

President's Corner

Again I must compliment the editor on his last effort at the keyboard. I think we've really found a good one in Ralph. 'Course we always knew he was a decent bloke but his disarming manner has hidden true writing talent.

We have now have two rounds of the 1983 Dunlop Vintage Challenge and the Victoria Day Sprints at Mosport behind us. Aside from the general rejoicing that the first events of the season precipitates, some observations should be made. Already, we have had more individual participants than were involved in all of 1982, and there are still many old and new faces yet to make an appearance. Although we have suffered very little wet weather, it has been decidedly brisk for roadracing. This may have contributed greatly to the alarming number of get-offs from vintage bikes that occurred at the first event. First event rustiness is a probably a greater factor. Many years ago, the first event of the season was traditionally the Victoria Day Sprints and on that weekend the ambulance was kept constantly busy. This year unfortunately, at least eight of you upheld the tradition. The most serious casualty turned out to be Gary McCaw whose arm injury still keeps him from gainful employment. His awkward crash occurred, not because of overexuberance, but as the result of the front brake plate on his Velocette shattering to pieces under stress. It makes you wonder about the general effect of metal fatigue on older machines such as ours. Perhaps our scrutineers should make a special effort to watch out for cracks in brake components. The same thing happened to a Ducati single last year.

On the plus side of the safety issue, I was delighted to observe the progress of the rookies who has taken the RACE roadracing school to obtain their competition licenses. There was not one of these individuals who suffered a fall. They all seemed to be able to march around the track at a reasonable pace on lines that caused overtaking traffic no grief. A few of these lads have already managed to accumulate nearly as many series points as I managed all last year. In particular, I refer to the new additions to the BSA 441 wrecking crew Tom Saunders and Earl Cox. Anyway, a fine testimonial for the benefits to us all of making this program compulsory for new riders.

Just some random notes on the personalities. Joe Rogers is off to a blazing start again with three straight wins. Only Rudy Schaefer has been up to seriously challenging Joe so far in the 250 class. Newcomers to the fray are Andy Beresford recently from the UK on an immaculate watercooled Bultaco TSS 125. Andy formerly raced under the CRMC banner and also has a 250 Bultaco waiting in the wings. Jack Paterson, former innkeeper of the Royal Duke, the once great watering hole of the VRRRA, is dashing around on Dave Hughes TD1 Yamaha. If both he and the bike can show the form they are capable of, they will be a factor in the results. The 350 class has been a bit disappointing in turn out. There were actually more of these sized bikes running last year before we made up the class for them! Any of you folks who are holding back, this is your chance. There are points and awards just for the running, but you'll have to be on deck for all of the next rounds. In the heavyweights, I am almost embarrassed to find myself at the top of the 500cc table. I have been reminded that this is most unpresidential behavior and impeachment may be in order if I don't cease immediately. Never mind. It may not last much longer. Colin Gibb, pro superbike pilot extraordinaire, appeared at the last round and turned in the kind of shattering performance reminiscent of Dave Roper. Riding Tom McGill's Norton/Lyster special with no practice or break in, he went to

the head of the race on his third lap and simply began motoring away. Even after loosing his shift lever and being stuck in third for half the race, he still pulled away steadily. Dave Roper himself, and possibly other Team Obsolete reinforcements, are scheduled to make an appearance at our July 16/17 meet. Perhaps we will see a battle of the titans at this one. If that weren't enough trouble for your beleaguered prez, there is always Kurt Neilson, Bob Coy, and hopefully Gary McCaw to contend with to name only those who have challenged so far. No doubt the toughest and most varied competition is to be found in the 500's. A couple of other entries deserve note here. Charlie Schaf campaigned a Dresda Triumph 500 which is up in the Ron Peter class of superb preparation, ie. yet another credit to the sport. Then there is John Kettle whose joy in riding his triumph T100 is but the latest example of the spirit of vintage racing. Ron Peter and Ken Hodge have both shown good form in the unlimited class but consistency has put newcomer Paul Bowyer firmly in lead of the points standings. Watchout though. Paul is an experienced rider and is starting to show some real speed of his own as he sheds the rustiness of a few years absence. Ken Morgan is a solid second with a standard Norton campaigned last year by Garth Perry and Team Hodge. Garth, on a much quicker Hodge Norton, is vastly improved over last year demonstrating that the skills can be recaptured even after 11 years of retirement. In third we have June Lawson who has abandoned her clipboard for clip-ons. It should not surprise anyone that June rides so well. Last year's record keeper/organizer/scorer has logged lots of track time in prior seasons on a 350 Ducati. Twenty or so adventurous riders took in Mosport (results follow). For the debut of the Vintage Superbike class, only Dave Hughes entered a Yamaha TD2 ridden by Jack Paterson. This team is to be congratulated and will be rewarded at a later date. Most others have apparently decided to lay in the weeds to see if anything really comes of this before making a commitment. They'd better not lay there too long. Our patience is vast but not unlimited. Actually, the executive are far from panic yet. We feel that there is great potential here but that our ability to communicate with the people is limited. This problem should be overcome largely in the latest issue of CYCLE CANADA where John Cooper has given the class a big plug. All the hows, wheres, and whens are there. Thanks again, John, for the boost and for paying attention to our Daytona exploits. We will support the class as advertised for the balance of the year. It is a shame that it didn't get going a little more strongly as there was keen sponsorship interest out there even before the first event. Even before there was the possibility that Yvon DuHamel might enter one of his Kawasaki H2R green meanies! Yes folks, it could happen. One last item. We now have both a lightweight and a heavyweight event at Shannonville. It has proven to be a real success with over 20 entries in each segment. Last year's arrangements would have made this impossible. The bottom line is that because of the arrangements that we have made, more of you can enjoy the sport, and, the quality of the events has risen. It took a tremendous amount of negotiating effort to secure this, mainly convincing the track owner that our numbers would justify it. The only small negative is that the lightweight race is the last of the day meaning that these riders will not be able to pack up and hit the road early. A few of you have asked me to do something about this. I can speak to the track, but do not hold out much hope that this will lead anywhere this year. In the past, things like this have been virtually impossible to change at Shannonville in mid-year. We gladly accepted these arrangements and should be prepared to stand by them if the track feels that they are optimal. The benefits far outweigh this small inconvenience.



