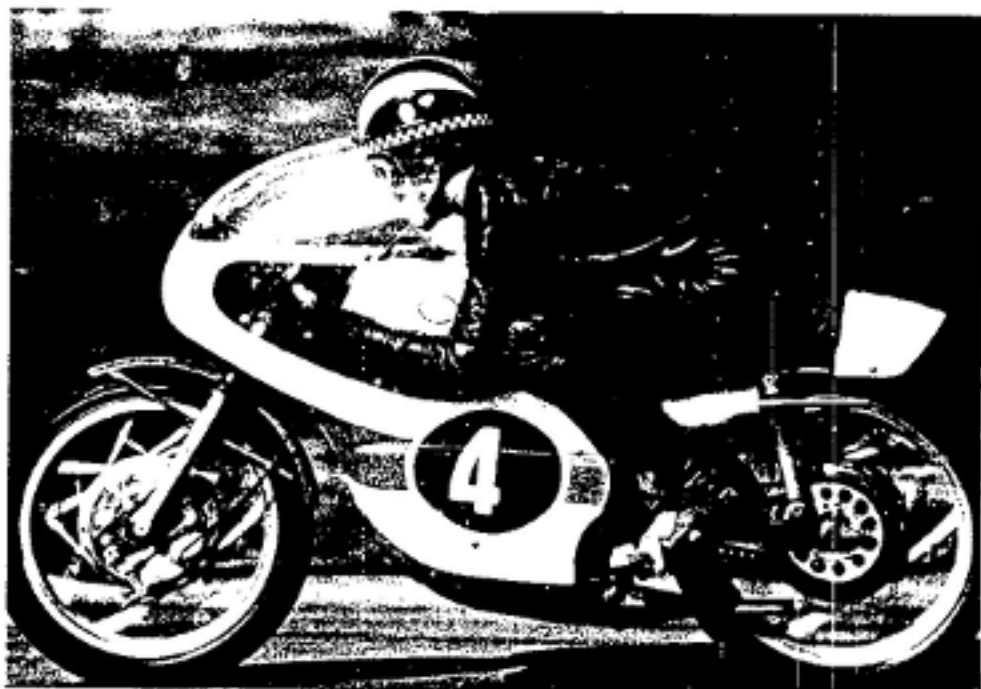


Vintage Road Racing Association
c/o P.O. Box 165
Ballinafad, Ont. N0B 1K0



VINTAGE ROAD RACING ASSOCIATION
c/o P.O. Box 165
Ballinafad, ONT. Canada NOB 1K0

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 Duff
Res: (416) 877-8289

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

VRRR, the executive, the various committee members and particularly the racers, our raison d'être. One of the main pleasure I have gained from typing up endless results is the opportunity I have to trace the growing development of new riders, and we have quite a few this year. I hope that each and every new rider has had a great introductory season in vintage racing and that they will return anew next year ready to participate fully in the group. As all racers know (although some may have to search the dark recesses of their memories,) the first year of racing can be an incredible high, and I hope, an important stepping stone to a new and exciting hobby. So the VRRR welcomes you all to a new and exciting passion which can change your life. New Members include;

Andrew #15 Burgel, in the 500cc Class, Steve #430 Bruton on a 500cc Ducati, Keith #101 Perrin on a Norton, Stuart #19 Clow also on a Norton, Chris #104 Fernis in the Heavyweight Supervintage, Doug #459 Gardner on another great Norton. In the lightweight field we have added Ben #141 Munding on a Honda, Klaus #121 Dost on his 250cc Ducati, Paul #194 Boyd on a 350cc Honda, Jerry #74 Kinzi on a pretty 250cc Bultaco & Henry #777 Hanje on a fast 250cc Aermacchi, (if I have missed you, I am sorry, please let me know and I will be happy to include you in the first newsletter of the new year.) I would also be delighted to hear from you regarding any needs you may have or comments you wish to make about vintage racing and the mechanics of vintage motorcycles.

Continuing on this note, I am delighted to tell you that a number of riders have returned to the vintage fold after a brief hiatus away; Dave #10 Morrison is going great guns on his 250cc Ducati, John #619 Makin is also really flying on his 750cc Triumph, & Rudy #150 Schaefer on his 350 Aermacchi has shown us that his time away has not slowed him down in the least. Great to see you back on the track guys.

