

NEWSLETTER

Affiliated with the Canadian Motorcycle Association
Hon. Ed. & Prez, Phil Mahood
39 Glory Crescent
West Hill, Ontario, M1E 2B9

Introduction

Since our last meeting and newsletter, the executive and others have been extremely busy lashing together the fundamentals of this season's racing program. As you will see in the attached information sheet, we have been successful in securing Dunlop's participation with us in a racing series. The particulars of the scoring, etc., are the result of intense collaboration with the executive members. Please raise any questions or suggestions in regard to the scheme at the next general meeting. As part of the scheme, Dunlop have agreed to finance the cost of production of a poster for the series. David Seeger, a new member donated his time and talents to produce the artwork. Ken Morgan was able to scrounge up some expensive stock and had 200 copies of the poster produced. The result is splendid, I'm sure you will agree. The artwork features an original drawing by Dave of John Surtees aboard an MV Augusta four. May I say that this is a moment of which we should be very proud. Our new association with such a fine corporate sponsor as Dunlop takes us into a new level of recognition and prestige within the motorcycling community. We are grateful to Dave and especially Ken, without whose dedicated efforts this would still be just a hope. Even better, all this was accomplished prior to Daytona enabling our stalwards there to extract the maximum publicity value. Posters, data sheets, rules and regs were passed out to as many movers and shakers as we could find. More on publicity and promotion later. All you people really want to know about is who done what to who at Daytona, right? Read on.

Next Meeting

Friday April 2, at the North York Public Library Central Branch, 5126 Yonge Street about 1 mile north of the 401 Hwy. Tall tales and lie swapping start at 7:30 pm, drinkies and post mortems at the Royal Duke Pub after the meeting is adjourned.

Daytona in Summary

I think its fair to say that Vintage racing is now an established and vital part of Speed Week. There is no denying that it has become THE premier attraction of "Fun Day" as far as spectator and media interest is concerned. While many elements of the event organization remain a concern, many things were improved this time around. But lets face it, there will always be a certain thrill in lining up on a grid with the likes of Alan Cathcart, Tony Murphy, Roger Reiman, Don Vesco, the cream of today's vintage racers, plus a sprinkling of AMA professionals. To do well in this crowd is a challenge to say the least, regardless of rules anomalies.

Starting with the heavy class, Tom McGill's efforts certainly deserved more than two DNF's. The 500 Norton twin ridden by Tom Wegman ran strongly until the race itself when the mag packed up again. Even more disheartening was his long-stroke Manx entry that was running a solid fourth place with Alan Cathcart at the controls when the cam box cover sprung a leak, soaking the rear tire with "R". Thankfully the problem was detected by the rider before a spill could result - spill of bike and rider that is. In any case, Tom's two entries were among the class of the field in terms of authenticity

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and quality. Surely another kick at the can is warranted here. Speaking of class, how about racing tyro, but vintage veteran Warren Wheeler on his gorgeous Matchless G80R? He deserves a round of applause for his courage in mixing it up with the hot shoes and giving a very good account of himself in the bargain. Although he had made some major alterations to the bike (new head, pipe, and seals), the plot soldiered around smartly without a hitch for a tidy finish. Next in the results was your beloved prez on the Grey Flash finishing 9th after nearly missing the race. While warming up in the pre-grid, I was horrified to discover a fatal flaw in the shifting (no ratchet stops). Back to the pits we pushed in full panic mode. Literally dumped the tools out on the grass and dug into it. Off with the cover dumping the oil out of the box. Problem located immediately, a pin had fallen out of the selector mechanism. Flattened out a piece of lock wire, placed it in the loose hole, and hammered the pin back in. A quick dressing with the file and we had a working semblance of a shifter. We screwed it all back as fast as shaking fingers allowed. No oil handy to top up the box, so the hell with it. Run 'er 'til she blows! Anyway, we just made it back in time to line up for the race. Not understanding the flag sequence, I got caught holding the clutch for about a minute before take off. The din of all those big singles was deafening. Away we finally steamed with me dropping a couple of spots right away due to clutch slip. Out of the first turn I started to reel in Dave Hannigan on his BMW R50S. The old Flash had never been this strong before. Just as I pulled even with Dave the clutch slip set in again and I drifted back as if an anchor had been thrown out. Rats. The next three laps I spent taking it easy on the clutch and by lap 5 the gingerly treatment payed off. All of a sudden we were hooking up properly and I started passing other riders and pushing harder all over the course. Just as we were really rolling the flag came out. Who knows what might have happened with a clean start. I don't know if I would have been able to catch Dave Hannigan anyway. Observers say they have never seen a BMW cornered better or more forcefully. Dave blasted through to an 8th place. Just ahead of him lay Don Warwick on the trusty KTT Velo, immaculately prepared as always by super Velo tuner Doug Warwick. Don ran a clean uneventful race except for catching some hardware that had fallen off the McGill Manx. Ahead of Don, and finishing 6th was hard working Gary McCaw on his Velo Thruxton special, all better now after some late season spills. Gary is undoubtedly serving notice of his intentions for VRRRA events. Congratulations to him for finishing top Canadian. Until the official results are printed, I am not sure of all the other details. Dave Roper on the Iannucci G50 was 4th after a mid-race spill. The Manxes of Don Vesco and Tony Murphy were up there in leading positions as was Kurt Liebman, an AMA professional, on his BMW Rennsport. The winner was a strange beast - a 4-valve Weslake single in a Seeley frame. Not to demean the achievements of the front runners (they probably would have prevailed anyway), I note that with the exception of Roper, the others were riding bikes that would not be eligible in the VRRRA and a couple did not nearly make the grade by AMA standards. I think this merely adds value to the placings we made and says that, at the purely sportsman level, our organization is producing bikes and riders second to none.