EDITOR'S EPISTLE

It looks like another hurried newsletter and I doubt there'll be time to include everything I have on hand. However I'm anxious to get this to you asap so that anyone sitting on the fence deciding whether or not to ride at Shubenacadie on June 25/26th, can jump off (hopefully on the right side) after you've read this.

At the moment we have 9 people going for sure but would like more. Why not take the family and make it your vacation this year? The Nova Scotia tourist people have sent us some handbooks (a very pretty place) and the race organisers have sent copies of last year's race programme, that pinpoints the track's location and describes it to a tee. 1.6mls around, not dead flat, 11 corners, 1.14-1.22 superbike/production bike times. Sounds like a stretched Shannonville with hills. The vintage heavyweights will probably be doing around 110-115mph. Interested? Lots of free camping and good facilities. The Airport Hotel Halifax is 20mls away and will give special rates (902 861.1860) The track will be open on Friday June 24th for open practice.

Need more? We're getting \$750 split between us and more expense money is likely (although \$unknown at the moment) You'll need a CMA licence which can be picked up at the track (I have licence application forms here that I'll be glad to send you)

There'll be about 10 local also rans(?) to make up the numbers (just kidding out there!) so maybe a bit of a needle match. My excuse for a terrible race will be either a. my clutch was slipping b. the carb's too rich in the needle range, or, failing a or b I've got a bad back. However it'll be an enjoyable ride and - the lobster season's on!

Please phone me at home (416) 496.1331 if you need more information. or you'd like some of the aforementioned literature. Rudi Schaefer probably has room for one more bike on his trailer. I'll give you his phone # if you're interested.

And while we're on the subject of racing in distant places, Bob Coy is organizing a vintage race for the AAMRR on labour day weekend (Sept 3/5th) at Loudon. Bob is a regular competitor here and here's your chance to visit a second new track, this year (assuming you haven't been to Shubenacadie before) More information on this in due course - just wanted to give you lots of notice.

To other things.

Phil has described the races so far this season and a current points standing is enclosed. Worth noting and not shown in the points standing, is that the new vintage lap record holder at Mosport is Ron Peter on his immaculate Toronto Life/Norton. He got round in Saturday's race (the dry one) in 1.46.08. The old mark was by Steve Nelson on the 450 Honda at 1.48.62. Ken Hodge was also under the old mark. Just goes to show you can't beat cubes!

See you @ the track. LSG

From the Ivory Tower (or Technical Committee Note)

Triumph/BSA big bore kits are permitted under the regs. PROVIDED they do not update a machine i.e. Weslake 4 valve heads will not be permitted. This applies to machines for Classic Vintage. If in doubt, a good idea to ask.

An application was recieved recently to run a 1971 BSA B50 single in Classic Vintage This was turned down because the committee felt the bike incorporated too much modern technology even though it is styled in the traditional manner. We felt that this would give it an unfair advantage against bikes of an earlier vintage. Also 4 valve heads have been fitted to similar bikes in the U.K. and we think that this may be possible and is not desirable for Classic Vintage. A bike like this may be eligible for Super Vintage.-once again please check with the tech committee.

It's OK to bore an stroke an engine provided that any modifications thus performed were available at the date of manufacture and aren't out of the period date. Once again it only needs a phone call to clear up ambiguities and perhaps save much heated discussion at the trackside later when all anyone wants to do is race. Apologies for all these curved balls but the object is to try and keep racing fair for everyone.