NAME OUR NEWSLETTER I have had another great suggestion, this time from Tom #560 Saunders; "THE BAFFLED MUFFLER", please put on your thinking caps and see what you can come up with in time for the A.G.M. and we can have a fun vote after the serious business.

By the way I would like to let you know that any advert. that you run can be repeated as often as you wish, just keep me informed. This is your newsletter, for your news, articles, ads, et al and I have been delighted to receive submissions from Robin #71 Bennett, & Bill #31 Mathison, & Stan #70 Nicholson, vintage cartoons from David #441 Makin, and the photos and material from Andy #29 Beresford. I have also had photos supplied and/or offered for past/future issues from Debbie Li, Susan Swanson, Paul #40 Bowyer, Andy #29 Beresford and Harold Cosgrove of Halmar. Many thanks to you all, thanks also to Jim #? Garrett and Holly Stephen for their regular supply of R.A.C.E. results and points standings.

I look forward to seeing everyone at the AGM on Friday 4th November at 7.30pm. at the North York Public Library on Keele St. Toronto. (map included,) when we will all get the opportunity to discuss the aspects of our club which concern us most. On Saturday evening November 5th at the VRRR Banquet & Dance, 6.0pm. The Plainsman, Waterdown, Ont. there will be awards and cheering for the racers, and lots of good food and fun, so toss away your crash helmets and take a risk on the dance floor instead of the track !!

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, K0A 2Z0

COVER PHOTO: Phil Read on the 125cc Yamaha 4 on the Island in the Mid 60's. From Andy Beresford's collection.

UPCOMING EVENTS

September 25 - November 4 NOMINATIONS ARE OPEN

November 4 V.R.R.A Annual General Meeting

November 5 V.R.R.A Banquet, Awards & Dance

November 1988 1989 Elections: Ballots will be mailed out after nominations close at the AGM. A closing date for the elections will be announced on the ballot forms.

EDITOR'S REPORT

As my first year as editor draws to a close I would like to add my 2 cents worth of congratulations to everyone involved in the

ANNUAL GENERAL MEETING

FRIDAY NOV. 4th 1988
7.30pm - 10.30pm
North York Public Library
Keele St. Toronto

Agenda will include discussion on
proposed rule changes and
nominations for next year's
executive.

VINTAGE RACE FESTIVAL REPORT

Our 10th Annual All Vintage Race Weekend at Mosport was a great success and was blessed with good weather, a strong turnout of enthusiastic competitors and a minimum of crashes. Mother nature did surprise us with a brief, but violent thunderstorm which toppled several large billboards, severed tree limbs and dropped the air temperature by 30 degrees F in 5 minutes.

Pure spectator attendance appeared to be down from last year, but we can't be sure as it was impossible to separate pure spectators from Crew and Groupies. My guess is that a larger number of Crew/Groupies attended this year and offset the missing spectators. The number of competitors was up dramatically to 158 from 92 last year. We should be encouraged by this. Most of the Ducati Owners Club riders were away at their rally in Graton PA. and would have swelled entries even further if there had not been a conflict in dates.

This year the American contingent attended in significantly large numbers and, as a result, took home the AM/CAN Trophy for 1988.

That our event was a success is a direct result of the amount of time and the degree of effort put into organizing and executing it. The organizing is tedious but necessary while the execution, ie making it happen, is frantic, tiring and absolutely indispensable. With all this in mind special thanks and appreciation are in order for all trackside workers, before, during and after the races.

I would like to add a personal thankyou to Don, Ken and Dave Hodge who are always on the frontline when there is work to be done.

Unfortunately we did have a few negative features that need to be rectified for next year.

#1 The barbeque was a minor disaster because no-one volunteered to organize it. (There were helpers but no one leading the affair.)

#2 A significant number of people claimed diplomatic immunity at the gate. eg. my husband is racing so I don't pay admission, I drove from Connecticut and don't pay admission, I am a racer and don't pay admission. Some "gate crashers" parked outside and walked in.

#3 Volunteers who are on constant duty, like Bill Mathison who worked as track marshal for 2 years in a row, don't get to have any fun !!

Suggested improvements for next year are;

- Pay for haybale placement and pick-up.
- Pay for barbeque catering.
- Issue armbands at entry for all.
- Create an executive position for

Publicity.

IN SUMMARY: Lets do more racing, less complaining and send a deposit to Mosport for next year.

