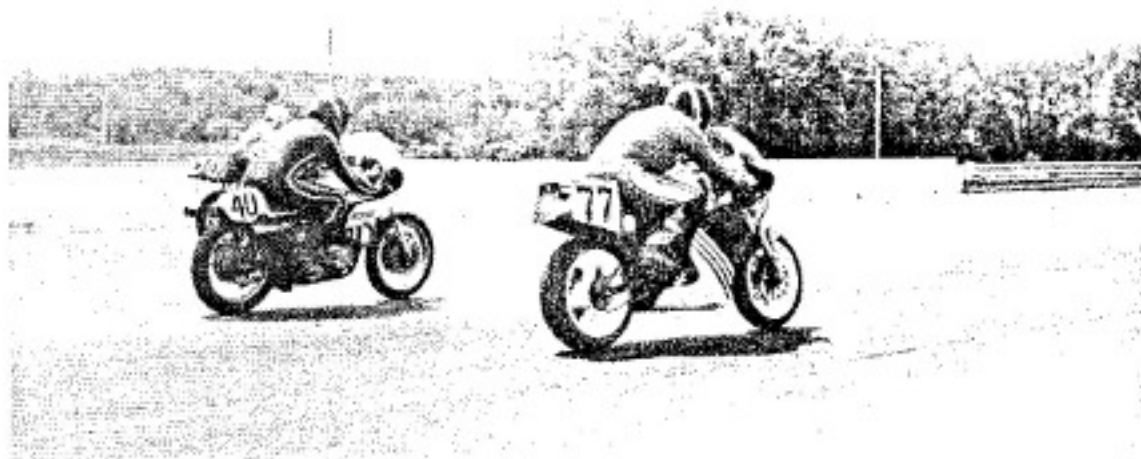


THE "BAFFLED" MUFFLER
Vintage Road Racing Association
c/o P.O. Box 165
Ballinafad, Ont. N0B 1H0



THE "BAFFLED" MUFFLER

VINTAGE ROAD RACING ASSOCIATION
c/o P.O. Box 165
Ballinafad, ONT. Canada NOB 1H0

RENEWAL TIME FOR YOUR RACE LICENCE:

If you wish to retain your current riding number RACE requires that your application and cheque be mailed to their office post marked no later than JANUARY 15TH, 1989. If you would like to take advantage of their generous offer of a free Friday practice day prior to any of the RACE weekends then your application and cheque must be in before DECEMBER 16TH, 1988.

FEBRUARY 17TH TO FEBRUARY 19TH. The 2nd Annual Ottawa Winter Follies. Friday February 17th there will be an Eastern Ontario/Western Quebec VRRRA meeting. (time and place will be announced in the next "Baffled" Muffler.) As with last year, a fun day on the ice is planned for all on Saturday, bring suitable machinery (studded), if you have one. If this idea drives you crazy bring skis, snowshoes, skates, or whatever you fancy. Ottawa members will again be happy to accommodate any out of town people. More information will be printed in next month's issue but if you can't wait to plan the highlight of your winter call an Ottawa member (or your Editor) for more details.

EDITOR'S REPORT

In this last issue of the 1988 season I have included a membership renewal form; this year we are asking you if you are interested in participating in a membership roster which would include, in addition to all members names, addresses & phone numbers, a listing of marque specialists - people who have expertise on a particular motorcycle and would be prepared to share that knowledge with other members. I have also included the listing for the new executive, the minutes of the AGM, and the 1988 Financial Statement from Treasurer Carol Mathison. The AGM was a lively affair (luckily without any blood being lost) with a number of rule changes proposed, discussed and voted upon, and I am sure that the approximately 48 members who attended found the evening worthwhile. While I have the floor, so to speak, I would like to say how much I enjoyed the dinner and dance, and, on behalf of everyone who attended, I offer thanks to Carol Mathison who took the time and trouble to organize the evening. I would also like to thank HALMAR VIDEOS for donating the door prize which I won during the evening. The Golden Mountain is a great collection of vintage footage from the '61 & '63 TT's and I can use it as leverage for Stan, to get the house ready for the winter.

I have included a new and, I hope, regular column, one which will include news gathered from American sources which I feel could be relevant to our members. If you hear anything on your "grapevine" please send it along so we can keep everyone "in the know."

