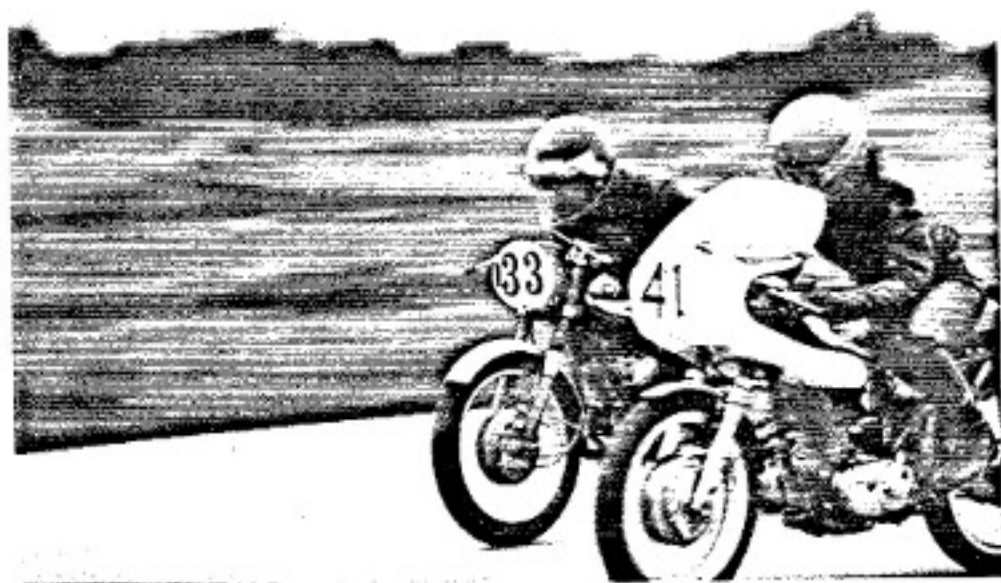


VINTAGE
ROAD
RACING
ASSOCIATION
NEWSLETTER

PIRELLI



March/April 1987

WHO'S WHO

President: Jim Garrett
146 Falling Brook Drive
Ancaster, Ontario L9G 1E6
Res: (416) 648-5263
Bus: (416) 525-9140 Ext 4856

Vice-President: Phil Mahood
73 Ninth Street
Toronto, Ontario M8V 3E5
Res: (416) 255-9526

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

Treasurer: Carol Duff
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Brempton, Ontario L6V 1N4
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Membership Secretary: Manzi Warwick
1870 Spruce Hill Rd.
Pickering, Ontario L1V 1S7
Res: (416) 839-7464
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Competition Chairman: Toivo Madrus
152 Romfield Circuit
Thorahill, Ontario L3T 3H9
Res: (416) 886-0310
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Technical Committee Chairman: Paul Bowyer
R.R.#6
Cobourg, Ontario K9A 4J9
Res: (416) 342-3152

Editor: Tim Lahey
R.R.#4
Grand Valley, Ontario L0H 1G0
Res: (519) 928-2036
Bus: (519) 928-2911

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.

COVER PHOTO:

Rice versus Pasta! Sushi versus Antipasto! Bill Mathison and Mery McCaw at Shannonville.

NEXT MEETING(S):

The next meeting of the VRRRA will be held on the June 6/7 weekend at Shannonville. Members will be notified at the track as to time and place.

A special general meeting of the VRRRA will be held on Friday June 26 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. This meeting is to assign specific duties for the VRRRA weekend in August, and to otherwise organize for that event. Please be there!

UPCOMING EVENTS:

May 30,31 Sanair - Castrol National Series.

June 5,6,7 AHRMA - Brainerd International. See AHRMA News Release later in this issue for other dates and info.

June 6,7 Shannonville - Castrol East Series.

June 13,14 D.O.C.C. Shannonville Rally.

June 20,21 Shannonville - Castrol East Series.

June 26 VRRRA Meeting (see above)

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 8/9 Shannonville - Castrol East Series.

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

Sept 11-13 Watkins Glen Vintage weekend.

Oct 3,4 Shannonville - Castrol East Series.

FROM THE EDITOR:

Tim Lahey

First, apologies are in order for my delay in preparing this issue of the newsletter. Business and personal matters prevented me from working on it earlier. Unfortunately, there was therefore no announcement of the April 24 meeting. In the future, if it is impossible to publish a newsletter in time to advise members of a meeting, then I will attempt to organize a phone campaign to spread the word.

Thanks to all the contributors, this issue is chock full of goodies. Special thanks to Stan Nicholson for his article and photos on Daytona. See the June issue of Cycle Canada for a track test of another DKW 3-cylinder machine by Alan Cathcart.

Please note the special meeting on June 26 to organize the VRRRA weekend. Volunteers are needed to make this weekend a success. All available bodies are urged to attend!

Paul Bowyer reminds all racers that they must observe the correct colour schemes for numbers and number-plates at all events!