T. Madrus.

P.S. I will have more details on Mosport and their proposed Motorcycle Race Series by the Annual General Meeting on November 4th.

SHANNONVILLE : FINAL R.A.C.E.
THE CASTROL EASTERN CANADIAN CHALLENGE
Sept. 24/25

VINTAGE A "PERIOD I"

OPEN

1 7 Ken Hodge, Norton
2 119 Brian Kenyon, Norton
3 57 David Hodge, Norton
4 72 Paul Heinrichs, BSA
5 64 Jim Garrett, Norton
6 67 Rebecca Hanson, Norton
DNF 619 John Makin, 75 Dan Sorenson

500CC

1 77 Frank Mrazek, Honda
2 25 Peter Sheppard, Triumph
3 99 Richard Desmarais, Jawa
4 248 Frank Graham, Velocette
5 264 Don Empey, Honda
6 560 Tom Saunders, Honda
7 71 Robin Bennett, Triumph
8 441 David Makin, BSA
DNF 31 Gary McCaw, 430 Steve Bruton

350CC

1 81 Jim Wood, Ducati
2 51 Brian Wood, Ducati
3 9 Alicia Struke, Ducati

250CC

1 10 David Morrison, Ducati
2 41 Mary McCaw, Ducati
3 29 Andrew Beresford, Ducati
4 70 Stan Nicholson, Greeves
6 140 Bill Caterino, Ducati
7 36 Sharon Bowyer, Suzuki
DNF 18 Gus Johnston, 121 Klaus Dost, 74 Jerry Kinzi.

SUPERVINTAGE "PERIOD II"

HEAVYWEIGHT

1 7 Ken Hodge, Norton
2 40 Paul Bowyer, Norton
3 31 Gary McCaw, Ducati
4 715 Tim Fernandes, Honda
5 496 Ed Jones, Honda
6 14 Charles Schaaf, Yamaha
7 17 Toivo Madrus, Yamaha
8 92 Francis McDermott, Ducati
9 431 Chris McDermott, Ducati
10 63 Terry Wolfe, Norton
11 343 Francois Gauvin, Yamaha
12 293 Bob Wickeler, Norton
13 613 George Jonas, Norton
14 771 Larry Rose, Triumph
DNF 11 Dave Herring

LIGHTWEIGHT

1 70 Stan Nicholson, Yamaha
2 10 David Morrison, Ducati
3 194 Paul Boyd, Honda
4 51 Brian Wood, Ducati
5 29 Andrew Beresford, Ducati
6 121 Klaus Dost, Ducati
7 36 Sharon Bowyer, Suzuki
8 141 Bernard Munding, Honda
8 352 James Broad, Honda
DNF ?

All Race results and points standings have been provided for the VRRR Newsletter by Holly Stephens.

VRRR FINAL POINTS STANDINGS
 (as of September 25th 1988)
 PERIOD I

1989 PROPOSED RULE CHANGES
 submitted by Bill Mathison

250CC		
29	Andrew Beresford, Guelph, Ducati	67
41	Mary McCaw, Brantford, Ducati	48
18	Gus Johnston, Puslinch, Ducati	37
121	Klaus Dost, Cambridge, Ducati	36
70	Stan Nicholson, Richmond, Greeves	29
36	Sharon Bowyer, Cobourg, Suzuki	24
10	Dave Morrison, Burlington, Ducati	23
74	Jerzy Kinzl, Burlington, Bultaco	20
777	Henry Hanje, Waterloo, Aermacchi	15
192	Richard Covello, St. Catharines, Duc.	11
140	Bill Caterino, Webster, N.Y. Ducati	9
22	Joe Rogers, Belleville, Ducati	4
171	Jim Keast, Thornbury, Ducati	1

350CC		
9	Alicia Struke, Kitchener, Ducati	50
51	Brian Wood, Gads Hill, Ducati	45
150	Rudy Schaefer, Simcoe, Aermacchi	12
363	Rick Hammond, Guelph, Aermacchi	1
21	Dave Fish, Nepean, Ducati	1

