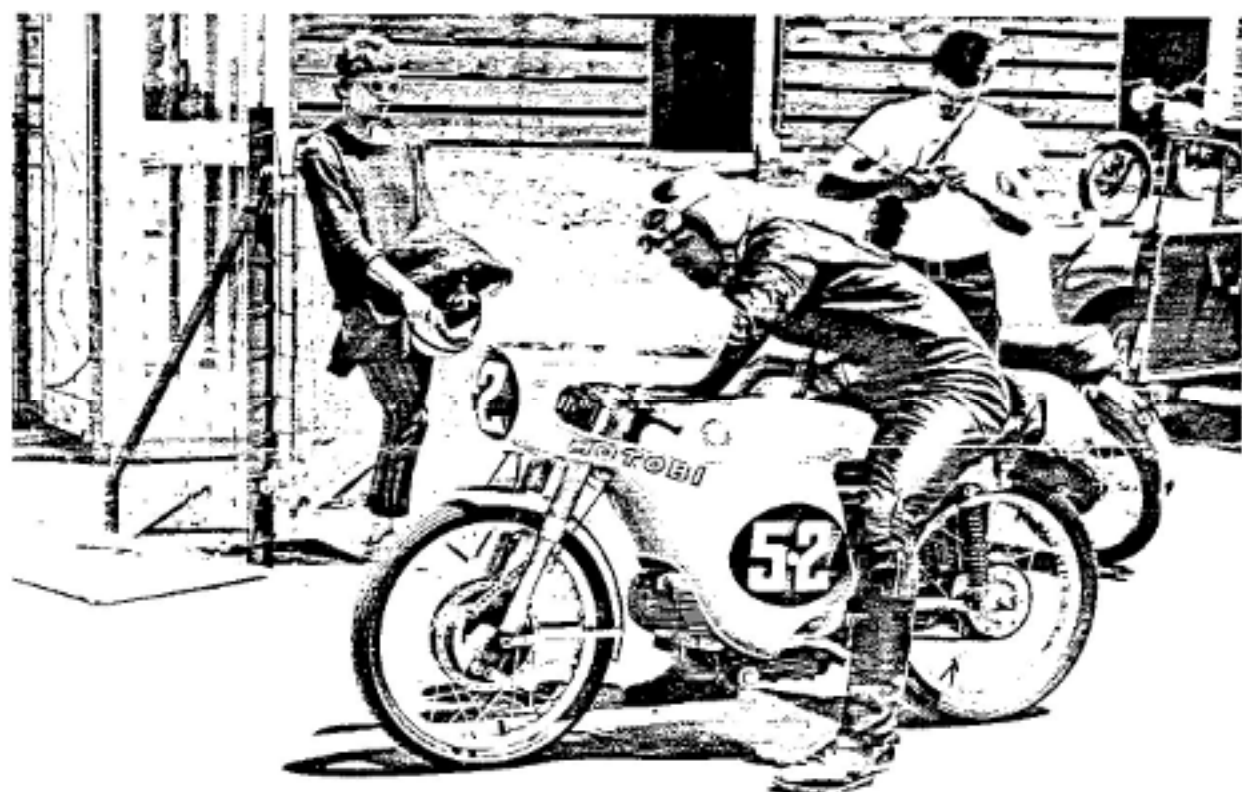


VINTAGE
ROAD
RACING
ASSOCIATION
NEWSLETTER



September/October 1986

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SUBMISSIONS:

Submissions for publication are invited! They need not be typed, merely legible. **Photos may be black & white or colour.** 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.

COVER PHOTO:

Another photo from Jim Garrett's collection.

NEXT MEETING(S):

The Annual General Meeting of the VRRA will be held on Friday Nov 21, 1986 from 7:30 to 10:30 PM, at the Black Creek Public Library, 2141 Jane Street (at Wilson) in Toronto. **Be there!**

UPCOMING EVENTS:

Nov 8 V.R.R.A. Annual Banquet & awards.

Nov 21 Deadline for receipt of marked ballots by Ruth Hodge.