But that's not all. The news is even better in the lightweight class. Wayne Welsh was an easy second place behind an AJS 7R. With different tactics, such as going for the lead right away and pushing at his own pace, he is sure that he could have won. He had instead been holding back and riding along with the AJ. On the last lap, Wayne made his move only to discover that his opponent has also been sand-bagging. Also, the Ducati was not sporting its Desmo head for this race and so revs were a bit limited over what would normally be available. In any

case, these two ran away from the rest of the field. Next Canadian was steady Gus Johnston finishing 4th on his 250 Ducati. From what little I saw of the race (tranny repairs were in full swing at the time) it was clear that Gus was having little trouble pushing to the front and he did pick up a place or two in the final laps. Well back was Rudy Schaeffer on a Ducati 250 Desmo that for some still unknown reason would not spin past 6000 RPM. The only change from last year was apparently a different carburetor. Rudy was bitterly disappointed, feeling that he could have won the race. Based on his performances last year, who could argue with that? Indeed, with a little luck it would probably have turned out to be a battle between Wayne and Rudy. Perhaps Dick Furniss would also have been a factor on the leader board. Alas, he must remain the most disappointed of all having fallen heavily in the first corner of the first practice lap. Despite two cracked ribs as a result, Dick was in great spirits a couple of days later and swearing to give it another go next year. That's the spirit. If this foursome and/or some other of our top lightweight runners contest next year, it could be a VRRR sweep. But I wish only to offer congratulations to Wayne whose achievement was all the more noteworthy after last years terrible crash at this track. Alan Cathcart made special mention of this during the Vintage concourse awards presentation on the Saturday of Speed Week.

The rest of the picture is painted with a brief review of the Battle of the Twins. Herein your faithful scribe did, as they say, come acroppers. I was campaigning my box stock Ducati 900 SS in the Modified class (to the AMA, 40mm carbs is not stock despite their being factory fitted to my model). Monday on the bowl was an experience, that being my first stab at the banking. A T-shirt in the pits with "Team White Knuckles" best described the sheer terror I experienced that day. None of the advice I'd been given really helped. On the first lap I came out of the infield onto the banking and really screwed it on. I was told that I had to go flat out up there just to stay on. At 110 MPH, we fell like a stone to the level area at the bottom and motored around the rest of the corner at that speed. OK, next time, no fooling around. Coming off the chicane, I nailed the throttle to the stops in all gears and soured up to 120. This was just enough speed to keep me on about the first three feet of banking but I was still drifting down to touch the level ground on occasion. Even worse, the road dissappeared over the roof of the helmet, like riding inside a sphere. Here we are without adequate visibility of the road ahead for the speeds being turned - this is insanity! I really wondered what I was doing out there at all. But we soldiered along and bit by bit I got more comfortable with things. The trick is to accelerate as early and as hard as possible off the corners before the banks to get up as much speed as possible. Once well and truly on the banking the forces are such that an 80 HP bike will simply not be able to accelerate much at all. I found I needed about 125 to balance everything out. Coming off the banking, the Duke zipped up to over 130 without the G's to contend with. With a few adjustments and colder plugs, we were running even harder. The most difficult thing was learning the braking points. Frankly I have never gone this fast on a bike before and it was a bit of a push for me to really drive in late. Nevertheless, times came down to 2:40 and I was faster than many many others who were having even more trouble. On Friday of race day, there was a final practice. On the third lap of this I came off heavily in corner 5 which leads up to the west banking. Just leaned over too far it seems. It is easy to do. The track is so huge and the corners so flat that you can easily lose perspective. I was back to the track in two hours after a trip to the hospital. A cracked shoulder blade and a few bruises were the only damages to the bod. The Duke is a mess, but its all cosmetics. Funds permitting, I'll definitely have another go next year. We were just starting to have fun this time.