500CC		
77	Frank Mrazek, Mississauga, Honda	60
560	Tom Saunders, Ottawa, Honda	43
25	Peter Sheppard, North Bay, Triumph	41
71	Robin Bennett, Cambridge, Triumph	34
264	Don Empey, Plainfield, Honda	30
31	Gary McCaw, Brantford, Velocette	26
20	George Oiegar, Brampton, Honda	25
99	Richard Desmarais, Pincourt, Que. Norwa	19
4	Norm Sheppard, Oshawa, Velocette	17
45	Tom Faulds, Clairmont, Norton	8
248	Frank Graham, Stouffville, Velocette	8
15	Andrew Burgel, Caladen,	4
430	Steve Bruton, Burlington, Ducati	4
441	David Makin, Ottawa, B.S.A.	3
89	Sandy Cocksedge, Orleans, Ducati	2
14	Charles Schaaf, Whitby, Norton	1
54	David Trant, North York, Honda	1

UNLIMITED		
7	Ken Hodge, Georgetown, Norton	72
57	David Hodge, Georgetown, Norton	65
64	Jim Garrett, Ancaster, Norton	32
67	Rebecca Manson, Toronto, Norton	24
119	Brian Kenyon, Thornhill, Norton	22
72	Paul Melarichs, Low, Que. B.S.A.	19
75	Dan Sorenson, Arthur, Norton	17
56	Bob Szoke, Brantford, Honda	12
619	John Makin, Perth, Triumph	1

 VRRR ANNUAL BANQUET
 AT
 THE PLAINSMAN
 HWY 5, DUNDAS, ONT.
 (416)689-6644
 ON

SATURDAY NOVEMBER 5 1988
 COCKTAILS AT 6pm, DINNER AT 7pm.

TICKETS: \$21 per person
 Please call Carol (416)877-8289 for reservation
 before November 1st.

DIRECTIONS: The Plainsman is on HWY #5 2.5Km west
 of the junction with HWY #6 (Clappison's Crns)

The logic behind these proposed rule changes is to increase the available number of machines for Period I. The Period I classes have suffered from retirees and individuals concentrating on the growing Supervintage classes. Given the number of Period I bikes imported into Canada, we have a rather small, finite pool of bikes. Many of our retired VRRR racers still have their machines though they are not raced and regrettably some machines have been exported. (Bill has included a list of former competitors which I have left out because of space restrictions. I am sure it can be made available at the AGM. EG.)

Formerly, the lightweight Classes were the most hotly contested but in 1988 there was only one regular 350cc competitor, and the 250cc Class is also greatly diminished. Likewise, the Unlimited Class has suffered from poor fields. I propose the liberalization of our rules, perhaps for a specific period of 2 - 3 years, to allow later models into Period I.

The VRRR has, for a long time, allowed 5-speed 450cc Hondas, wide-case Ducatis and Desmo Ducatis to race in Period I. All were never 'model-year' during the period, but were allowed in as they looked like their predecessors and were "in the spirit" of the class. Even with the CB/CL Honda, I maintain that the same logic should apply. Under this same criteria I would include; Norton Commandos with drum brakes, Bultaco Singles, both 250cc & 360cc, and Suzuki T250/350 & GT250s.

As VP my phone number is listed as the VRRR phone number I have received a number of questions about running all of the machines listed in Period I. For the record, Renaissance Racing plans for 1989 would not stand to benefit from these changes at this time. I shall deal with each of the four manufacturers separately in my suggestions for rule changes.

NORTON COMMANDOS; a few years ago Hodge Brothers Racing submitted a very comprehensive analysis and rationale for the inclusion of drum braked Commandos into Period I. In the interest of not only consistency with our neighbour vintage club in the USA, but also to bolster the Unlimited class, we should reconsider this. Please review the arguments presented in the Hodge presentation; that the Commandos have the same right to be in Period I as do 5 speed 450/500T Hondas and wide case Desmo Ducatis.

HONDA CB/CL350; The Honda K-4 issue is being hotly debated in England. Granted the model has phenomenal tuning potential, but probably on the Shannenville short track it would also be at a weight disadvantage. A drum-braked Honda 350cc could compete in both Periods I & II, they are cheap to obtain and would significantly strengthen our fields. In my view the VRRR would benefit from a field of 350cc Honda in addition to the few Ducatis.

BULTACO; In 1968 Bultaco redesigned their engine cases and some barrel profiles and fins started to change. Post 1968 Bultacos have the potential for greater transfer area, but primary and timing covers from 1967 bolt directly to the cases. While the wider transfer area and finning do give a technical advantage over pre-1968 models, they are still very prone to seizure. As "Spanish Motorcycles" points out though, even the last of the TSS range in 1969 were not competitive against Yamaha TD2 or TR2 models. Because we do own a number of Bultacos we know that the models from 1968 will be the easiest to acquire as will parts. Quite a number of Astros were imported into this country. I propose that all Bultaco

singles be included in Period I as an effort to bolster the lightweight class.