++++ PIRELLI TIRES ++++

Pat Poisson and Jim Garrett are pleased to announce that Pirelli Tire are sponsoring the YRRA this year by supplying product at their cost (approximately 1/2 retail). This is quite exceptional, as Pirelli are only sponsoring two other racers this year, both pros!

Only members in good standing may avail themselves of this generous offer. Pat Poisson has a list of paid-up members, or you can show your membership card if you have joined/renewed but your name is not yet on the list.

"Demons" should be in around the third week of May, but call Pirelli and ask the receptionist before going (416-748-1066, 167 Castor Ave, Woodbridge).

Let's all do our part to repay Pirelli by using their product and displaying their advertising material to maximum advantage.

PRESIDENT'S MESSAGE

Jim Garrett

There is no President's message for this issue.

(Sighs of relief from some quarters...Ed)

MINUTES OF THE GENERAL MEETING

Phil Mahood

Friday, March 13, 1987

1. Meeting called to order.
2. Vice-President, Phil Mahood, delivered a detailed explanation of the YRRA's current status with RACE and Shannonville covering historical considerations, causes of current problems, and the Executive's proposed course of action. Some of the key points included:
 - recognition of RACE's contribution to YRRA growth, specifically in the area of track rental fee concessions.
 - acknowledgment that the President's recent letter to the new Shannonville track owner had had negative repercussions.
 - reduction in the number of Vintage events at Shannonville was due to poor and inconsistent support of RACE events during the 1986 season and not due to any other issues.
 - staging of the YRRA weekend at Mosport was necessary this year, and possibly in future years, for club financial reasons rather than due to current conflicts.
 - the Executive resolved not to escalate the conflict with RACE, and asked individual members to act accordingly.
 - The Executive resolved to demonstrate goodwill towards RACE by working constructively with RACE during 1987.
 - the most important problems for the YRRA to deal with were internal - namely to reduce internal conflicts, make all YRRA events fun for everyone, promote fellowship, improve communications, broaden appeal of the club to attract or re-attract members. The key to more track events is more riders.

- several announcements were made about the conduct of business at meetings - namely less business to be raised (goal 30 - 40 minutes) with emphasis on progress reports and news rather than debates and votes. Members' requests for information would be taken offline as much as possible.
 - general meetings would be mainly social and entertaining.
3. Competition Coordinator, Tolvo Madrus, announced the sponsorship commitments of \$800 that he had secured for the YRRA weekend. He also noted that he would be identifying work assignments that could be shared over the weekend to help deal with Mosport logistics. Details TBA. Vintage race dates were announced for AMA and CRA events.
 4. Technical Committee Chairman, Paul Bowyer, announced that Shannonville would be adopting the YRRA eligibility rules for RACE vintage events and that they welcomed our involvement in scrutineering and rules interpretation, as in the past.
 5. President, Jim Garrett, committed to placing an ad in Cycle Canada thanking NGK for their support - subject to the sponsor approving the ad and the completion of art work in progress. The extent of NGK sponsorship was uncertain. Tom Faulds said that spark plugs would continue to be available in 1987.
 6. Treasurer, Carol Duff, delivered a financial report.
 7. Dave Hughes asked for a copy of the President's letter to Shannonville. Jim Garrett agreed to send. Doug Warwick advised members not to circulate contents outside the club.
 8. Mary McCaw urged the Executive to discuss critical matters thoroughly before acting on the Club's behalf, and that members be informed on those important issues. Tolvo Madrus assured members of the Executive's commitment to that process and suggested that the sharing of responsibility at this meeting was a demonstration that firm moves had already been made to implement her suggestions.
 9. In response to Rebecca Manson, Paul Bowyer agreed to send a letter to Colin Fraser of RACE documenting our understanding of their commitments to the YRRA.
 10. Tom Faulds gave a full report on Daytona accounting for the performances of all YRRA members.
 11. A discussion took place on voting procedures, with several members offering suggestions. It was resolved to deal with those in a Constitution Committee, to be formed.
 12. Norm Sheppard asked why payment of his show expenses were delayed. It was explained that there was Executive concern over the inclusion of meal items. It was resolved to pay the expenses in full, and that the Executive would issue a clear expense policy to avoid future misunderstandings.
 13. Phil announced that the next meeting would have a swap meet.
 14. Adjournment.

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MINUTES OF THE GENERAL MEETING

Jim Garrett

Friday, April 24, 1987

1. One new member braved the ritual of announcing his presence and his particular addiction. Ken stood up and announced that he has two (no less!) Gold Stars and a nondescript Norton, all in Featherbed frames. Hisses & cheers.

2. Tolvo Madrus has put together a work roster for our Canadian Vintage Challenge race at Mosport, Aug 29,30. There has been some very welcome response: Bill Mathison has offered to do the announcing; Holly Stephen and crew will do lap scoring, grids and results. But, we still need lots of help. The first people to volunteer get the good jobs.

