight Class: Winner - Dave Roper (New York), Team Obsolete Matchless G50
2nd - Jeff Aigarian (New York), Team Obsolete Matchless G50; 3rd - John Cronshaw (England) Norton Manx; 4th - Jim Allen (Buffalo) Ken Rosevear's Matchless G50; 5th - Bob Barker (Florida), Norton Manx; 6th - Alan Cathcart (England), Tom McGill's long-stroke Norton Manx; 7th - Phil Mahood (Toronto), Team Obsolete Ex-works Triumph Daytona; 8th - Tom Faulds (Ontario), Tom McGill's short-stroke Norton Manx; 9th - Honda 450, rider unknown; 10th - Bill Percival (Michigan), 1929 Rudge-Whitworth; 17th - Warren Wheeler (Ontario), Matchless G80R.

Other Heavyweight Highlights; Roger Reiman (ex - AMA #1) retired from third position riding a KR750 flathead Harley-Davidson lowboy. Richard Lobb (Ontario) retired from tenth position with broken clutch cable riding Phil Mahood's Vincent Grey Flash. Colin Gibb of Guelph, Ontario retired from second place with tight motor riding Tom McGill's Lyster-framed Norton 500 twin. Don Vesco (California) retired from sixth position with broken chain riding ex-Hailwood, ex-Adrian Richmond Team Obsolete Norton Manx. 24 riders started.

CLASSIFIEDS

- For Sale Ducati 250cc pistons, brand new never used, c/w rings and pistons. Std. bore only. \$50.00 each + \$2.50 postage. Rick Covello, 62, York St., St. Catherines
- Wanted Any engine parts for a KTT Velocette. Doug Warwick, 1870, Spruce Hill Drive, Pickering. 839-7464
- Wanted 190mm brake (with or without wheel) for BSA Gold Star. Ralph Ridley esq. 14, Purple Sageway Willowdale. 496-1331
- Wanted HELP! Lapscorer/Timekeeper at VRRR races. Contact anyone in the VRRR executive (even the editor)