I was sorry to type up the "FOR SALE" ads for Frank Mrazek's two classic motorcycles, particularly because he gave retirement from racing as his reason for the sale. Frank became a familiar and friendly face to Stan and I when Stan returned to racing in the early 70's and we looked forward to watching his exciting riding, and talking with him about racing in Europe, whenever we went racing. I can't believe that Frank is going to retire from racing after all these years and I think we will have to wait until next season to see if he is serious.

WHO'S WHO IN 1988

- President: Paul Bowyer
Res: (416) 342-3152
- Vice President: Bill Mathison
Res: (416) 877-8289
- Recording Secretary: Ruth Hodge
Res: (416) 877-8572
- Treasurer: Carol Mathison
Res: (416) 877-8289
- Membership Secretary: Mansi Warwick
Res: (416) 839-7464
Bus: (416) 291-7794
- Competition Chairman: Tolvo Madrus
Res: (416) 886-0310
Bus: (416) 630-5220
- Technical Committee Chairman: David Hughes
Res: (416) 842-1843
Bus: (416) 238-0000
- Editor: Pat Nicholson
Res: (613) 489-3093

SUBMISSIONS:

Submissions for publication are invited. They need not be typed, merely legible. Photos may be black & white or colour. Please provide identifying information with photos. Please send all contributions to:

Pat Nicholson
RR #3 Richmond
Ontario, Canada, KOA 2Z0

The next issue is planned for January 15th 1989 (much as all things go as planned)

COVER PHOTO Paul Bowyer and Frank Mrazek leaving the startline at Sanair June 11/12 1988
BOTT. Photo courtesy of Sharon Bowyer.

UPCOMING EVENTS

- January 27, 1989 V.R.R.A. General meeting in Toronto. At the Downsview Branch of the North York Public Library, on Keele St. This is a tentative date. Please call one of the new executive to confirm.
- RENEWAL OF YOUR MEMBERSHIP TO VRRRA
It's that time again.

C.T.V. coverage of the
MOTOPLAN/CASTROL RACE NATIONALS
DEC. 10TH, 1988 - National #1 at Sanair
DEC. 17TH, 1988 - National #2 at A.M.P.
DEC. 31ST, 1988 - National #3 at Shannonville
JAN. 7TH, 1989 - National #4 at Calgary
JAN. 14TH, 1989 - National #5 at Westwood
JAN. 21ST, 1989 - National #6 at Shannonville
CHECK YOUR LOCAL LISTING FOR THE TIMES AND CHANNELS.

PRESIDENT'S REPORT

With 1988 drawing to a close I'd like to take a few lines to reflect on this past year and to thank the prime movers and supporters of the VRRRA.

1988 saw a renewed interest in vintage racing, albeit mostly in the Supervintage classes. Our earlier classes are still declining in numbers to the danger level. Hopefully the rule changes passed at the AGM will help to solve this problem - time will tell.

Our own vintage weekend was a roaring success with 156 real entries and over 300 class entries. Unfortunately we lost the Am/Can Balknap Cup to the Americans but we will get it back next year.

Speaking of roaring. '88 has seen the passing of unmuffled motorcycles at Shannonville. It is official now that all machines running a SMP must have at least some effective silencing. Decibel levels will be passed on when they become available from RACE. Those of us who have suffered hearing loss probably won't really mind this change in the long. With noise by-laws changing and becoming more restrictive, this change has been inevitable for some time. So far Mosport will not be affected by noise restraints.

I would like to thank that group of people who put in so many hours of their time over the whole year; attending executive meetings, organizing general meetings, shows, races, banquets and newsletters. It is a hell of a lot of work for little pay. Thank you for helping the rest of us enjoy the sport.

- | | |
|----------------|------------------|
| Toivo Madrus | Bill Mathison |
| Carol Mathison | Manzi Warwick |
| Dave Hughes | Pat Nicholson |
| Stan Nicholson | Holly Stephen |
| Jim Garrett | Andrew Beresford |
| Bob Coy | Joyce McHaffy |

And to all these people who supported our events with their time, money and products.

A special thanks goes out to;
NGX Canada Lantec Books
Motorola Canada Canadian Classic Racing
CVMG USCRA
For their interest in our club and for their product support.

Bob Coy must also be thanked for the great artwork for the Spottmanship Award which was given in John McCaw's memory to Brian Kenyon (lifter of hot motorcycles from road rashed bodies.)