3. There should be in this newsletter or the last one a schedule of RACE events with vintage races in the programme. Others will be listed in future newsletters. Two that come to mind are the Belknap Cup, July 11/12 at Loudon, and the Glen on Sept 12/13, and there are the AHMRA races.

4. Some talk was bandied about on an Anglo-Italian Challenge Race at Mosport - any takers?

5. Carol Duff gave a brief Treasurer's report - we have \$3,800 operating capital. She then went on to budget the race - \$7,500. Doug Warwick suggested that we make the race programmes pay for themselves through selling them to spectators and by selling advertising.

6. Some discussion was held on the number of marshalls needed at Mosport. Some corners need 3 marshalls to do a proper job. Doug Warwick thought the numbers were a bit high.

7. Doug Warwick made the point that the title "Canadian Vintage Challenge", which originally was to be used for a planned Canadian national vintage champion race at Gail, was put onto our poster without considerations for its original source.

8. Rebecca Manson asked if there would be time qualifications for amateurs in RACE events. I have asked RACE about this and I have been told that time qualifications will not be used. Elimination heats will be used as in the past.

9. My work with our sponsors has us with product sponsorship from NGK Spark Plugs Canada Ltd. and Pirelli Tires Inc. Both sponsors have indicated that some money may be available to us if the membership is willing to promote the sponsors through the year.

10. Phil Mehood talked for quite a while on what we should be doing for our sponsors. The way the sponsors see us is very important in influencing the amount of support we get from them. If they see us with T-shirts and hats on ourselves and stickers prominently displayed on our machines, then they will want to help us because we will look like we want to help them.

11. Paul Bowyer went over the colour coding for our displacement classes:

- 250cc - green with white numbers
(Tremclad green)
- 350cc - blue with white numbers
(Cdn Tire Horizon Blue)
- 500cc - yellow with black numbers
(Tremclad yellow)
- Unlimited - black numbers on white

Rebecca Manson pointed out that there is also a Varese quick dry paint at Canadian Tire which dries faster than Tremclad. Tech inspection this year will be run by Richard Desmarais with the assistance of our group in the event of any questions of eligibility.

12. Doug Warwick stated that he feels that when a newsletter isn't published in time to announce a general meeting, that a few telephone calls should be made to get the members out to the meeting.

13. Rebecca Manson wished that it be noted in the official record that she finds the letter which Jim Garrett sent to Raymond David on Dec 19, 1986 grossly offensive and grammatically incorrect.

14. Gary McCaw requested information from members comparing the Pirelli Demons and the Michelin HI Sport.

15. The Seneir event May 30/31 has been confirmed with RACE. I'll be there! I might even have a motorcycle.

16. Adjourned - Sproule/Hughes.

870514

Jim Garrett.

RACE RESULTS

Holly Stephen

Shannonville - May 3, 1987

--- 250 cc ---

Pos	#	Name	Machine
1	18	M. Johnston	Ducati
2	70	S. Nicholson	Greeves
3	41	M. McCaw	Ducati

--- 350 cc ---

Pos	#	Name	Machine
1	31	B. McCaw	Ducati
2	81	J. Wood	Ducati
3	91	J. Struke	Ducati
4	80	B. Morrow	Ducati
5	90	A. Struke	Ducati

--- 500 cc ---

Pos	#	Name	Machine
1	7	F. Mrazek	500 Honda
2	99	R. Desmarais	500 ESO Norton
3	57	D. Hodge	500 Norton

--- 750 cc ---

No entries

--- SUPERVINTAGE ---

Pos	#	Name	Machine
1	6	M. Buesser	TD2 Yamaha
2	92	F. McDermott	750 Ducati

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

FOR SALE: TDI-C parts: front & rear wheels, magneto, carbs, frame. Many other pieces. Dave Hughes (416) 842-1843.

FOR SALE: 1982 Ducati Pantah 600

Excellent condition. 2-1 Conti exhaust. Great B.O.T.T. bike! \$2850 OBO.

FOR SALE: Honda MT 125R Roadracer

Liquid-cooled. Totally rebuilt engine. Too many spares to mention. Call for details. Ready to race, very competitive. \$2500 OBO. (\$1700 invested since last year)

FOR SALE: DUCATI SPARES

- 250 Desmo wide engine without head
- 860/900 200-watt regulator and alternator.
- 860 GT magneto CDI ignition (no battery req'd)
- 860 GT and 250 Desmo pipes and mufflers

All spares in good condition. Best offer.

Geoff Davies (#257)
H: 416-926-8186
B: 416-441-4865

The following ad appeared on page 47 of the June issue of *Cycle Canada*.

