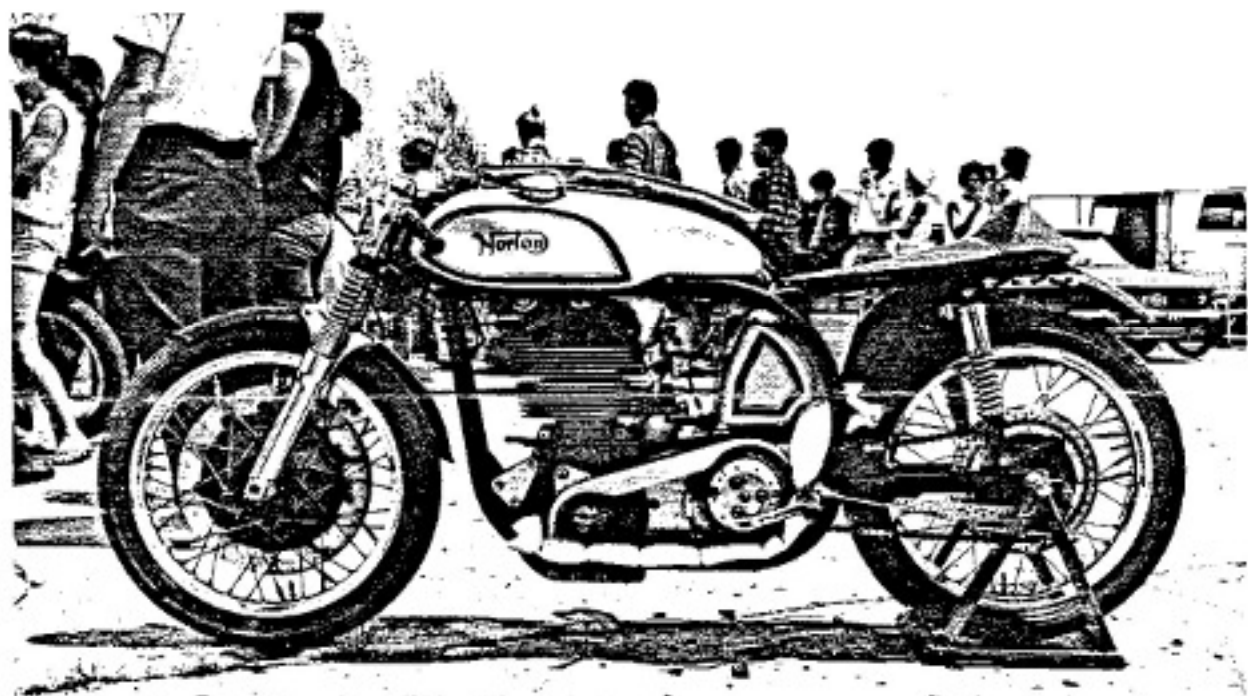


VINTAGE  
ROAD  
RACING  
ASSOCIATION  
NEWSLETTER



January/February 1987

## WHO'S WHO

**President:** Jim Garrett  
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Res: (416) 648-5263  
Bus: (416) 525-9140 Ext 4856

**Vice-President:** Phil Mahood  
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**Treasurer:** Carol Duff  
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**Membership Secretary:** Manzi Warwick  
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**Editor:** Tim Lahey  
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Bus: (519) 928-2911

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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.

A newsletter will be published at least every two months, every month if material is available or special announcements require it.

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## COVER PHOTO:

A very tidy Norton in the 60's at Mosport (?). From Jim Garrett's photo collection. Can anyone offer information about this machine?

\*\*\*\*\*

## NEXT MEETING(S):

The next meeting of the VRRR will be held on Friday March 13, 1987 at the Black Creek Public Library, 2141 Jane Street (at Wilson) in Toronto. Doors open at 7:30 PM, meeting starts at 8:00 sharp.

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## UPCOMING EVENTS:

March 13 Next VRRR meeting (see above).

June 13,14 Ducati Owners Club Shannonville Rally (see info in this issue).

July 11,12 Belknap Cup Race, Loudon NH. Contact: Bob Coy, RFD 3, Richmond, NH, 03470 USA.