Last but not least lets say a word about the Hodge brothers. They had a newly built Norton really snortin' around the bowl in the BOTT. Also turning 2:40 laps, Ken was as high a 13th overall in the race when a failed rear brake caused him to drop to about 23rd in the end. This was a terrific performance on a track that is not kind to big parallel twins with only two main bearings. This was definitely the results of a superior rider on superbly prepared equipment. One thing that is not well appreciated about the Hodge program is the standard of the bikes. Lest there be any further doubt, the brothers are well ahead in terms of their development of the equipment. It is just not that obvious because the bikes don't sport any trick external goodies. One thing that was not so standard about the BOTT bike was its condition after the race. Not a drop or sweat of oil anywhere - remarkable. Again, with a bit more luck, Ken will definitely be able to shoulder rudely into the Ducati dominated ranks. The race was won by Jim Adamo on Reno Leoni's NCR Ducati. Second was pitmate John Long on a BMW, and third was Dave Roper on Rob Iannucci's muscular Harley. A nice mix, wouldn't you say?

Racing Costs

To compete in the Dunlop Vintage Challenge, riders will need a \$40 RACE license. Last year the entry fee for each race was about \$35 plus \$5 for camping. Our VRRR only event will cost a little more to enter. For 5 events, basic paper will therefore cost about \$240. If you plan to compete in the VRRR weekend only, a RACE license is not required, but VRRR membership (\$15) is. We also recommend the RACE beginners schools for any first time competitors. Please inquire for dates and costs. These schools are run at Shannonville by professional racing instructors. You will get lots of track time which will save you alot of grief in the long run. You will need a bike and full leathers, etc.

Promotion

Now that we have a sponsor, Dunlop Rubber of Canada, this places a special obligation on us as individuals and as a group. We would ask that you pick up posters at the next meeting and think about placing them where lots of people will see them. Don't forget to mention and thank the sponsor when a mike is placed in front of you. How many times have you seen riders accepting trophies and not even so much as word is said for the sponsor in the moment of glory? Bad show and very unprofessional. Is it any wonder that racers have trouble finding sponsors? All it takes is a little thought now and then to make all the difference. If we do a good job for our sponsor, things will start to happen in a big way for the VRRR. Use his excellent products if nothing else. Remember, Dunlop is supporting vintage racing in Canada, so we will support Dunlop in their marketing efforts.

Cheers, Phil

Classifieds

Wanted - RRT2 Goldstar gearbox, 2 18" WM2 or WM3 alloy rims, 7 1/2" across centres alloy top yoke for Norton slimline, 19 or 20 teeth Goldstar engine sprockets. For Exchange - DBD34 Goldstar barrel, piston, crankcase and crankshaft assy. Engine #34GS4589, 200 miles on the new piston and sleeve, Peter Snowdon 416-292-0244

Sale - 1955 BSA Goldstar DBD34GS 500cc. Cost \$2000, details on request, call Paul Rostic 416-527-0694 before 9:00am, after 10:30pm.

Give away - 1971 Kawasaki 3 cyl 2 stroke frame and exhaust. You collect.

Sale - various handle bars, mainly standard items off big Jap multis about \$2.50 each call Ralph Ridley 416-496-1331.

Notice - Dunlop 360 18 and 19 K81R tires are not now commonly available. If you need 'em, see Ken Morgan or the prez.

Tony Mack

We were deeply saddened on the news that Tony Mack, age 50, had passed away in January. Tony was a well known roadracer in the late 1950's and early 1960's. He campaigned Ducatis, a Stevens Velocette, and the earliest of Suzukis 250 models at Edenvale and Harewood. This was in the era of Ivor Lloyd, and Mike Duff before he went to Europe. Tony was a long time resident of Brampton best known for his happy-go-lucky disposition and endless joy for life. Shortly before he entered hospital with a brain tumor, he had purchased a Suzuki Katana on which he wanted to tour the country. A year earlier he had been delighted to see our fledgling club in existence and became a VRRR member immediately. His many friends will be relieved to know that he passed away without suffering. Indeed, right up to the end he was regaling visitors with tales of the past and plans for the future. He had many, many friends in the VRRR who will miss him.