GARAGE SALE - we're moving

- *** CASH OR TRADE FOR DUCATI or BULTACO BIKES/PARTS ***
- + pre-war EXCELSIOR 200cc 2-speed + 1965 HONDA 90 (push rod model)
 - mostly complete, new piston, needs + single seat with HONDA logo, needs
 - crank machining & a loving home. + repainting (UGLY burgundy) & tires.
 - + 1967 BRIDGESTONE 175cc complete + *** CZ MOTOCROSS TEAM ***
 - easy restoration of this example + U.S. vintage MOTOCROSS series?
 - of JAPANESE rotary valve 6 speed + -1967 360 cc needs crank rebuild
 - technology. + & rebore, motor disassembled.
 - + 1965 HONDA 55 SUPER SPORT + -1971 250 cc complete needs
 - rough but all there, high pipe, + expansion chamber.
 - some new chrome bits, accessory + -1972 380 cc needs rebore & piston
 - chrome fender, NOT a step-thru. + desert tank.
 - + HONDA TL125, complete but needs + -early 1980's 400 reed valve motor.
 - restoration, plus CB125 for spares. + -spare rear wheel, parts book.
 - + RICKMAN GAS TANK fibreglas long *****
 - ? TRIUMPH, or KAWASAKI ? 3-4 gal. + YAMAHA RD400 frame, motor complete,
 - + TRIUMPH 650 front brake 2TL5(1968) + plus motor no barrels, spare heads,
 - PLUS SPARE NEW SHOES (4). + mag wheels.
 - + 1969 HONDA CL450 vintage racer #29 + MALCOLM SMITH large desert tank,
 - Andy Beresford: spare parts bikes, + centre seat.
 - exhausts, gearing, etc. + YAMAHA T1250 E MODEL, spares kit,
 - + CB92 race kit square tachometer. + gearing, barrel, head, pistons, etc.
 - + 15 yr. old EATONS ~~SOFA~~ & dryer, + FIRST Canadian DAYTONA '86 100 MILE
 - still working but old. + 250 G.P. ANDY BERESFORD 35th.
 - + 10 yr. old freezer 15" ft. still works. + YAMAHA T1250(247cc) new chrome
 - + turned wooden head board & rails. + barrel, new NIKASIL barrel, good
 - + 40ft. snow fencing in 3 sections. + used chrome barrels, F & 8 heads
 - + JAMA 16inch wheels & tires(2) + thermostats, HJKL new ignition
 - + TT500 YAMAHA stock exhaust system. + rotor, used crank bits-FREE).

SUZUKI COLLECTION FOR SALE PREFERABLY AS JOB LOT

\$2500 OR TRADE FOR ????

- + 1967 SUZUKI X6 (T20) RACER #33 + SUPER VINTAGE RACER PROJECT
- my street class vintage racer + *****
- VRRA weekend class winner 1984 & + -disc brake rolling chassis, spare
- 1985. + fork parts, calipers.
- + 1971 T350 motor seized
- + 1967 SUZUKI 16 (TC250), high pipe + -1968 T250 motor rebuilt crank
- racar, ridden in past by famous + -T350 spare barrels
- vintage racers such as JIM + -250 motor in EXCELLENT shape
- GARRETT & ANDY BERESFORD. + -new pistons, spare carbs, oil & gas
- + tanks, oil pumps, clutches, heads.

*** SUZUKI 250 T20 parts ***

- four rolling chassis complete. + seals, carbs(24, 26, 28mm), heads (some
- six T20 motors complete + modified), gas & oil tanks, pipes,
- two seized motors, two basket + three sets expansion chambers, just
- motors & misc motor bits. + about everything that you can
- oil pumps, ignition systems. + think of.
- spare barrels (some ported), new + -BEARINGS 12, 13, 14, 15, 16, 17, 18, &
- pistons, rings, gaskets, points, + rear sprockets.
- spare forks, wheels, brakes, tria, + -WEISCO racing pistons, spare cranks

*** TUNING specs from ENGLAND, U.S SUZUKI & many other sources ***
THERE IS ENOUGH HERE TO BUILD FOUR ADDITIONAL BIKES AND STILL SPARES.
CALL ANYTIME -
RENAISSANCE RACING TEAM : BILL MATHISON H:416-877-8289 W:416-864-8124
ANDY BERESFORD H:519-821-8867 W:519-8372-040

