

AGP 85th Anniversary

Featuring events for period 1, 2 and 3 motorcycles and sidecars.

Goulburn, New South Wales second biggest city, the centre of the richest wool growing area in the world, a city that was bigger than Newcastle, bigger than Wollongong and with a strong motor sport history was to host a day of high speed motor sport racing.

The date was 15th January 1927. Races were to be held for draught horses, motorcycles and racing cars.

The venue, Goulburn Showground, had a dusty one mile track with running rails on both sides for race horses, the danger and the speeds possible on such a track was a magnet for spectators and competitors alike.

The feature event was the Australian Grand Prix for unlimited racing cars, the fastest racing cars in Australia!

Short in distance but rich in prize money the Grand Prix received entries from the professional drivers of the time.

Household names and sporting heroes like Hope Bartlett, Peter White and Don Harkness who had competed in all types of competition had no hesitation bringing their cars to Goulburn to race.

Although car road racing was banned in Australia, racing on closed tracks was common in the capital cities and now it was to be show cased in Goulburn.

To commemorate that momentous day in 1927 the GEAR club is organising the 85th anniversary celebrations of that first Australian Grand Prix on the weekend of the 13th 14th and 15th January 2012 in Goulburn.

Activities begin with a display of historic motorcycles and cars around Belmore Park in the centre of Goulburn on Friday 13th, bands will be playing in the park Rotunda during the day. After sunset, silent movies from the 1920s will be shown on an open air screen in the park.

Goulburn's museums will attract many people on Saturday 14th while owners of road registered vehicles can sight see around the original 1924 Motorcycle Grand Prix course. Competition action will also be starting at Wakefield Park with practice for the Bol d'Or events for racing cars and the Time Trials for motor cycles and sidecars.

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BACK AT BROADFORD

Once again the PCRA were forced to go interstate for the final round of the club championships in 2011, due to the lack of track available in NSW. Those who made the trip again this year enjoyed possibly the best meeting of the year, those that didn't go well.....

Friday was private practice with most competitors taking advantage of the day.

Saturday was cold and overcast with a few rain showers during the day, after scrutineering and the riders briefing were over it was discovered that we did not have enough of the promised track officials (due to the AFL grand finals), before we knew it John Kelsey and myself found ourselves promoted to Grid Marshall and Race Starter. These were roles which we had never performed before but we soon found ourselves with one of the best positions on the track for viewing the racing – highly recommended if the opportunity ever comes up.

The track was a little damp and slippery on Saturday, but surprisingly there were only a couple of crashers, the worst being a Sidecar race accident on *Crash Corner*, resulting in passenger Melissa Foot requiring four stitchers in her right knee. It was great to see she was back trackside on Sunday.

Sunday was just a perfect day, warm and sunny and with more flaggies turning up it took some of the pressure off (as John Kelsey had to return home on Sunday morning). The racing was fast and furious all day with some great battles between Jason Light, Nigel Taylor and Zoltan Petri in the P6 classes. The battle in the Motolites between Jason Dunn and Paul Borg and in the Superlites between Ken Lindsay and Ian Gregory were fast and very entertaining, resulting in Ken Lindsay winning his fifth title. Steve Kairl won most of his races by a country mile (He should be promoted to A grade). Mick Alton, after a year of frustration finally had a full weekend racing his F2 outfit.

The bad luck story of the weekend went to Denis Brown who crashed his Suzuki 500, which caught fire (He did the same thing at Phillip Island a few years ago) after the fuel line split spilling fuel on to the hot exhausts (better get some better fuel lines Denis !).

Our thanks go to Wendy (Ken Lindsay's better half), Marcus DeCaux and the Victorian sidecar guys for cooking the BBQ on Saturday and Sunday evenings and Ray Nelson and his wife for serving the drinks, and a big thank you to Matt Hanna for giving up spending his birthday with his lovely wife Kym, to coming down to do bike recovery for the weekend (He still celebrated with a birthday cake and a bourbon on Saturday night).

See you all again in 2012
Peter MacMillan



The official dinner will be held in Goulburn on Saturday evening with 1976 Australian Grand Prix winner John Goss as the Guest of Honour.

An early start for some on Sunday 15th as the annual motorcycle only swap meeting will begin at 6am at Goulburn showground, the site of the 1927 car Grand Prix.

Racing car competitors will compete in the one hour events at Wakefield Park beginning at 9am.

After 1pm motorcycles, sidecars and racing cars will take part in separate events on the Wakefield Park short circuit and hill climb.

Spectating for all events will be free of charge; there is a \$5 entry fee for the Swap meeting.

Enquiries and information for motorcyclists is available from Rob Rowe 0407242870 or roweauto@ozemail.com.au

Entry forms and information for competitors is available from Laraine Hoy 0408786685 or hoy8@bigpond.com

Note. Entries for the event close 8th December 2011

RECOVERING RECOVERY

A last minute call up saw me heading down to Broadford on Friday afternoon. Negotiations with the good lady Wife were had and a compromise was made. Lucky it was my Birthday weekend and not hers or it could have been bloody.

After many hours on the road with the necessary stops along the way for fuel, food and fluids Broadford loomed in the headlights. Time to get some shut-eye before Saturday's proceedings commenced.

A nervous feeling crept into me as I rolled into Broadford Motorcycle Complex, It was 1 year to the day since "crash corner" took me as one of its victims and the shoulder started to tingle. (not really but it was a good story anyhow.)