VRRA Annual General Meeting (see elsewhere in this issue for more information).

FROM THE EDITOR:

Tim Lahey

This issue contains an update from the Technical Committee regarding proposed rule changes. That's right, I was wrong (never trust second-hand information)! Remember, these are voted on at the Annual General Meeting (Nov 21). Be there if you have an opinion on these changes, or at least delegate someone to voice your thoughts if you cannot attend in person.

We also have results from the last two events of the season, thanks again to Holly Stephen. Holly, can you please explain how you manage it: your results from the October 12 race were postmarked the 14th and arrived here on the 16th, while Paul Bowyer's notes (and another letter from Toronto) were postmarked the 10th and arrived here on the 17th! Suggestion: it may be worth the drive to Whitby to get your mail delivered quicker.

Nomination results are included.

Due to late receipt of certain contributions to this newsletter, it is later in publication than I intended. However, the deadline on the return of the marked ballots has been extended to Nov 21 (they must have been received by Ruth Hodge on that date to count). This should still allow plenty of time for you to cast your votes.

Also, in case you heard a different date for the AGM, please note that it is scheduled for Friday November 21.

To: "From the Stands at Shannonville"

I received today (Oct 21) your anonymous letter postmarked Oct 15. Imagine my joy at receiving my very first "letter to the editor", and my subsequent disappointment at finding the document unsigned! I pass no judgment on the content or style (it has been my policy to print whatever a member requests, as I expect him/her to accept responsibility should others take offence). However, I have observed that most publications insist that letters be signed, although they will respect a request that the name be withheld from publication if the editors think it appropriate). Accordingly, I will hold the letter until its author reveals him/herself to me, if, upon reflection, you decide against publication in the newsletter, may I suggest that you at least convey your observations to the Executive directly.

**FROM THE TECHNICAL COMMITTEE
AND THE YRRA EXECUTIVE**

Paul Bowyer

First, I would like to point out that the last newsletter erroneously reported no proposed rule changes had been received (small SNAFU). In fact, there are several interesting changes planned which have been approved by the Executive and the Technical Committee. Now, it's up to you the members. In keeping with Tech Committee policy, all of the proposed rule changes will be taken to our AGM for discussion and vote. Please attend and take part in the process.

Paul Bowyer

1. It is proposed that the YRRA adopt FIM colours for our number plates. Change rule 4.B.14 to read as follows:

Number plates must be 9"x11" oval or rectangular in size. Numbers must be minimum 7" high by 1" stroke. Colours must be as follows:

- 125 GP if run white numbers on black background
- 250 GP white numbers on green background
- 350 GP white numbers on blue background
- 500 GP black numbers on yellow background
- Unlimited GP black numbers on white background
- Supervintage black numbers on white background

Note: Machines which are allowed to bump to Supervintage or to the next higher displacement group will **not** have to change plates between races.

2. Add to Period 1 exemptions list:

- a) Any road-based Aermacchi (Harley Sprint) 250 or 350cc four-stroke single up to and including 1974. Drum brakes only.
- b) CB350, CL350 Honda four-stroke twins up to and including 1973. Drum brakes only.
- c) 750 Norton Commando up to and including 1972. Drum brakes only.

3. B.O.T.T. rules as follows:

- a) 1000cc maximum, four-stroke twin cylinder.
- b) engine must be naturally aspirated.
- c) must meet R.A.C.E. safety requirements.
- d) number plates: black numbers/white background.

Please note: the YRRA does **not** plan on running a BOTT series at this time. This class was designed as an extra for the club's Vintage Festival.

4. Change 4.C.6 rim diameter to 17" minimum (same as Period 1).

5. Add to end of 4.B.9: "Maximum width 5.25" (140mm)."

6. Change 4.C.8 to read:

"Tires must be treaded and in very good condition. No slicks, hand-cut slicks, or retreads are permitted. Maximum tire width 5.25" (140mm)."

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7. Add to 7.C:

"Request must include a photograph of the motorcycle/components in question."