**The Vintage Road
Racing Association**

would
like
to
thank

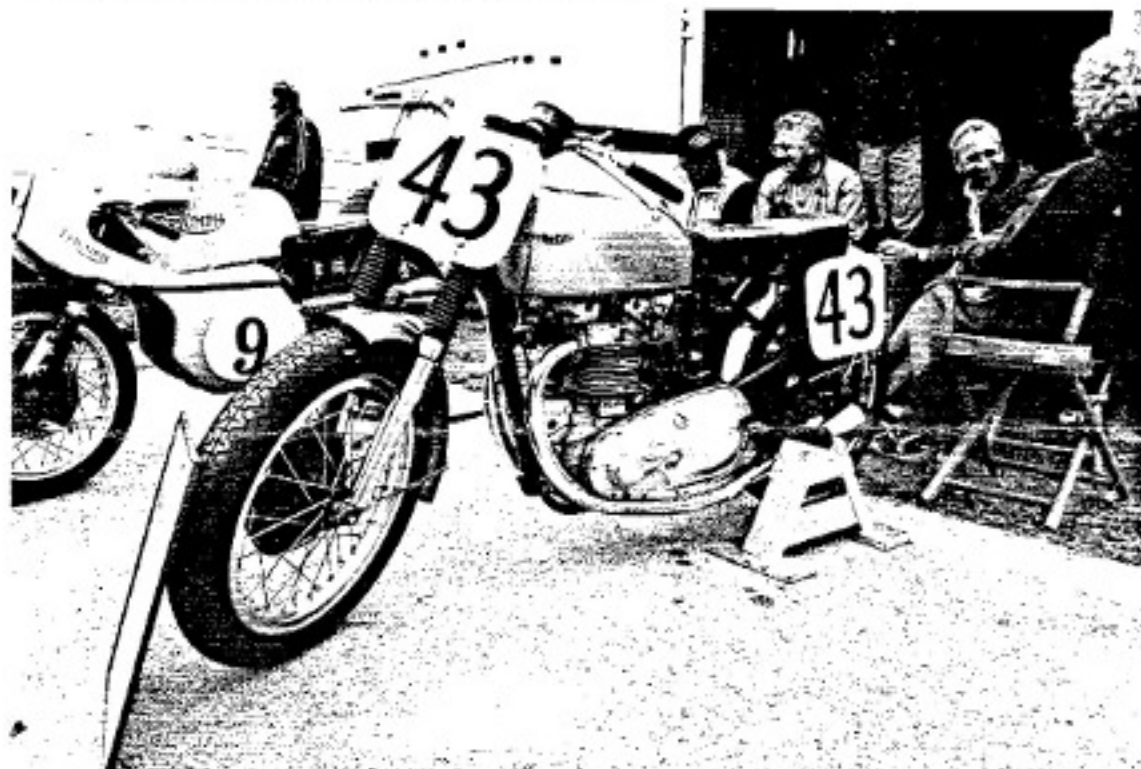


**NGK SPARK PLUGS
CANADA LIMITED**
for their support in 1986

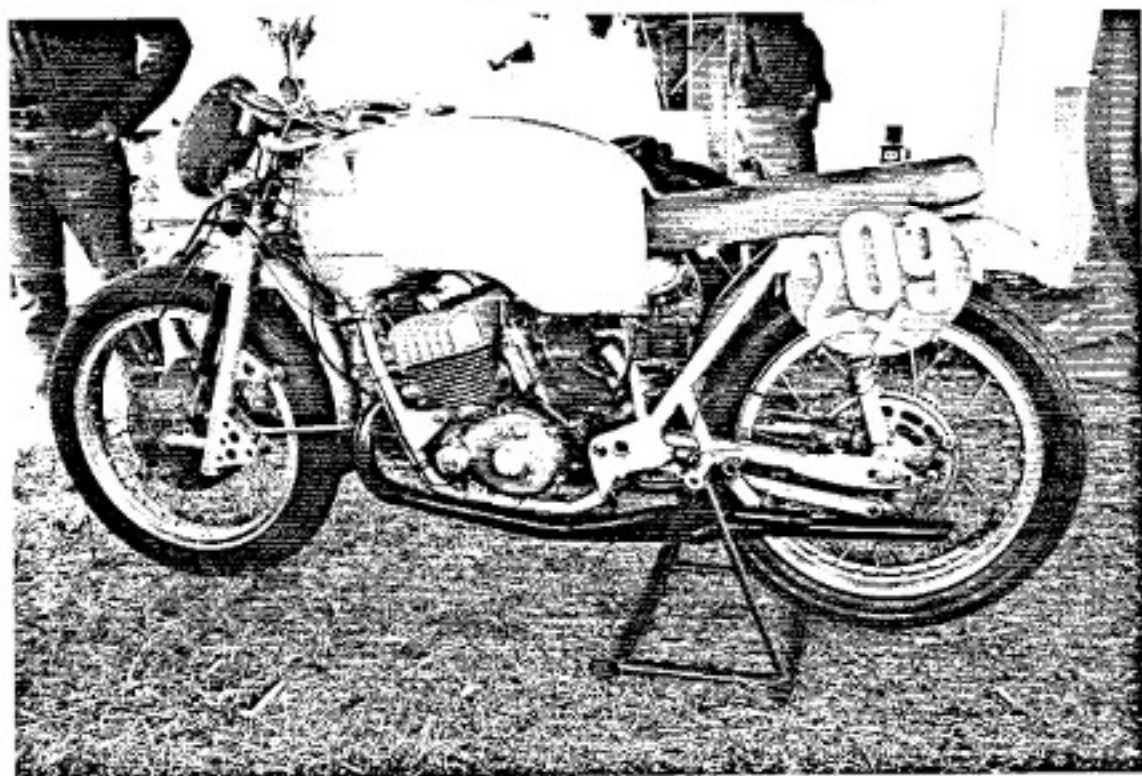
PHOTOS - DAYTONA 1987

Stan Nicholson

#43 - Bill Billet's 1949 Triumph Grand Prix
9 - Bill Billet's 1967 ex-works Daytona Triumph