Tech committwe chairman is Tom Pope (416) 579.8193.

1983 POINTS STANDINGS AFTER 2 EVENTS

Pos.	Points	Name	No.	Machine	Home
250 cc Class					
1	38	Joe Rogers	22	Ducati	Picton, Ont.
2	34	Rudy Schaefer	150	Ducati	Simcoe, Ont.
3	26	Albert Downton	85	Ducati	Hamilton, Ont.
4	21	Gus Johnson	18	Ducati	Puslinch, Ont.
5	16	John Ciniglio (sr.)	5	Ducati	King City, Ont.
6	13	John Ciniglio (jr.)	26	Suzuki	King City, Ont.
7	12	Stan Nicholson	70	Greeves Silverstone	Ottawa, Ont.
8	9	Jim Keast	17	Ducati	Thornbury
9	5	Bill Mathison	33	Suzuki	Georgetown, Ont.
10	5	Gary McCaw	31	Ducati	Brantford, Ont.
11	4	Jim Garrett	64	Ducati	Hamilton, Ont.
12	3	Jack Paterson	2	Yamaha	Toronto, Ont.
13	2	Mary McCaw	41	Ducati	Brantford, Ont.
14	2	Andy Beresford	29	Bultaco TSS 125	Guelph, Ont.
15	2	Delbert Lecky	636	Ducati	Toronto, Ont.
16	2	Paul Heinrichs	72	Ducati	
17	2	Dave Morrison	61	Ducati	Burlington, Ont.
18	2	Don MacPhail	123	Suzuki	Trenton, Ont.
350 cc Class					
1	33	Tom Pope	23	BSA 350GS Special	Whitby, Ontario
2	30	Jim Wood	81	Ducati	Hamilton, Ont.
3	8	Gerry Nagy	666	Ducati	Toronto, Ont.
500 cc Class					
1	35	Phil Mahood	24	Triumph 500	West Hill, Ont.
2	30	Kurt Neilson	147	Honda 450	Gravenhurst, Ont.
3	18	Rudy Schaefer	150	Ducati 450	Simcoe, Ont.
4	14	Bob Coy	139	Norton 500	New Hampshire
5	13	Bryan Wood	51	Ducati 450	Hamilton, Ont.
6	12	Peter Snowdon	8	Norgold	Scarborough,
7	10	Gary McCaw	31	Velocette/Honda	Brantford, Ont.
8	10	Dave Makin	441	BSA 441	Ottawa, Ont.
9	10	Colin Gibb	42	Norton/Lyster	Guelph, Ont.
10	8	Bob Szoke	56	Honda 450	Brantford, Ont.
11	7	Tom Saunders	560	BSA 441	Ottawa, Ont.
12	6	Earl Cox	179	BSA 441	Peterborough, Ont.
13	6	Joe Rogers	87	Ducati 450	Picton, Ont.
14	4	John Ciniglio (sr.)	55	Ducati 450	King City, Ont.
15	4	Tom Faulds	20	Honda 450	Claremont, Ont.
16	3	John Kettle	100	Triumph 500	Waterdown, Ont.
17	3	Warren Wheeler	6	Matchless G80R	Pickering, Ontario
18	3	Mary McCaw	41	Velocette 500	Brantford, Ont.
19	2	Charlie Schaf	91	Triumph/Dresda	Whitby, Ont.
Unlimited Class					
1	31	Paul Bowyer	40	Norton 750	Cobourg, Ontario
2	27	Ken Morgan	261	Norton 750	Mississauga, Ont.
3	22	June Lawson	13	Norton 750	Hamilton, Ontario
4	20	Ron Peter	66	Norton 750	Ashburn, Ont.
5	18	Ken Hodge	7	Norton 750	Georgetown, Ont.
6	10	Garth Perry	11	Norton 750	Toronto, Ont.
7	5	George Thompson	322	BSA 750	Orillia, Ont.
8	0	Richard Furniss	28	Norton 750	Mississauga, Ont.

CLASSIFIERS

- Wanted To buy or leads to locate, classic period purpose built GP machine.
Prefer rare or exotic early example (anyone have an MV fire engine - Ed)
I have good restoration facilities and ability and would consider various
ownership arrangements. Phone or see me at the track - Earl Cox (BSA
Shooting Star #179) or Peterborough (705) 748.2546
- Wanted Frank Mrazak is looking for a ride in either Classic Vintage or Super
Vintage. Frank has several championships to his credit: 5 times Czech
8 times Canadian and 10 USA championships. 1035 Orchard Rd., Miss. L5E 2N7
(416) 255.9850
- Services Ernie White for racing (read green) brake linings. Fitted and turned
to drum diameter. Brake drums skimmed and special parts made to sketch
or pattern. 16 Elmvale Avenue Brampton L6Z 1A5 (416) 846.1835