Personally I have enjoyed '88 and the membership trust which you all gave me to run the club. Time restraints will prevent me from continuing as President in '89. Bill Mathison has decided to run in '89 as President and with his superb organizational skills I'm sure that it will be one of the best seasons ever. Good luck Bill and good luck to the VRRRA in 1989.

See you at the track.
Paul

5. The Treasurer's report was given by Carol Mathison.

6. The Competition Co-ordinator's report was given by Toivo Madrus.

7. Thanks were given to Carol Mathison for rescuing the barbeque at the VRRRA Mosport w/end.

8. The following motions were discussed and voted on:

Motion by Stan Nicholson Seconded by Toivo Madrus That rain tyres not be allowed because they are not in the spirit of vintage road racing.

"DEFEATED"
Motion by Jim Garrett Seconded by Bill Mathison That the VRRRA not accept proxy votes.

"CARRIED"
Motion by Toivo Madrus Seconded by Henry Hanje. That 750CC Norton Commandos with drum brakes be allowed to race in Period 1 Unlimited (Open) Class.

"CARRIED"
Motion by Bill Mathison Seconded by Jamie Broad. That CB/CL 350CC Hondas with drum brakes be allowed to race in Period 1 Lightweight 350CC Class for a test period of two years, after which time the membership, at the 1990 Annual General Meeting, will vote to decide if they will be allowed to continue in Period 1.

"CARRIED"
Motion by Bill Mathison Seconded by David Hughes. That Bultaco post 1967 models (with drum brakes) be allowed to race in Period 1 Lightweight 250CC & 350CC classes for a test period of two years, after which time the membership, at the 1990 Annual General Meeting, will vote to decide if they will be allowed to continue in Period 1.

"CARRIED"
Motion by Bill Mathison Seconded by Dave Herring. That Suzuki T250, T350 & GT250CC (with Ram-Air cooling removed) with drum brakes be allowed to run in Period 1 Lightweight 250 & 350CC classes for a test period of two years, after which time the membership, at the 1990 Annual General Meeting, will vote to decide if they will be allowed to continue in Period 1.

"CARRIED"

9. Reminder to members to have their nominations for the 1989 Executive Election in to Ruth Hodge by Sunday, November 6th. 1988 (10.00p.m.)

10. A vote was taken to name the newsletter "The 'Baffled' Muffler"

11. Motion by Toivo Madrus Seconded by Paul Bowyer. That the meeting adjourn.

"CARRIED"

"CARRIED"

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10. A vote was taken to name the newsletter "The 'Baffled' Muffler"

11. Motion by Toivo Madrus Seconded by Paul Bowyer. That the meeting adjourn.

"CARRIED"

YOUR 1989 EXECUTIVE

President: Bill Mathison
Res: (416)877-8289

Vice President: Ken Hodge
Res: (416)877-8572

Recording Secretary: Ruth Hodge
Res: (416)877-8572

Treasurer: Carol Mathison
Res: (416)877-8289

Membership Secretary: Manzi Warwick
Res: (416)839-7464

VINTAGE ROAD RACING ASSOCIATION
ANNUAL GENERAL MEETING NOVEMBER 4 1988

MINUTES:

- Welcome and agenda given by Paul Bowyer.
- Thanks to all for making the club work, given by Paul Bowyer.
- Welcome to a new member; Scott Prosser, who will be riding a Norton.
- The direction of the club was discussed.

Competition
Co-ordinator

Mary McCaw
Res: (519)752-4490

Technical
Committee Chair:

Paul Bowyer
Res: (416)342-3152

FOR SALE

500CC HONDA: #1 500CC in Period 1 and winner for the past 3 years in the Canadian Vintage Series. This very fast Honda comes complete with sprockets, rain tyres & many spares.

TRIUMPH TRIPLE: Rob North frame, ex Paul Smart's. A very fast bike in 100% good condition, recently rebuilt. Carrillo rods, 5 speed Quaife transmission, flowed head, new tyres, new carbs & ignition, factory alloy clutch.

These motorcycles are being sold because their rider is retiring from racing. Please call:
Frank Mrazek after 6.0pm.
at (416)274-8403

FOR SALE

1973 RD350CC YAMAHA: A good cheap Supervintage Heavyweight ride. Just change the heads and barrels for an earlier design. Bike is in the Port Dover area. Call Chris at (519)583-1623

FOR SALE

GENUINE DRESDA TRIDENT: with a '69 motor, suitable for Supervintage class. Please call Stephanie Coulshaw at (613)489-2172 before 9.0pm.