Erich Bley's 350cc 3-cylinder DKW



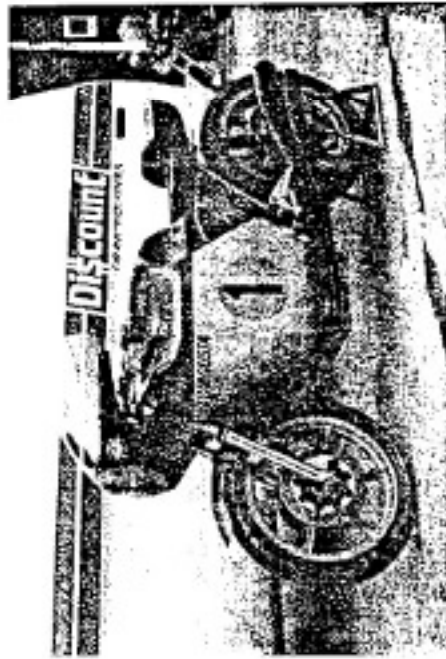
Georgian Bay Motorcycle Association Inc.

Presents

Sportbike 87

5th Annual European and Café Motorcycle Rally
Friday and Saturday, July 10 & 11, 1987

- Location:** Foley Fairgrounds, 5 miles south of Parry Sound, Ontario off Highway 89.
Entry: \$20.00 before June 1st, \$24.00 after June 1st. Includes Friday night corn roast, poker ride trophies, rally pin, Saturday dinner, good videos, Thunder Ride and the best twisties in Ontario.
Contact: Mike Moloney, P.O. Box 484, Parry Sound, Ont. P2A 2X5
or phone (705) 746-4525 days or 746-4423 evenings.



People's Choice Award, Sportbikes 85

Where were you in 1985? If you didn't get to Sportbiko you missed the teeming rain, the exotic machines (over 200 in 1985), The Sermon, the camaraderie, the Thunder Ride, prestigious awards, the Blues Brothers, the scenic splendor of vacation country and the opportunity to associate with lovers of Italian, German, British, Japanese and American lightweight Sporting Motorcycles. If your idea of a fine Whine is bevel gears or straight cut primaries and the sound of Curis or Yosh headers on the overrun is music to your ears then this rally is for you. More details on the reverse.

Dear Fellow Enthusiast:

We are looking forward to your attendance at our rally. Sportbike is a unique all-brand rally catering to the Euro and café cognescenti.

Scheduled activities start Friday nite with a corn roast at the Foley Fairgrounds. Saturday morning riders will depart on a poker run of approximately 150 km. Roads in the area are extremely curaceous. It's not a timed run so you've got all day to check-out the area or take in a boat cruise. Saturday evening will consist of dinner, Thunder Ride and trophy presentations followed by movies and the famous marshmallow roast. Sunday morning we'll have coffee, donuts and farowella 'til next year.

Last year Joanna Theda of Palo Alto, California (500 Interceptor) outgunned Ted Moose of Austin, Texas (BMW R60GS) and Tom Fleet of Topeka, Kansas (78 MG LeMans) for the long distance award. Ted did garner Best Bench Racer though and Tom took the unofficial Ironbuit award for doing it on the stock LeMans saddle.

Will the Pope show up this year on a Buell RR100 to take People's Choice away from Michael Ramsey's MV Augusta 660 GP bike? Will the Laverda Club of Canada purchase raincoats and finally have the elements? Will a Marusho Like take the Most Unusual Bike award? (Or should that go to the owner?) Will the organizer read his own name? Enter now, enter as often as you wish.

We would greatly appreciate pre-entry to assist in our planning. Please enclose a SASE if you need confirmation. For accommodation please check directly with the guest operators listed.

Looking forward to July,

Mike Moloney

Motels (All within 5 miles of Rally)

Jolly Roger	Highway 605	(705) 378-2451
El-Mar Motel	Highway 605	(705) 378-2391
Whitfield Motor Lodge	Hwy. 605	(705) 378-2361
Georgian Inn	40 Joseph St.	(705) 746-5837
Junction Motel	50 Joseph St.	(705) 746-9813

Campgrounds (within 3 miles of Rally)

KOA	Rankin Lake Rd.	(705) 378-2721
Ouelier Prov. Park	Hwy. 605	(705) 378-2401
Dodge City	Hwy. 605	(705) 378-2326

Parry Sound, Ont.

