

## NEWSLETTER - MARCH 1983

President's Corner

Let me welcome Ralph Ridley to these pages as editor. Now that we have an editor in charge, I'm told that I'm allowed just one page of ramblings. Did I hear more cheering out there? Anyway, I suppose I'll have to just get right to the point with as few diversions as possible. First, I'd like to thank Mike Duff for his most entertaining slide presentation at the last meeting. Stan Nicholson rode all the way from Ottawa in the freezing temperatures just for the occasion and must be congratulated for his dedication. Prior to Mike taking the floor, very little formal business was discussed with one notable exception.

A great deal of interest was expressed in the outcome of negotiations with Shannonville on our August race event. In three years we have lost money, made money, and broken even on the event. It has been our policy to break even, at least. The standard track rental for a non-sponsored, closed-to-club, competitive event such as ours is \$3000. In the past we have paid approximately half this and received several hundred dollars from the gate. This year Shannonville have flatly refused to consider a gate split as part of the package unless we bring in a major sponsor willing to build the gate with a major media promotion. To ease our transition to this policy, they offered a reduction in previous track rental. We were able to negotiate additional cost cutting concessions. Also we reduced costs by enlisting Dunlop's sponsorship of the awards. Thus, we will bring the event to you for an entry fee that will be at least 20% less than last year's. To achieve these reductions to your entry fee, we have given the track owner the right to promote the event under our scrutiny. Also, we have given the sponsor a consideration by naming the event the "Dunlop Vintage Racing Classic". These arrangements are for this year's event only. All things considered, this was the best deal that Ken Morgan and I could strike for you this year. Having consulted with other clubs running at Shannonville this year, it is apparent that our package is far and away superior to what the other clubs have been able to achieve. It took a rather mammoth effort to get things this far as I will go on to mention. However, some concern was expressed at the meeting that the track was taking too much out of our event financially or that we had given away too much for too little. The answer to this is simply that these arrangements represented the best offers available to us from quarters that have supported us well in the past. To turn down these offers would have either jeopardized the event itself or doubled its cost to you, the riders. It is clear that the vast majority of you would not want us to go quite that far. Also, we should remember that prospects for future improvement are wide open. Ken ably demonstrated that when we produced for our sponsor, the sponsor promptly upped his ante the next year.

In any case, let's look at some alternatives as a starting point for an open discussion of club direction in this area at the next meeting. No votes or pressure for solutions - just a free exchange of ideas to help us, the executives understand where you would like to realistically head next year. We all think we'd like a free event with sponsors showering us with goodies. Assuming a sponsor is out there who feels this is the best way for him to spend his recession-eroded promotional dollars, we would have to give up considerable control and expend extensive negotiating resources (ie. the president's time). To enter into this sort of deal means we become irrevocably a race organizing club rather than simple enthusiast's association. At this time, we clearly do not have the horses to drive such an effort; but we might commit to that as a goal. Or we could say to heck with all that and leave race organizing to the full-time professionals. We would take care of technical regulations annually and hand them over to the tracks. Best package proposal gets our show and we turn up to race. This concept could apply to the series as well. The consumers (that's us) would then decide which events or series or rules make the most sense. We just help with annual recommendations that represent the Association's policies. Organizers would risk our support if they strayed from these. Such a posture is simplicity itself. Then there are positions between these two, one of which we currently occupy. Looking forward to hearing your views.

*Cheers, Phil*

## EDITOR'S EPISTLE

A running nose blocked ears and a general state of depression attest to the fact that Neo Citran and 900mg of adult pain reliever in Anacin are n't all they're cracked up to be. The nose and ears are due to the lack of effectiveness of the afore-mentioned drugs but the depression might be because my mind is at Daytona with those enthusiastic affluent(?) members of the VRRRA who made the pilgrimage. The results of the vintage race are shown elsewhere (assuming our president keeps his word) and a more complete report will appear on a later news letter.

Just in case anyone hasn't heard already the 200 was won by Kerry Roberts, with new Yamaha works rider Eddie Lawson 2nd and Steve Wise 3rd. Steve Gervais just missed the winners circle spot finishing 4th on his faithful 750cc Yamaha. There was no mention of the vintage race on the TV channel I watched, some people don't have their priorities right. However the 200 was something to watch. The speeds of those works bikes must be close to 200mph at Daytona and the skill of the riders nose to tail at that speed is poetry to see. Hard to believe that once British was best at Daytona.

For us less fortunate types and for those whose bikes are ready, I have my fingers crossed, we'll have to wait until the April 23/24th weekend when we have the first of the VRRRA Dunlop series run in conjunction with a regular RACEmeeting - or maybe that should be a RACE meeting run in conjunction with a VRRRA Dunlop series race!