July 11,12 YARAC Vintage Car weekend, SMP.

August 29,30 V.R.R.A. Vintage Weekend, Mosport.

Sept 11-13 Watkins Glen Vintage weekend.

\*\*\*\*\*

## FROM THE EDITOR:

Tim Lahey

Spring is coming! Spring is coming! The snow-free highways certainly look tempting but, alas, a mile or more of ice-covered sidersoad lies between me and clear pavement. But, beware the blizzard that usually strikes around St. Patrick's Day!

David Makin and Bill Mathison provided several issues of 1960's magazines for "filler" material in the newsletter. Samples will be included in future issues for your enjoyment. Paul Rostic sent an extensive spark plug cross reference, which should appear in the next issue.

Included this issue is information on the Ducati Owners Club of Canada 1987 Shannonville Rally, June 13 & 14. Note that the full track will be used, and all European makes (including British) are eligible. This is an excellent event for track time and socializing, at a very reasonable price.

Do I hear any volunteers offering to write something about Daytona this year?

I would like to clarify a couple of points, without trying to make a big deal of them.

First, I understand that a comment made at the last meeting may have left some members with the impression that Jim Garrett censors contributions to the newsletter. He has never done so during the period I have been editor. I can also assure you that any contributions which I have received have been eventually published (subject to available space and preempting by more urgent material), with the single exception of an unsigned letter.

Second, frequency of publication is determined mainly by availability of material. The earliest postmark on anything for this issue was Feb 4 (Richard's letter was earlier, but sent via Doug & Manzi, so I received it later). Most items arrived during the last two weeks of February. If the membership or Executive wish, I can send out an issue once a month, even if it is just one sheet, simply to advise of the date of the next meeting. However, there is insufficient original material, or it arrives too irregularly, to compose a full newsletter each month.

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## MINUTES OF THE GENERAL MEETING

Ruth Hodge

Friday, February 6, 1987

1. A welcome was extended to new members and new attendees at this meeting.

2. Jim Garrett apologized for his President's Message in the last newsletter and the mood of the Annual Meeting.

3. J. Garrett reported that Michael Ramsey is convalescing rapidly following his accident in the fall of 1986.

4. Mike Kruger is looking for transport to Daytona this year.

5. Motion - Larry Strung / Seconded - Dave Sproule. We accept the R.A.C.E. schedule as proposed with 5 points races. CARRIED.

6. R.A.C.E. has cut the Vintage class to one race. If we can have 15 motorcycles from Period I and 15 motorcycles from Period II they will run 2 races for us. It was suggested that one race be for 250-350-500 classes and the other be 750 and Period II (Supervintage).

7. The possibility of having an Eastern Canadian Vintage Championship is being investigated, with races at Saneir, Mosport and Shannonville. A sponsor would have to be found to make this possible.

8. The Treasurer's Report showed an approximate profit for 1986 of \$700.00. Our bank balance is \$1689.78 and our Blue Chip balance is \$1452.52.

9. Motion - Allan Sadowsky / Seconded - June Lawson.

We accept the Treasurer's Report as noted above. CARRIED.

10. Norm Sheppard reported that the V.R.R.A. display at Motorcycle '87 was a success. Three new members were recruited and two of the three bikes on display won first in their class. There was one Period I racer, one Period II racer and a vintage streetbike on display.

Norm Sheppard also asked for a volunteer to organize the V.R.R.A. display at the 1988 cycle show.

11. Motion - Paul Shakespeare / Seconded - Julie Shakespeare.

Norm Sheppard to be reimbursed for expenses incurred at Motorcycle '87 in the amount of \$185.52 (receipts provided).

12. The V.R.R.A. Vintage Weekend will be promoted on 8-1/2 x 11" Black on colour poster for a cost of less than \$50.00. These posters will be sent to members with a future newsletter.

13. The V.R.R.A. will be charging a \$5.00 gate fee for entrance to Mosport for our weekend, August 29,30/87. All proceeds will go to the V.R.R.A.

14. Gary McCaw questioned the executive about the placing of an advertisement in Cycle Canada. It was outlined and agreed upon at the last meeting that this would be done and to date has not been. Jim Garrett replied that it is going to be done in the near future.