DAYTONA 1987

Stan Nicholson
 Before Christmas Paul Heinrichs and I decided that we would go to Daytona again this year, the rest of the Ottawa crew not being able to make it. Paul brought his Triumph over to my place as he was leaving on an extended trip out West and down to the States. I would take his bike down and meet in Daytona. This was early January and I suddenly realized that I should do some work to the Greaves and the Yamaha if I was going for this year the new group organizing the racing were putting in a class for us riders of easily two-strokes (Grand Prix Two-Stroke). With the entry form came a rule book from the American Historic Racing Motorcycle Association which amongst other things, required mufflers for the TD2. Anyway with such work over the next few weeks both bikes were ready the night before we were due to leave.

Going with me to Daytona were Frank Kewley and my son, Leigh. With no race at Savannah this year we left Ottawa on the morning of 27th February, arriving at our campsite on Sunday morning, 1st March. After registration at the track we took the bikes in for tech, inspection before releasing for the rest of the day. Monday was race day so we joined the line-up outside the speedway at 7:00 am with the motorcross squirrels waiting to be let in (say, how come all these motorcross guys drive large motorbikes with closed, tandem wheel trailers?). The Vintage paddock seemed more crowded this year, must be getting more popular. The day was overcast and cool, but dry, as we prepared for practice. Conscious of the cold track and new tyres I took things easy on the Greaves as we were first out for practice, others were not so careful and paid the price. The Greaves seemed to be running as well as ever when it cut-out on the banking. After a ride back to the paddock in the pick-up I went out on the Yamaha while Frank changed the plug, this seemed to solve the problem as it lit up again but while warming up for the next practice session it quit again. This time we replaced the 9 plug with an 8 and it ran the rest of the day with no problems. I am glad it happened in practice as last year I had the plug quit in the race and I feared, these are the only occasions I have ever had any problems with plugs, why at Daytona? Meanwhile, the TD2 was not running too well in practice, it was jumping out of first gear for an instant before re-engaging when accelerating out of the three lot gear corners which made the bike leap a foot sideways each time. In addition it was breaking up badly at high revs, I guess the 18 year old

Kraber is feeling its age! Paul's Triumph was running as strongly as ever and everything seemed to be in order. We had three rounds of practice before the lunch break and the start of racing.

Lightweight 1 and 2 was the first race and as before at Daytona the Greaves was classed as a 350. From a third row starting position I got away with the rest of the pack, most unusual, but the track was still slippery so I didn't push my luck but a few others found out the hard way, including Malcolm Tunstall. I finished in 6th place behind Dave Roper, AIS 7R, Craig McLean, Hank Norton, Joe Lechniet, Yamaha 101C, Marco Polo, 7R, and Alan Cathcart, 7R. The lightweight 2 class was won by Mike Green again, on his 250 Ducati. He was running on Avon tyres as used in Classic racing in Britain which were on sale in the pits. These are Roadrunner pattern in 80, 90, 100, 110 sizes as well as larger sections and each size is available in front compound and rear compound, prices for the 80 being \$70 US and for the 90 \$80 US.

Race 4 in the programme was for Grand Prix Two-Stroke. This time I was on the front row of the grid and got a fairly good start but with the gearbox problems and the misfiring I considered myself lucky to finish in 5th place. The race was won by John Long with Keith Gonyou in 2nd and Larry Hanlon 3rd, all on Yamaha's.

Paul's race, the Prester 500, was the last race of the day. From the start Dave Roper and Roger Relean went at it hammer and tong until the Harley had chain problems which took out some of the rear spokes. From then on Roper won as he pleased with no one to push him. Unfortunately Kurt Liebmann slid off the BMW on the last lap at the International Horsehoe turn, but after checking for damage he remounted and went on to finish 6th. He told us later in the week that it was the first time he had ever dropped the BMW, but it suffered only slight cosmetic damage. Paul was pleased with his 12th place finish and the way that the Triumph had run. Pete Johnson took 2nd on the Honda. Frank Mrazek was 3rd. Paul had been finished 4th on a 650 and Lee Parker was 5th on a Triumph. Tom Faulds took the Hank to a 10th place but the other Ecurie Classic machine, the Norton twin, was a non-starter after Ron Baseron had a high speed get-off from the Honda CR750 in the earlier F750 race and suffered a broken wrist. The F750 race was won by Dave Roper on the 88A followed by Pete Johnson on his Triumph Triple with Kurt Liebmann 3rd on the Honda. Frank Mrazek's Triple retired with mechanical problems while he was lying well up in the field.

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 Sportsman 500 - Glen Tovey (Triumph), Karlheinz Huber (Honda), David Matthews (BSA),
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The weather had an effect on some of the qualifying and racing later in the week, with things being delayed earlier in the day to allow the track to dry. The BOTT races on Friday were delayed and then were run as shortened races, as were the two superbike "heats". The Grand Prix BOTT race saw Lucky Lucchinelli win after the race, which was shortened to 10 laps, was red flagged after 7 laps due to oil on the track. At that point he was slowing with fuel injection problems on his 4 valve, liquid-cooled Ducati and had been overtaken by his team mate, Stefano Caracchi, but he got the win after the results were taken at the end of the 6th lap. Dirt track rider, Scott Parker, was 3rd on a factory Harley. The Cosworth was a non-starter in the race after hitting problems in practice and Gene Church dropped Lucifer's Hammer early in the race.