----- End of Proposed Rule Book Changes -----

It has been proposed that the YRRA freeze for a period of three years any rule change which would ban a machine or component from its currently-designated class. This is provided, of course, that the machine or component was previously allowed according to the rules. This proposal is designed to give a period of stability in the club's rules and classes. It does not prevent the club from making further exemptions where necessary.

MINUTES OF THE REGULAR MEETING

Ruth Hodge

There are no minutes to report this month.

PRESIDENT'S MESSAGE

1986-10-21

Jim Garrett

It's that time of year when the president must acknowledge that he hasn't run the Association on his own. I find that probably the most difficult part of this job is remembering all those people in the association (and a few outside of it) who have put in time and money to help out.

First I wish to thank my executive committee for its unflinching work. Larry Sadler, although his profile was often rather low in group functions, acted this year as our accountant. He made significant contributions in the way of establishing our financial position so that we could decide if our YRRA race weekend was a go or a no go (it was a very close thing this year because of our \$1,000.00 loss in 1985).

Next I'd like to thank our treasurer Manzi Warwick. There were some rather heavy discussions about how we should spend our money (and it is partially the treasurer's job to make sure that the rest of the executive spend our money wisely), but on the whole Manzi kept good books and had the appropriate numbers readily at hand when we needed them. Manzi has also done yeoman's service as the membership secretary and newsletter mailer.

Paul Bowyer, who is now running for his third or fourth consecutive term as Technical Committee Co-ordinator had a pretty cushy year - due in no small part to his exemplary work in his previous term. His general knowledge and his sixth sense of foresight in technical matters has him in a position now of having to handle very few controversial technical matters. The rule changes he proposes for this year's annual general meeting will make life easier for all of us. As well as all of his excellent administrative work, Paul also stepped in to fill a few shoes on short notice several times this year. For his past years of work and his additional voluntary load this year, there is no person more deserving of the Roger Beaumont Award - Congratulations Paul!!

Norm Shepperd, if you can believe this, was going to organize two races for us this year. This was partially due to a political blunder on my own part earlier in the year. What he did do for us (in

cont'd....

President's Message (cont'd)

spite of a number of difficulties that were unusual for this year), is organize one of our best run VRRR racing weekends. From all of us Norman - Thank-you - A job well done.

Tim Lahey has over the past year or two put out our best newsletter yet. Some of you may have complained that there wasn't much material in them. That is your fault. It is not the responsibility of the newsletter editor to write the newsletter. He just puts it together. Material has to come from the members. If any one has some 50's and 60's or earlier motorcycle magazines, Tim wouldn't mind borrowing the material for the newsletter. Articles written about your own modern day vintage racing are also welcome. Thanks for an excellent newsletter Tim.

This year, due to some excellent support from our own members and of course our corporate sponsor **NGK Spark Plugs Canada Ltd.**, we broke even - on the race - we had 56 entries this year and about 80 machines. Everybody got at least 3 races, except possibly the BOTT class. The whole weekend, when compared to a R.A.C.E. - Castrol weekend is a pretty good buy. One of the reasons we broke even, by the way, is that Jack Boxstrom agreed on Mar. 5 of the year, to refund our gate entry fee for our registered racers and so we received a deduction of \$530.00 from our track fee. Some members asked that the association reimburse this fee to them and we are prepared to do this provided that they send me a letter and stamped self-addressed envelope before Jan 1, 1987. Otherwise I will publish a list of those who have donated the \$10.00 to the VRRR.