15. Tom McGill reported on a recent meeting of the American Historic Racing Motorcycle Association (AHRMA). There will be eight races in the AHRMA series with the first being Daytona. Any further information such as dates and locations may be obtained from Tom.

16. Our Executive will consider affiliation with AHRMA.

Note - Tom McGill did not attend AHRMA meeting as a representative of V.R.R.A. on direction by V.R.R.A. executive.

17. Points distribution for 1987 season will depend on number of motorcycles on track for each class. E.g. for 15+ bikes points will be distributed: 15-12-10-8-6-5-4-3-2-1. For less, e.g. 4, points will be distributed 4-3-2-1.

This system was voted in by Executive.

18. Dermot Walsh suggested as a fund raiser that a motorcycle (well known) be raffied with a limited number of tickets available (e.g. 30) at a suggested price of \$100.00.

This suggestion would have to be investigated as to permits necessary, bike available a ? cost, etc.

19. Motion - Doug Warwick / Seconded - Ralph Ridley.

A committee is to be formed to work on constitution to present to club for ratification. The committee should consist of five members (to include at least 2 founding members). The Executive is to choose the committee members from volunteers. CARRIED.

20. Jim Garrett is to establish contact with Gini track (as agreed upon at last meeting).

21. It was noted by Gary McCaw that in the President's Message from the last newsletter -- it was stated that it was unlikely that the voting system would be changed and that it had been agreed upon at the last meeting that the voting system would be changed for the 1987 elections.

22. Motion - Doug Warwick / Seconded - Tom Pope.

Jim Garrett to cut his comments in the newsletters to half a page. DEFEATED.

23. Norm Sheppard was the winner of one year's free membership in the CVMG as a result of quiz he correctly answered.

24. Paul Rostic has been approached about the possibility of having Ultralites at the V.R.R.A. weekend at Mosport.

This will be investigated as to Mosport's agreeability and liability insurance, etc.

25. Gary McCaw was the winner of the 50/50 draw (\$21.00).

26. Motion - Julie Shakespeare / Seconded - Larry Strung.

Meeting to adjourn. CARRIED.

NEXT MEETING: Friday, March 13, 1987.

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## LETTER TO THE EDITOR

Richard Desmarais  
Pincourt, Feb 2, 1987

Reading the "President's Message" prompted me to write this comment.

Regarding this year's proposed rule changes, i.e. inclusion of Commandos in Period 1, ditto for Honda 350 based racers, I share Jim Garrett's disappointment about the way people reacted for the vote. Spur of the moment decision or vote given in spite can have a far-reaching effect on the future of the club and of vintage racing in Canada.

The way our entries are declining, we need fresh blood and fast.

We should not forget that most of us are racing on a shoestring budget and can't all have the honors of owning a proper Manx or G50 or Velocette KTT! Even racing a Ducati single can get fairly expensive in this era of \$200 pistons!

We should also look at the dwindling supply of major parts for lots of Period 1 bikes (Atlas crankcases being one among many!).

I don't think that a Commando based racer could have swept outright the 750 class (depending on who is riding it!) and was in full spirit of vintage racing. I admit that the Honda 350 twin is a more borderline case, but can still be considered a good cheap ride for entry level riders (the same applies to 450 Honda owners!).

I can assure you that this is the same line of thinking that prompted me to build my ESO/JAWA Norton special. The bike looks and sounds period, is reliable, parts are cheap and easy to get, and the bike gave me a good ride in 500 GP class. And again, not everybody's budget allows for Alfa Romeo cranks and center main bearings and 10500 redlines (sorry for the poke, Tom).

I think the 1986 season provided interesting, friendly racing (and bench racing) for most of us (even Frank Mrazek discovered friendly racing - Thanks Frank!), without even talking about pot-luck suppers and all.

Let's see more of it in 1987! It is in the best interests of all members of the VRRR.