## FEBRUARY 25thCLUB MEETING

It looked as though 40 or 50 people were at the last meeting. Club business was kept to a minimum. The race schedule as published previously is now official and, importantly, the meeting at Shubenacadie in Nova Scotia on June 25/26th is a definite go. Eleven people have shown interest so far and the more the merrier. This a CMA event and the organisers are offering \$700.00 towards gas money. The thought of such a financial carrot is too much to resist so, assuming I'm getting the 55hp out of the Goldie that I promised myself, I'll be there as well. It'll be better than Daytona.

There was some discussion about the Sharonville meeting being organised by the VRRRA on August 27/28th, in particular the new rental fees for the track (reduced from 1982) and the percentage of the gate fees given to the club (also drastically reduced from 1982). But it does appear at least, that our costs will be known beforehand, instead of having to guesstimate the unknown of gate receipts, so we shall be able to base our entry fees accordingly.

Also Phil had made some inquiries with the powers-that-be, regarding incorporating the club (this being done to protect individual members from 3rd party claims in the event of an accident) but it appears that the said powers-that-be are not happy with the name Vintage Road Racing Association and would like the word motorcycle included somewhere. Negotiations are continuing.

Our thanks to Mike Duff for coming along and bringing his slides and memories of the motorcycling age that we are interested in. I remember seeing Mike in my youth - many moons ago - at Mallory Park in England (no I wasn't riding), I watched Mike and two other riders, one of whom was Derek Minter I seem to recall, all on classic British singles of the era, engaged in a follow-my-leader race for 3rd place. This had been going on for a half a dozen or so laps and I guess Mike tried a bit too hard as I can still see him sliding gracefully (well it looked gracefull to me) across the track.

at the Esses. Did it hurt Mike? Fascinating stuff, thanks for the memories.

Don't forget the next club meeting is at the regular spot - North York Public Library Auditorium, 5126 Yonge St. (1ml N. of 401 at Empress Ave.) on March 25th, 8:00 pm on the dot.

#### MACHINE ELIGABILITY

The technical committee would like any rider that wants to clarify his/her machine eligibility to check with them well before a race, the time indicated to me is 30 days before-hand. There will be no discussion of a motorcycle's eligibility at the track, if it's not approved before-hand that's it - no race. Don't forget this is a **racing** club and the members of the executive want to race themselves and don't have time on race day to do their elected duties, race themselves and settle problems that should have been ironed out already. Please help them! Tom Pope (tech. committee chairman) can be at 16 Mansfield Crescent, Whitby. (416) 579-8193. Call him if you are in any doubt.

That's the conclusion of my first newsletter folks, wasn't too bad was it, and I'd like to echo a thought that Phil made at the conclusion of his first newsletter and invite contributions from anyone with something to say that can get past the censors - it is a family affair after all. Letters to the editor are OK, thoughts, ideas, etc. plus history, gossip, whatever. My address is 14 Purple Sageway, Willowdale, M2H 2Z5 (416) 496-1331 (before 3am - I need my beauty sleep you know?)

*See you at the track*  
*Loge*

#### CLASSIFIEDS

For Sale - Kawasaki H2R: Ex Erv Kawasaki water-cooled chassis, air-cooled engine, mag wheels, magnesium carbs, spare engine c/w carbs and pipes, 3 spare heads, 3 spare cranks, spare clutches, 9 pistons, 3 barrels, 3 spare cases, gear clusters, factory manuals and dyno charts. Offers over \$5,000.00  
Call Chris Berrister Brown (416) 742-8250

For Sale- 650cc unit construction Triumph racing engine/gearbox assembly c/w motor  
or Trade mounts for Triton. Flowed head with big valves, lightened rockers, racing springs and retainers, 11:1 and 9:1 pistons and cylinders, big bore carbs, special lightweight dynamically balanced crank and rods, new racing mains, T140 inlet cam and E3134 exhaust, lightened primary drive, 4 speed close ratio box, Lucas magneto ignition. Dismantled for inspection.

Wanted - AND All alloy 500cc RSA single engine with brand new cylinder.  
Any engine parts for 350/500cc Marx or International.  
AND Gearbox shell for mid 1950s Norton

Continued

AND Pair of clapped or damaged flywheels and 71mm cylinder liner for BSA Gold Star.

Tom Pope 16 Mansfield Crescent, Whitby. (416) 579-8193

For Sale - Fairings for vintage racing bikes - universal full fairings and Dunstall style quarter fairings, all new stock. Also custom fabrications for all types of fibre glass. Call Kal (416) 727-6683.

Wanted - Alloy top fork yoke for Norton "slimline" frame, 7 $\frac{1}{2}$ " between centres.  
Pete Snowden (416) 571-1969

SERVICES

Complete Engine Rebuilds - Crank rebuilds, cylinder boring and honing, valve seats replaced, guides made and installed, aluminum welding etc. Ridges a speciality, 10yrs experience on Gold Stars and MVs. (416) 640-6992

Services for Vintage Motorcycles - Flywheels overhauled, cylinder heads reconditioned, wheels laced or trued. Tom Pope (416) 579-8193