The financial situation for the operation of the association is, however, not as rosy as the race accounting. We are operating at a book loss. This means that it is costing us more to operate the VRRR than we are receiving through your memberships. The largest responsibility of the president is the one of making sure that the club has operating funds. This is done by cutting costs, but just to give you an idea of what sort of costs are involved I want to show you some numbers. But before I do I want to make it very, very clear that the group is not safe just because we have a bank balance in the black. We need enough to be able to finance the race weekend which ran to \$5,251.52 this year. Our current bank balance is \$960.88. It costs a minimum of \$250.00 to call a technical committee or an executive meeting or a competition committee meeting. This would cover long distance phone calls and out of pocket expenses to committee members. So far, over the past year, most of the committee members have absorbed their costs. Just to give you an idea on my own expenses, I am out of pocket about \$300.00 in the cost of gasoline to attend committee meetings. This is not mileage - this is gasoline only. I dread the thought of adding up the time all the committee members volunteer to the association - a labour of love no doubt. These people feel that as they get a lot out of the group, they would like to put something back into it. One of our members, who is too far away to sit on a committee, discharged his obligation by supporting one of our races. If you are feeling guilty by this time my message is working. The easiest way of helping out is by helping out. This might sound trite but the golden opportunity will come along in 1987. Our VRRR weekend race is to be held at Mosport and we will need to put out and

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pick up 500 hay bales (no grey bales please). This all has to be done Friday and late Sunday, so if you can take one of your holiday days for Friday and/or gear yourself up to getting home a little later on Sunday, the help will be appreciated. We will also need marshalls galore at Mosport, so please think about helping out. You can marshal and race. One fellow at Loudon does it all year. He parks his machine behind the wall in Corner 3. Even the track doctor races. During the endurance race, he was on one of the teams and while we were picking up a downed rider he stopped off to see if he was needed, took the machine off the track, put it on the prop stand (papal dispensation granted for the prop stand on a race machine) and made sure the rider was taken care of properly. Then he went and finished his shift in the endurance race. His team placed well too!

But the other point of this cost accounting - remember how I was talking about how much it costs to run the association? Look for an increase in fees this fall at the annual general meeting. When you consider what you get out of this group for \$20.00 when compared with eg. a tank of gas or 8 packs of cigarettes or a bottle of gin (oops! maybe that comparison wasn't appropriate). We arrange for races for you in the R.A.C.E. series and elsewhere eg. Loudon, Shubenacadie, Watkins Glen and it isn't just a matter of a single phone call. It often takes hours on the phone and visits and trips and vacation days off work (3 for me this year) and we organize the Vintage Racing Weekend. You won't get that for \$20.00 or \$30.00 in any other road racing organization.

Enough for now, I'm going out for a ride...

I didn't go for a ride - I did something even more unusual for me - I did some work on my racing Ducati. Broken rear brake spring and worn out brakes. So back to harassing the membership at large and thanking some in particular.

Holly Stephen has one of those jobs that she does so quietly and so well that nobody notices. She does all the lap scoring and is responsible for all the timing of all the motorcycle races at Shannonville and a few elsewhere. But she does a little extra for us. With some help she sorts the results by class, makes sure that the editor, the president and the competition co-ordinator each get copies of the results, and she also kept track of the **NGK Copper-Core Challenge** VRRR series points this year. She has also had some influence on the track management on our behalf this year. Thanks Holly!

That pretty well covers the specific "thank-you's". There are some general "thanks" to give and the first is to all those people who helped out at the VRRR racing weekend. I sent out 42 thank-you notes and I'm sure I've missed a few. To those of you that I missed I'm sorry and I hope this will do for this year. To others who have helped through the year in the little things that make the club click - Thanks for delivering and picking up the newsletter for printing Doug. Thanks for the emergency executive meeting place P & J and Lerry and Leo and Carol. Thanks for dinner Mr & Mrs Bowyer etc, etc. It's been a rough year but I've had a lot of good help and good friends to help.

You will see from the enclosed ballot that I am to be your President in 1987. I figured that since I committed us to Mosport for 1987, I had to be either President or Comp. co-ordinator. To tell

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President's Message (cont'd)

you the truth, President looks to be the easier job. Phil Mahood for Vice and Toivo Madrus for Comp-co-ordinator and Paul Bowyer have also been acclaimed. It looks like Tim will be staying on as newsletter editor for another year.