Richard Desmarais

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## PRESIDENT'S MESSAGE

Jim Garrett

First on the list this month is a report on Michael Ramsey. Some of you may have heard that Michael was involved in a rather serious public road accident this past fall. I saw him recently and he and I talked about it for a few minutes. Briefly, what happened is this. He was on one of his Japanese machines at speed when it went into a vicious tank-slapper on a bumpy country road and tossed him. Before he knew what happened, he was in the ditch and couldn't move his lower body. A quick trip to the local hospital showed that he had a crushed vertebra and a pelvis broken in two places, and missed being a paraplegic by micro-inches. A long bed stay has him now very quickly recovering. He was walking carefully with a cane and his physical and occupational therapist can't believe that his recovery has been so fast. Michael told her that he has a lot of things he still wants to do in life and he is in a hurry. He told me that he probably won't ride again; that a whole lot has changed in his life and that he has no choice but to accept that change. That takes a lot of courage.

The second thing I'd like to do is apologize to the membership for my tirade about the Annual General Meeting. I know that you are all very serious about your votes at the AGM and I should not have accused the entire membership of being petty - especially not in the President's Message. As things turn out, those who voted against letting the Honda CB350 into Period 1 have been suitably vindicated. The latest issue of Classic Racer has an editorial in it bemoaning the domination of their 350 class by the Honda 350.

You have all, no doubt, by now received a letter from R.A.C.E. about relations between V.R.R.A. and R.A.C.E. They are not completely in favour of our proposed schedule as decided at the Feb 6 general meeting. R.A.C.E. is agreeing to May 30,31 at Sanair, June 6,7 and Aug 8,9 at Shannonville Motorsport Park. They are also offering races at all their other regional events at SMP. I'm doing what I can to have Vintage races at SMP July 25,26 and Mosport May 16,17. Our other best V.R.R.A. points race is Oct 3,4 at SMP.

Last year I started working on a constitution for the V.R.R.A. I asked Larry Sadler to throw together a rough draft of a constitution and his emphasis was on "rough". I am now asking for volunteers to work on a constitution committee. This committee will meet a few times this summer and I hope to present a constitution at the next AGM.

That just about wraps it up. Have any of you started your rebuilds yet?

Jim Garrett

P.S. Members should respond to the R.A.C.E. invitation to submit suggestions.

\*\*\*\*\*

## BUY / SELL / SWAP / LOST &amp; FOUND / THANK-YOU NOTES:

**WANTED:** A 250 cc racer suitable for a beginner. Call Japhy at (416) 335-5147 in Burlington ON. (Ad submitted by Jim Garrett, #9)

**FOR SALE:** BSA unit twin cases, cranks, heads, gearbox, used; BSA B25 cases, several sets, new; two TR6 motors, one complete, one missing pistons; Trident centre cases 706431, inner primary 522460, also 572554. Dave Butler, D&J Bultaco, (705) 692-3258. (Ad submitted by David Mekin, #157)

**WANTED:** Montese engine, prefer trials 250 but any will do. Also, any 125cc Yamaha racing parts (TA124, A5-3). Paul Rostic (#129), P.O. Box 168, Lynden, Ontario LOR 1T0

**FOR SALE:** CL450 Honda, average condition, drum brakes & mostly stock. Make a good 500 class project. Asking \$325 or best offer. Also, size 40 racing leathers (Taurus) in good condition but scuffed, asking \$350 O.B.O. Joe Rogers (#17), (613) 962-3125. (No collect calls, please!)

**FOR SALE:** 1978 Yamaha TZ250E  
 - Marzocchi forks, 35mm  
 - twin Brembos  
 - 2 F barrels, pistons, rings  
 - complete set gearing, chains sized  
 - gaskets, seals  
 - spare head  
 - etc, etc.

Price - \$2,000.

**FOR SALE:** TZ parts, many compatible with TD3, TR3  
 F - Nikasil barrel, never run  
 D - Chrome barrel, never run  
 E - Chrome barrel, good  
 F - Head  
 Monoshock, F-G model  
 Seals  
 Ignition - Black box  
 - Pulsers, lowspeed coils  
 - Stator, c/w wiring & coils  
 Thermostat & head, complete  
 Heat gauge, good  
 Hoses  
 Brake pads, TZ Yamaha

**FOR SALE:** Honda 450 - CL - complete as raced and spare bike in parts. \$600.

Andy Beresford (#186)  
 (519) 821-8867

**HONDA 305 & 450 PARTS:** Bill Mathison advises that this guy has a lot of Honda 450 & 305 parts in his bike shop that might be bought at reasonable prices.