SUZUKI; I propose that all drum-braked Suzuki 250/350cc models be included in Period I. I have received more calls about racing the T250/350 models (drum-braked) in Period I than any other model. The main problem with the T250/350 Suzukis is one of weight, while the T20 is hard on crank seals. The main advantage the later T250/350 models have is a greatly improved crank. In my view even the latest GT250 could be allowed into the Period I class if the Ram-Air was removed. We could potentially increase our lightweight fields and if Jedy Nicholas couldn't beat the Yamahas on his factory bike I doubt if the T250/350 would have any unfair advantage in Period I. I must admit to a fanaticism about T20 Suzukis and also point out that I own a couple of T250s & a T350.

CONCLUSION; To survive, the VRRRA has to put full grids on the track. Period I should be our banner classes but the field sizes need help. While I realize the fear of opening up the classes, I contend that the appearance and sound of the bikes I discussed are relevant to the classes. The logic is also consistent with that applied to later Honda Torsion Bar twins and Ducatis. If there is concern about letting these models in the rule change could be applicable for a 2 year period, 1989 & 1990 seasons.

"In the interest of bolstering the Period I classes, the following motorcycles with drum brakes will be eligible for two seasons 1989-90 & 1990-91. After that time a decision will be made, by the club, regarding the confining these motorcycles to Period II only. The motorcycles granted entry into Period I will be;

- Norton 750 Commandos with drum brakes only
- Honda CB/CL350 twins with drum brakes only
- Bultaco 250/350, all models with drum brakes.
- Suzuki T250, T350 & GT250 models with drum brakes only. GT250 models must have the RAM-Air cowling removed."

Bill Mathison.

DIRECTIONS FOR TORONTO MEETING

The Downsview Branch of the North York Public Library is located just north of Wilson on the East side of Keele. Parking is available either at the library (entrance just past the gas station,) or in the shopping centre parking lot on the corner of Wilson and Keele (entrance just before gas station.)



FOR SALE

1972 350CC HONDA Street motorcycle, complete.
HONDA 500CC ROAD RACER suitable for vintage racing.
YAMAHA TA 125CC ROAD RACER with completely rebuilt motor.
Call George Oiegar after 6.0pm.
at (416)450-8396.

ROOKIE REPORT

"A good friend and a helping hand aren't too far away." Those words by Bill Mathison in a Buy and Sell R.A.C.E. program stuck in my mind when I read it. As a rookie I have experienced the ups and downs of a typical road racer, but because of the help and info from VRRRA members it has been an exciting and successful summer. Some special thankyou's are in order to some and all VRRRA members. Thanks to Pat & Stan Nicholson for introducing me to all the right people and for helping me to get registered at Loudon N.H. for my first race. Thanks to Ken, Don & Dave Hodge who helped to hold up the tent during a blazing rain storm at Loudon and for answering my thousand and one questions, which I am sure they have gotten their fill of. Thanks to Tom Saunders for making me a stand to lift the rear wheel off the ground to prevent me from overtightening my rear brake and melting the cush rubbers on my Commando again. Thanks also to Paul Heinrichs for all his help along with Dave Makin for everything at Mosport, keeping the rain off me while I tore down my timing side to try and stop wet sumping.

Special thanks to Terry Wolfe and George Jonas for repairing my shifter after I crashed at Sansir. While I was gone to the ambulance they took the bike apart and fixed it before I got back, so that I could compete on Sunday. Last, but not least I would like to thank Carol Helmer - my girlfriend, for all the support and courage she displayed during the year. Camping at Loudon isn't what you would call luxurious. If it wasn't for having a good friend and helping hand close by it could have been a tougher first year. Thanks to all. Doug Gardner #259

MEMBERSHIP SECRETARY'S REPORT

There are 129 fully paid up members of the VRRRA for the year 1988. Of this number there are 27 new members many of whom are fast becoming full season competitors on the track. This has been an active year in the VRRRA with a successful season and Festival weekend. I would like to wish the same success to everyone in the 1989 season.

Manzi Warwick.