1987 looks like a troublesome year as well. There is a lot of pressure being brought to bear on us from the AMA to conform to their Johnny-come-lately rules. Their Historic Race series I've been informed tonight (Oct. 15) is changing drastically and it might mean that hobby production modified racing will not exist in the auspices of the AMA. This is too bad because it means that the not so serious historic or vintage racer in the U.S. has no place to race except the Classic Racing Association Races. It means that I won't race in the series until I have the Aermacchi running and I might not feel like supporting such an elitist group when it is running. We will also have to deal with new track owners at Shannonville and who knows what lies there? Certainly I don't. The new owners are Raymond David and Richard Spinard; both from Quebec. All I know about them is that they race those four wheeled vehicles that lean the wrong way in corners and the both speak English. I am also trying to find us some more sponsors for 1987. The strength of the Yen might put some pressure on NGK and Pat Poisson at Pirelli sounded interested last fall. In any case, we shall probably get a tire deal from Pirelli.

That's where we are. We'll see you at the A.G.M.

Jim Garrett

RACING RESULTS: Holly Stephen

Shannonville Sunday October 12, 1986

Vintage Final

Pos	#	Name
1	11	Frank Mrazek
2	41	Mary McCaw
3	77	Ian McCallum
4	61	David Morrison
5	33	Bill Mathison
dnt	64	Jim Garrett

ANNUAL GENERAL MEETING

Meet the new Executive!

Vote on the Rule Changes!!

Bench race with the best of us!!!
(After all, only the best of us go to the AGM)

Bellyache about the fee increase!!

Friday, November 21, 1986

Black Creek branch, North York Public Library
2141 Jane Street (at Wilson)
7:30pm - 10:30pm

BUY / SELL / SWAP / LOST & FOUND / THANK-YOU NOTES:**Thank You!**

To all the people who helped clean up the "Wreck of the Norton" at Watkins Glen, we would like to offer our heartfelt thanks. It is very comforting to know that help is there without even asking. It's this sort of spirit that keeps our club alive and enjoyable.

Paul & Sharon Bowyer & Family.

For Sale:

Two (2) brand new Michelin P22 (P22 ? Ed) Racing tires. Front 3.25Hx18, rear 4.00Hx18. \$150 for the pair, or nearest offer.

Bob Evers (#1411)
(416) 481-8237

For Sale:

Triumph Trident 750 Racer, ex-Rodger Beaumont / Triumph Canada machine, alloy gas & oil tank, fairing, Borrannis, flowed head, race cans, etc. Basket case, or will build to suit buyer. Also, lots of Trident T150, T150V, T160 parts, and Norton Commando.

Rick Harrett
312 Houghton Ave S.
Hamilton, Ontario
L8K 2N3
(416) 545-4423

For Sale:

Yamaha TD1-C road racer, mostly apart; Yamaha TD2 road racer; Royal Enfield Interceptor 750 Series II, 1985 Velorex side car.

Wanted:

OSSA and Montesa 250 engines and/or parts.

Paul Rostic (#129)
P.O. Box 168
Lynden, Ontario
L0R 1T0
(519) 647-2008

Lost: Valve-spring compressor (black). Possibly loaned to someone at one of the races this year.

Paul Bowyer
RR #6
Cobourg, Ontario
K9A 4J9
(416) 342-3152

For Sale:

- 1969 Triumph 750 Trident, 90% complete, with spare 1969 engine. Needs some assembly.
- 1969 - 1973 750 Trident in pieces, plus ownerships. Many spare parts.
- 5-speed gear cluster.
- Boyer-Brandsen electronic ignition.
- T-160 front-end with disc & calipers.
- T-160 swing arm with disc & calipers.
- Parts & workshop manuals for the above.

Asking \$2,695 O.B.O. for all, or will sell separately.

Joe Rogers (#17)
R.R. #7
Belleville, Ontario
K8N 4Z7
(613) 962-3125

Social Notice: Barry Campbell (#262) and Rosemarie Arnould, our Winnipeg constituents, are getting married Nov 15, 1986 in Ile des Chenes near Winnipeg. Everyone in the VRRRA is welcome to come to the ceremony!

New address: 114 Roseberry St.
Winnipeg, Manitoba
R3J 1S9