Taricani Ltd.  
 Alfred Espanola  
 (705) 869-1251

## LETTER TO THE EDITOR

Tim Lahey  
 March 1, 1987

Before reading this item, you should read the items from Bill Mathison on the next few pages.

As I was putting together the newsletter last Thursday, I was reflecting upon the letter from R.A.C.E., and some of the other issues which have arisen in the V.R.R.A. over the past several months. I felt I should say something, but couldn't think where to begin. Bill's submission arrived in the mail, and it helped clarify my thoughts.

Last year, another organization I belong to went through a nasty period of several months during which what should have been a simple discussion and voting process turned instead into shouting matches, paranoia about club takeover, false promises to gain the support of one group against another, a lawsuit, eventual banning of a large minority's special interest, and consequent loss of those members. Neither side would listen to reason, and conflicts of personality outweighed any other issues. Several of us "neutral" members were quite upset by the events, and probably also won't renew our memberships. The club is the poorer for it all.

Their mistake was to forget the fundamental reason for the existence of their organization in the first place: to derive pleasure from participation in a number of sporting activities which were related, and which were only possible, or at least much more fun, if enjoyed in the company of others of similar interests.

Like Bill, Ken, and Richard (and, I am sure, many others), I want to avoid such a disaster in the V.R.R.A. Issues such as the colour of number plates, wording of the constitution, eligibility of certain machines, and especially personality conflicts, should always be seen as secondary to the mutual desire to race vintage motorcycles for the fun of it!

I urge members to participate in the meetings, make your opinions heard, listen to the opinions of others, cast your votes, and then be civilized enough to accept victory or defeat graciously, and support the Executive and the Association in implementing the policies decided upon.

On the issue of the R.A.C.E. letter in particular, I intend to discuss it at the next meeting, and to continue to deal with R.A.C.E. through the V.R.R.A. for purposes of vintage racing. I feel that any suggestions or recommendations which we might make to R.A.C.E., and certainly any formal dealings with them in regard to vintage racing, should only be handled by the V.R.R.A. Executive, as mandated by the membership.

If it is otherwise, then we will only become divided against each other, fighting for such concessions as may be granted to one party in return for support against another, until we eventually awaken to discover that we can no longer enjoy the very sport we love.

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URRA Newsletter  
February 20, 1987  
- 2 -

TO: URRA Newsletter  
FROM: Mr. R. Mathison - #33  
DATE: February 20, 1987  
SUBJECT: EXPENSE ACCOUNT STATEMENT

I was previously under the impression that we were a club where members volunteered time and services to the club. While I have never held an elected office, I feel I have contributed significantly to the club. I do so voluntarily and without thought of compensation. I have claimed for some show expenses over three years, but I made a profit for the club in two of those years, and I only ever claimed 30% of my out-of-pocket expenses.

It appears now that the club pays all expenses including food and drink, so I submit for your review my outstanding expenses for past years.

1986 - IWM Show  
2 days paid vacation x \$150/day = 300  
food, etc. = 60  
Vehicle (loss of my investment  
income) 142 x \$850 x .25 = 30

1985 - IWM Show  
2 days paid vacation x \$140 = 280  
food, etc. = 70

MOTORCYCLE-85  
1 day paid vacation x \$180 = 180  
food, etc. = 80

TECH COMMITTEE MEETINGS (my house)  
Rent \$35 x 4 = 140  
Refreshments \$30 x 4 = 120  
Supplies and use of my library = 20

MEMBERSHIPS

Kandace (safety wife) = 5  
Ardine (bleaching riders) = 12  
Supplies = 25

1986 - IWM Show  
2 days paid vacation x \$180 = 360  
food, etc. = 80

MOTORCYCLE-86  
2 days paid vacation x \$200 = 400  
food, etc. = 90  
Loss of compensation = 300

Tech Committee (my house)  
Rent \$40 x 3 = 120  
Refreshments \$35 x 3 = 105  
Supplies = 25

1987 - MOTORCYCLE-87  
parking, gas - Sunday = 13  
Total Outstanding = \$3,055

I fully realize that there are many members of the club who have done more for the club than I. However, I feel that by getting my statement in before them, I should get paid before we run out of money.