We left Daytona on Sunday evening after watching the 250 race, delayed by Saturday's rain, and run after the 200. 27 hours later we arrived back in Ottawa, tired but generally happy with the week. Now it's back to work on the Yamaha to fix the problems before the start of the rest of the season.

DAYTONA 1987

Stan Nicholson
 Before Christmas Paul Heinrichs and I decided that we would go to Daytona again this year, the rest of the Ottawa crew not being able to make it. Paul brought his Triumph over to my place as he was leaving on an extended trip out West and down to the States. I would take his bike down and meet in Daytona. This was early January and I suddenly realized that I should do some work to the Greaves and the Yamaha if I was going for this year the new group organizing the racing were putting in a class for us riders of really two-strokes (Grand Prix Two-Stroke). With the entry form came a rule book from the American Historic Racing Motorcycle Association which amongst other things, required mufflers for the TD2. Anyway with such work over the next few weeks both bikes were ready the night before we were due to leave.

Going with me to Daytona were Frank Kewley and my son, Leigh. With no race at Savannah this year we left Ottawa on the morning of 27th February, arriving at our campsite on Sunday morning, 1st March. After registration at the track we took the bikes in for tech, inspection before releasing for the rest of the day. Monday was race day so we joined the line-up outside the speedway at 7:00 am with the motorcross squirrels waiting to be let in (say, how come all these motorcross guys drive large motorbikes with closed, tandem wheel trailers?). The Vintage paddock seemed more crowded this year, must be getting more popular. The day was overcast and cool, but dry, as we prepared for practice. Conscious of the cold track and new tyres I took things easy on the Greaves as we were first out for practice, others were not so careful and paid the price. The Greaves seemed to be running as well as ever when it cut-out on the banking. After a ride back to the paddock in the pick-up I went out on the Yamaha while Frank changed the plug, this seemed to solve the problem as it lit up again but while warming up for the next practice session it quit again. This time we replaced the 9 plug with an 8 and it ran the rest of the day with no problems. I am glad it happened in practice as last year I had the plug quit in the race and I feared, these are the only occasions I have ever had any problems with plugs, why at Daytona? Meanwhile, the TD2 was not running too well in practice, it was jumping out of first gear for an instant before re-engaging when accelerating out of the three lot gear corners which made the bike leap a foot sideways each time. In addition it was breaking up badly at high revs, I guess the 18 year old

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Also, look for large deposits of carbon, or aluminum and blisters on the insulator, which can cause ignition of the fuel/air mixture before the sparkplug fires. These symptoms are characteristic of too much heat in the combustion chamber which is generally due to poor tuning, cooling, or poor fuel.

4 CARBURETION MIXTURE STRENGTH

The true indicator of mixture strength is a ring of carbon which forms at the base of the insulator nose, where it joins the metal shell of the sparkplug. This ring should be about .75 to 1.0mm (.30" to .40") wide. If it is wider, it is too rich. If it is narrower, the engine is too lean.

This is by no means a complete guide to reading sparkplugs, but it is still much more than is generally known.

It is helpful to use an illuminated magnifying glass for inspecting sparkplugs. These are readily available through Champion Sparkplug Company. Order the CT-456 Champion Sparkplug Viewer from any Champion sparkplug distributor. N.G.K. may also have a similar product but at the time of putting this piece together I was not aware of it.

Good Luck in 1987

Dave Hughes.

-----Check for ignition timing here
 -----Look for cement boiling here
 -----Look for heat all over the nose
 -----Look for carbon ring here



News Release

HR8885

February 18, 1987

Historic Cup Series Announced for 1987

Marengo, Ohio--Starting with the Daytona Historic Races, there are eight additional vintage races planned for the 1987 Historic Cup Series, according to the American Historic Racing Motorcycle Association (AHRMA), organizer of the series. One additional West Coast site and date may be added as the season progresses.

The following locations are included in the AHRMA series for 1987:

March 2	Daytona International Speedway
March 28, 29	Road Atlanta
June 5, 6, 7	Brainerd International
June 19, 20, 21	Bryar Motorsports Park
June 26, 27, 28	Road America
July 18, 19	Sunset Point Raceway
July 31, August 1, 2	Mid-Ohio
August 29, 29	Sears Point
September 11, 12, 13	Steambot Springs

The AHRMA-sanctioned historic roadraces offer a place for many types of older machines, and this year a special class has been added for air cooled two-stroke motorcycles with drum brakes; this is the Two Stroke Grand Prix class, with 250, 350 and 500cc subclasses.

For further information, including a rulebook, write to AHRMA at Rt. 2, Box 214, Marengo, Ohio, 43334.

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