FOR SALE

1967 BULTACO MATADOR: 5 speed 250cc. fairly original, runs well, some spares included. \$500
CHENEY-BSA, 850 engine, Marzocchi forks, presently set up for trials but easily converted to MX or enduro, 12v. 570 kit included. \$1300.
Please call David Makin at (613)820-5284

FOR SALE

DUCATI DARNAN: ex-Romanelli, exceptional condition, all the extras, many spares. Please call Ken Huban at (613)735-0669

ONE PIECE RACING LEATHERS: Size 38 - 40, Gold & Blue, only worn once. Please call:
Jerry Kinzl after 6.0pm.
at (416)632-4314

LETTER TO THE EDITOR

Dear Pat,
Thank you for your concern in regards to my broken arm. That was the third-time for the left arm, the second time this year. I broke it severely back in January and required surgery and pins. I think I was pushing it a bit to be riding at Mosport. It worked O.K. at Loudon and I thought, what the heck. The cast is off now and it is progressing slowly. I may be forced to spectate for the beginning of the 1989 season. But we haven't given up yet. Perhaps some training wheels are in order on the old TR2. Thanks again for all your efforts. Looking forward to seeing you all soon.
Marty Harris.

P.S. Special thanks go out to Bob and Sandy Szoke. They took care of my bike and drove me to

the hospital.

(Good to hear from you Marty, sounds like an air bag system would be useful on your bike! take care. Ed.)

NEWS FROM RACE

The question of noise at the track has again been under discussion and Colin Fraser has indicated to the executive that decibel readings will be taken at the track for all motorcycles. While voluntary compliance will be sought initially, in the hopes that everyone will make an effort to muffle their bikes in 1989, Colin indicated that compulsory compliance will be sought if necessary.

AMERICAN VINTAGE NEWS

USCRA, WERA, AHRMA, Loudon. etc.

AHRMA - (quoted verbatim from American Roadracing Oct. 1988.) The relationship between AHRMA's director, Gary Winn and race director, Roger Edmonson has been strained at both AMA and AMA/CCS events at which AHRMA has run races this year. As a consequence AHRMA will not be running in conjunction with AMA/CCS events in 1989. Roger Edmonson has resigned as race director for the AMA and the status of AHRMA races at AMA events in 1989 is not clear.

LOUDON - (quoted verbatim from American Roadracing, Oct. 1988.) The track management at Bryar Motorsport Park at Loudon has been busy making improvements to the track. The entire area on the inside of turn two has been regraded, the brush having been completely removed and the drainage of this formerly swampy area being improved. Similar treatment has been given to the area between turns four and eight and also the inside of turn ten, where a small pond has been filled in. Concrete walls outside turns four and eight have been removed, and the tire walls outside turns two, four, and six have been rebuilt. These improvements mean better runoff areas, easier ambulance and corner worker access, and unobstructed lines of sight for corner workers. Track management refused to indicate what other improvements might be in store, but the locations of surveyors' flags suggest that a dragstrip running straight from the end of the front straightaway across to turn three may be in the works. There is no indication when, if ever, the Stone Age bathroom facilities at Loudon will be brought into the 20th Century.

WERA - As the result of seeing an ad for a WERA Vintage series in the same newspaper (Nov. edition,) I telephoned the eastern rep. to get some information. Apparently the WERA rules are similar to Bob Coy's USCRA 5 classes. There are some 60 events across the US each year. Vintage classes are run on the track at the same time as modern bikes, based on performances, i.e. Vintage 3 (up to 1969, 750cc max.) would run with modern 400cc prod or superbikes. On race W/ends the races which include vintage bikes are usually well spread out to give riders a chance to compete in more than one class. The heats are held on Saturday with finals on Sunday. WERA also have a series which culminates at Atlanta, Georgia in November in a four-day w/eng. Jess Morris has promised to mail me a copy of their rules and regs and also the dates and locations for races for the 1989 season. I will reciprocate with information re our club and season dates.

The Race Face

by Robin Bennett

There has been much debate among historians over the reasons for the design and development of the full-face racing helmet. Most say that the reasons for the invention of this helmet were in the interests of safety. However, a few enlightened souls, myself among them, have come to realize that the full-face helmet was devised so that racing fans would not be frightened by the expressions on the riders' faces as they circuted the track.