VRBA Newsletter  
February 20, 1987

- 3 -

Cash or certified cheque are acceptable forms of payment.

Thanks,

*B. J.*

VRB:me

P.S. See how ridiculous we can become. Let's be serious and work together for the betterment of our hobby, our passion - Vintage Racing.

Dear Fellow VRBA Members:

If our Editor is as smart as I think he is, he will have made you read my expense statement before this letter. I am concerned that the VRBA may be approaching irreparable damage with all the bull-shit (and there is no better word to describe it) over expense accounts, elections, newsletter content, and most importantly RACE's open letter.

We must all pull together if the VRBA is to weather this crisis with RACE. All of our past executives have had problems with Jack Soketrou, and many of us saw what Jack did to Norm Sheppard over the riders' association. Now more than ever we must stand together. If you don't like our executive, change it at the elections; run for office yourself. If the VRBA is to SURVIVE we must stick together now. Stand up and be counted - don't be a SHILL-disrupter. Let's keep the VRBA alive as a strong and viable organization. We have 140 members of diverse backgrounds with a common interest in vintage racing. An organization as unique as that deserves saving.

I'm going to try - will you?

*B. J.*

Bill Michison  
#11

*Ron Rudge*  
#7

Mr. Raymond David  
February 20, 1987

- 3 -

Bill MacIsaac  
Renaissance Racing  
RR #1  
Georgetown, Ontario  
L7C 4S4

February 20, 1987

Mr. Raymond David  
JEUCC Insurance Company  
2021 Union  
Suite 1150  
Montreal, Quebec  
H3A 2S9

Dear Mr. David:

I applaud you and JEUCC for the aggressive marketing posture you have taken with your riding schools, magazine, and purchase of Shannonville Motorsport Park. As a long-term employee of the Canadian insurance industry and a marketing man, I am envious of the marketing strategy you are pursuing. Good luck with your loss ratio.

As a motorcyclist in my third decade of riding and racing, I condone you for what RACE and Jack is doing to my hobby and my club, the VRRRA. The open RACE letter to vintage racers is seriously damaging not only the VRRRA, but vintage motorcycle racing. The VRRRA is the representative body in Canada, like the CRA and AMRA is in the U.S. or the VMCC or CBMC is in England. By RACE running vintage races without the VRRRA, RACE is trying to "bust" the VRRRA, and threaten its very existence. As a competitor I see that the delicate rule and class structure, which balance the various VRRRA vintage classes, is in serious jeopardy.

.../2

Successive VRRRA executives have had problems with Jack Bozstrum, as also has a VRRRA member Norm Sheppard with the Canadian Motorcycle Racers Association. Associates of mine in car clubs, also do not speak highly of Jack. Jack has not always been an honest and honorable businessman in dealing with his clients. With the VRRRA he was no different. A direct attack against the VRRRA and its executive is similar to the intimidation tactics that he used on Norm Sheppard and the CMAA. I have personally read Jim Garrett's letter to you which I feel precipitated this whole affair. I for one agree with most of its content, but I may have handled the affair differently myself. Regavdlose, Jim Garrett and the rest of the executive are our elected representatives and the 140 racing VRRRA members stand behind them.

The VRRRA is made up of consumers from all walks of life from Ontario and Quebec. A cross-section of the club would reveal:

- Data Processing Professionals
- Motorcycle Industry mechanics, managers, a publisher and an executive
- Assorted businessmen
- Civil Servants
- Nurses
- Scientists
- Tradesmen
- School Teachers

We can be a strong and vocal group to regain the recognition of the VRRRA as the governing body of vintage racing, recognized by the American groups and affiliated with the Canadian Motorcycle Association. I urge you to reconsider the stance that RACE has taken with respect to the VRRRA.