Wintario Daytona Support

All those who ran at Daytona should submit a mileage log and gasoline receipts to Doug Warwick in order to claim a share of our grant money. You could either mail them to him (44 Sommore Dr., Agincourt, Ont., M1S 1X4) or bring them along with you for the next meeting. Doug will be writing a report outlining the details of our participation and the results for Wintario people. Lastly, we wish to thank the Wintario Foundation for their support of us. Again we encourage you all to mention this support when opportunities arise.

VRRR Logo

Now that we have been on the scene for awhile, it would seem an appropriate time to develop a symbol. This is something that the founding members feel should be settled by some indication of consensus among members at large. To wit, we would like to at least start the process by collecting some ideas or drafts. Give it some thought and if you have an idea, sketch it out. If you can't draw it, just write down the idea. We have one or two artistic types who are terrific at designing these things. If I may offer some guideline, a simple, clean design is probably to be favoured because it can be reduced to the size of a lapel pin and still be distinctive and recognizable. David Seeger has presented an example on the bottom line of the Dunlop poster, but lets see a few more.

Other Events

VARAC have not yet been able to inform us of their intentions for the Vintage Festival in 1982. This has always been one of our favourite events and we will support it again this year. However, we have not been able to make it part of the Dunlop Vintage Challenge for obvious reasons. Another biggie is the 10th Annual CWMG Rally at Barrie, Molson Park, June 18,19,20. We won't miss that one either. Most of us are also CWMG member anyway! But for those who are not, this is just about the biggest display of vintage bikes of all sorts to be found east of the Rockies. Don't miss it.

Honda 6 Article

Hope you noticed the fine historical piece in CYCLE magazine about the local ex-Hailwood Honda 250-6. Our own Tom Faulds is extensively quoted. Good stuff.

THE **DUNLOP** VINTAGE CHALLENGE



*MAY 8-9
*JUNE 26-27
*AUG 14-15
AUG 28-29
*SEPT 18-19

A series of races for vintage racing motorcycles organized by the Vintage Road Racing Association and sponsored by Dunlop Rubber Canada.

Location: Shannonville Motorsport Park, on Hwy #2, 10 miles east of Belleville, Ontario, Canada.

For more information write: V.R.R.A., 39 Glory Cres.,*
West Hill, Ontario, Canada,
M1E 2B9

* Run in conjunction with the 1982 Castrol Eastern Canada Challenge Series



The Vintage Road Racing Association (VRRRA) is pleased to announce that it will organize a vintage racing championship series for the 1982 racing season. The VRRRA believes that this is the first series of its kind to be staged in North America. Having observed the VRRRA's fine record of achievement in recent years and the consequent growth in popularity of vintage road racing, Dunlop Rubber Company of Canada Limited have agreed to sponsor awards for and assist directly in the promotion of the series. The program will consist of five calendar events to determine displacement class winners and to crown an overall VRRRA and DUNLOP VINTAGE CHALLENGE champion.

SERIES DEFINITION

The DUNLOP VINTAGE CHALLENGE is a series of five 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 10 of these races. A rider's top 8 scores will be considered in the determination of series class and championship standings.

CLASSES

Lightweight	up to 250cc
Heavyweight	251cc to 500cc
Unlimited	501cc and over

(note: refer to VRRRA Rules and Regulations for machine eligibility)

AWARDS

To be eligible for any awards, a rider must have competed (practiced at least) in 4 of the 5 events that constitute the series. At year's end, all such qualified riders will receive a participant plaque. Premier trophies will be awarded for 1st through 5th place standings in each of the three displacement classes. The overall championship trophy will be awarded to the rider with the highest point total in 8 races, regardless of class. Thus, the champion could be one of the class winners, or, a rider who competed in more than one class throughout the series.

SCORING

Points are awarded for finishing position within a displacement class only. This applies to overall championship tabulation as well. 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 on a DNF or for pushing across the finish line. Riders who are unable to continue a race in a safe manner or at a safe pace, must remain stationary at the side of the track so as not to endanger other racing competitors. Points awarded as follows:

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

LOCATION

All 5 events will be held at Shannonville Motorsport Park, Shannonville, Ontario, Canada. The course is a tight, challenging, 1.1 miles with 8 corners. The track is next to Highway 2, 10 miles east of Belleville, Ontario (or, 120 miles east of Toronto).

DATES

May 8-9, June 26-27, August 14-15, August 28-29 (VRRRA only), September 18-19
If any questions, write: VRRRA, 33 Glory Crescent, West Hill, Ontario, Canada, M1E 2B9