During the several decades of motorcycle racing leading up to the widespread use of the full-face helmet, race fans would leave the track looking quite pallid, shaking as if they had the plague. Many fans reported not being able to sleep for weeks afterwards, or waking in the night, gibbering with fright. For years, this condition was assumed to be caused by eating race track food. Diligent research by teams of psychologists led to the brilliant conclusion that these conditions were actually caused by the horrifying sight of the riders facial expressions. And so, in order to combat this deplorable state of affairs, the full-face helmet was born.

Which brings me to the point of this discussion: the many and varied race faces. I have had ample opportunity to observe, and even practise, these expressions during my first racing season, and so decided that they deserved some formal recognition.

THE RACE FACE: This facial expression can be described as one of steely-eyed concentration, carefully mixed with an easy air of self-assurance. Sort of an imitation of Steve McQueen and Paul Newman. Best practised on the mock grid in front of a group of admiring fans, preferably of the opposite sex. Of course, you must take your helmet off and rest it nonchalantly on your gas tank. Letting your lower lip quiver spoils the effect entirely.

THE "OH, MY ___" FACE: This ever popular racing facial expression occurs a few seconds before a road racers imminent introduction into the delights of moto-cross or enduro riding. Or before, as one rider succinctly stated, "stuffing it into the rhubarb". Since the introduction of the full-face helmet, race fans can best recognize this unique facial expression by the sight of two incredibly huge eyes peering helplessly out from behind a visor. Mercifully, the spectators view of the rider's tonsils and denture work has been obscured by the full-face helmet.

THE "I JUST PASSED YOU" FACE: One of the most satisfying experiences of racing is being able to pass another rider. This event, all too rare in my experience, is usually celebrated with the "I JUST PASSED YOU" face. Characterized by a wide grin and a self-congratulatory pat on the back, this expression is often immediately followed by the "OH, MY ___" face.

THE MUSE: This race-day facial expression is best employed in the pits just before a race. Waik nonchalantly over to a fellow competitors bike and gaze thoughtfully at his machine. Kneel down and look under the motor; give out a low whistle, or a dry chuckle, and a barely perceptible shake of the head. Your expression should be one of deep wisdom. By now your intended victim is looking at you nervously. He is wondering what is wrong with his bike but is too embarrassed to ask. Now walk away without saying anything at all. If you have managed to convey the proper degree of thoughtful wisdom, your fellow competitor will be in a state of nervous collapse. He will spend the entire race wondering when his crankshaft is going to disintegrate. If, however, he chases you from the pits brandishing a large wrench, a little more practice in front of the mirror is required.

MEMBERSHIP #	
RACING #	

VINTAGE ROAD RACING ASSOCIATION

The Vintage Road Racing Association was founded in 1980 to bring together those motorcycling enthusiasts whose main interest is the collection and preservation of vintage racing motorcycles. To further this aim, the V.R.R.A. will encourage active participation in vintage road racing by organizing one major vintage road race annually and by supporting other race meetings by invitation. The V.R.R.A. is affiliated with the C.M.A. (Canadian Motorcycle Association)

APPLICATION FOR MEMBERSHIP

NAME _____

ADDRESS _____

CITY _____ PROV/STATE _____ CODE _____

TELEPHONE (home) _____ - _____ - _____ (business) _____ - _____ - _____

CLUB AFFILIATIONS _____

C.M.A. # _____ A.M.A. # _____ R.A.C.E. # _____

Road Racing Experience (continue on back of form if necessary):

ARE YOU WILLING TO BE A MARQUE SPECIALIST, IF SO WHAT MAKE?

Membership Fees: \$25.00 per year from Jan. to Dec. renewable each January. \$10.00 for second and subsequent members in the same household. After Sept. \$1.50 per month in addition to the following year's full fees. (New Members).

I hereby apply for membership in the Vintage Road Racing Association (VRRR) and agree to abide by its rules and regulations.

Date _____ Signed _____

SEND APPLICATION TO;
 MRS. MANZI WARWICK
 VRRR MEMBERSHIP SECRETARY
 1870 SPRUCE HILL ROAD
 PICKERING, ONTARIO
 CANADA L1V1S7.
 416-839-7464

GENERAL CORRESPONDENCE AND ENQUIRES;
 VRRR PO. BOX 165
 BALLINAFAD, ONTARIO
 CANADA N0B 1H0
 TELEPHONE 416-877-8289