.../3





# 1987 SHANNONVILLE RALLY

NEWLY PAVED AND EXPANDED TRACK NOW 14 CORNERS OVER 7.2 MILES:



**DUCATI OWNERS CLUB OF CANADA**

**DON'T MISS THIS PREMIER EVENT!!**

-Open to all European makes including English  
-Camping facilities, Sunday night barbecue,  
Video, beer, and a fantastic new track.

**Location:** 125 miles west of Toronto; 225 miles west of Montreal.  
Highway 401 exit 93 at Shannonville Road.  
Located between Shannonville and Perryville on the north side of Highway 2.

**Race Events:** Grand Prix - August 1, 2, 1987.

**Cost:** (Per Rider)

Pro-Registered: \$60 (Can) / \$50 (U.S.)  
At the Gate: \$75 (Can) / \$60 (U.S.)  
\*Unlimited number of lapses per rider\*

**JUNE 13, 14, 1987**

**DUCATI OWNERS CLUB OF CANADA**

SHANNONVILLE RALLY 1987 - JUNE 13 and 14

**Friday, June 12** 8 p.m.

Registration and Tech Inspection

**Saturday, June 13**

Registration and Tech Inspection  
Compulsory Riders Meeting at the Tech Shed.  
Track Riding in Three Groups:  
- novice Riders  
- Touring Riders  
- Hot Shots

1 p.m. - 2 p.m.

Lunch - Registration and Tech Inspection available  
Track riding in Three Groups as above  
Barbecue Dinner and Refreshments available at nominal charge

9:30 a.m. - 10:30 a.m.

Registration and Tech Inspection

10:30 a.m.

Compulsory Riders Meeting at the Tech Shed

11 a.m. - 1:30 p.m.

Track Riding in Three Groups as above

1:30 - 2:30 p.m.

Lunch and Refreshments

2:30 - 6 p.m.

Track Riding in Three Groups as above

\* Please Note: The track sessions are not races! They are opportunities for enthusiasts to explore the performance of their motorcycles in a legal and controlled environment.

**TECH REQUIREMENTS**

- INTERCOMS:**
- Remove or ease turn signals, headlamp, instruments, and rear lamp lenses.
  - Remove mirrors, center stand and side stand.
  - Cover or plug bare handlebar ends.
  - Assure sufficient tire and brake condition to survive weekend of aggressive riding.
  - Assure front/side oil, fuel and brake systems (Safety warning optional).
  - Check condition of steering neck, swing arm and wheel bearings and suspension walls.
- RIDERS:**
- Sign waiver of liability for insurance purposes. (Note: Participants motorcycle are not covered by rally insurance policy).
  - Wear helmet, leather jacket, gloves, boots or stout shoes, and heavy pants - jeans are okay but leathers are better.
  - Ride the direction of Rally Officials and marshalls without delay. Their first concern (and yours) is everyone's safety.
  - Be sure mind allowing substances when it will affect their riding.
  - Show consideration for others on and off the track. Remember, this is a rally, not a race.

**COST:** Pro-Registered - \$60 (Can) / \$50 (U.S.)

At the Gate - \$75 (Can) / \$60 (U.S.)

\*Unlimited number of lapses per rider\*

Please make cheque payable to:

"Ducati Owners Club of Canada"

**FREE D.O.C.C. T-SHIRTS!**

Because the track is taken as long this year, we need more merchandise on the corners. All volunteers will receive a D.O.C.C. T-SHIRT. Please bring a friend!

**REGISTRATION FORM**

**TO THE RALLY COMMITTEE:** I wish to participate in the 1987 Shannonville Raceway Rally, on June 13, 14, 1987. I agree to abide by the 1987 rules set forth for this event and I shall not hold the D.O.C., Shannonville Raceway, or the sponsors of this event responsible for any and all damages or injuries which may arise from my participation in the Rally, however caused.

**NAME:** \_\_\_\_\_ Participants Signature

**FULL ADDRESS:** \_\_\_\_\_ (NAME) to be filled in

Mail Entries to: Nancy Barron, P.O. # 6, Guelph, Ontario, Canada N1H 6J2