My primary job this weekend was to provide recovery duties for stricken vehicles. This gave me the opportunity to do some laps around the track on 4 wheels and stay dry and warm from the unpleasant conditions on Saturday. Surprisingly the day was fairly uneventful with on a few recoveries and only one them being from a crash, which involved 2 sidecars at.... Of course crash corner, no major injuries to bodies, a few stitches to a knee being the worst of it from what I heard. 2 damaged side cars needed all hand on to be removed from the circuit.

Sunday dawned warm and sunny and more great racing was had with only a few more recoveries need, 2 from talent miss-haps but no medical intervention required. As the day proceeded the grids slowly decrease due to mechanical issues.

I thought that with the close of racing on Sunday my recovery duties where finished, but I was wrong.

On the long haul home to Sydney and less than an hour after leaving Broadford Rick Kwok had a blow out on one of his trailer tires. So some quick work had the wheel off the trailer and in the back of the Ute and we headed into Benalla for some new rubber. Then back down the road refitted the wheel (luckily car and bike where still there) and the rest of the trip was uneventful and very boring.

The plan for me is to be battling with you all on track again next February at Wakefield. The shoulder is good and strong (95%) and I think capable of racing again, hopefully the mojo will still be there.

Regards,
Matt Hanna.



RIP Marco Simoncelli

Flaggies Chronicles



Thanks as always to the hardy flaggies who have been making all our meetings possible.

Flaggies for the Broadford round where gratefully supplied by our Victorian cousins.

A big thanks to these guys without their precious time this event would not have happened.

This Month's Committee profile: Peter MacMillan (aka Grump)

Committee position: **Treasurer**

Age: 62

Years riding: 50+++

Years racing: 30+

Bikes:

- RACE:** Suzuki T250, Suzuki RM 250 (special), MV Agusta 350; Yamaha TD3, TZ 350, TZ 750, Kawasaki 125, Rotax 125, Honda 125, Yamaha TA 125 (water cooled), Yamaha LC 250.

Dream Bike: MV Agusta 750 S (first model)

After racing for a few years, travelled to Europe for a working holiday in 1974, with my girl friend (now my wife), we ended up travelling around Europe for two years. First bike in Europe Triumph 650, sold that and bought a BMW 500 (Both were great bikes) did the IOM TT (1974) and a few GP's in that time (spectator). After returning to Aust, started a business, got married, bought a house and got back into racing with the Northern Districts MCC.

Was forced into retirement in 2003 suffering the effects of an accident of 1999 (NOT bike related) and now have no time to do anything other than work for the PCRA!!!!

Favourite Race Tracks: Amaroo Park, Lakeside, Surfers Paradise Raceway and Sandown

Current Bike: Kawasaki GPZ900R
BMW R51/3 (waiting to be restored)

Current Race Bikes: None (building a couple)

Racing Achievements: Club Championships;

- 1979 1st 250, 3rd 125
- 1980 2nd 125
- 3rd 125 Queensland Road Race championships
- 1981 3rd 250
- 1982 2nd 125
- 1983 Retired from racing.
- 2010 5th Superlite One Hour race, riding with Jeff Clissord on his Honda 125, after losing two laps in a start line crash (thanks Ian).



Round 4 Broadford 1st - 2nd October

Club Merchandise

The PCRA has some Club Merchandise available for sale.

- Caps \$15
- Black T's \$15
(Stay on track with the PCRA)
- Polo Shirts \$25
(Black or red)
- Fleeecies \$35
(Great for the Wakefield weather)
- Stubby Holders \$5

These are available at all Race meetings- just see any of the committee or call Peter MacMillan on 0419 489 911 or e-mail: treasurer@pcra.com.au



F1 MODERN SIDECARS

1	14 C.PYM/M.JOHNSTON	SUZUKI 1000
2	69 J.FOOT/M.FOOT	SUZUKI 1000

F2 MODERN SIDECARS

1	38 J.CLANCY/C.CLANCY	LCR 600
2	54 M.ALTON/M.PATTERSON	SHELLBOURNE HONDA
3	64 S.REYNOLDS/H.BLACKWELL	ROAD RACE TIMERS

POST CLASSIC SIDECARS

1	29 T.GAY/G.BUTLER	HONDA 836
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FORGOTTEN ERA 125cc

1	74 RON CARRICK (QLD)	YAMAHA 125
2	94 JOHN OLIP (NSW)	SUZUKI 100
3	96 ANTHONY BILSTON (NSW)	SUZUKI 125

FORGOTTEN ERA 250cc

1	65 GRANT BOXHALL (TAS)	YAMAHA 250
2	27 LECH BUDNIAK (NSW)	YAMAHA 250
3	42 ALAN JOHNSTON (NSW)	CAMDEN HAVEN M/CYCLES

POST CLASSIC 250cc

1	24 MICHAEL MURRAY (NSW)	YAMAHA 250
2	84 TERRY FENTON (NSW)	HONDA 150
3	28 RAY NELSON (NSW)	SUZUKI 250

P6 NEW ERA 751-1300cc

1	38 JASON LIGHT (NSW)	HONDA 750
2	25 ZOLTAN PETRI (NSW)	RETRO RACING
3	85 NIGEL TAYLOR (NSW)	MOTOTECH AUSTRALIA

PRE MODERN F1

1	1 PAUL GRANT-MITCHELL (NSW)	KAWASAKI 750
2	75 GRAHAM CAMPBELL (NSW)	KAWASAKI 750
3	37 STUART LOMAX (NSW)	YAMAHA 750

PRE MODERN F2

1	46 RICK KWOK (NSW)	YAMAHA 250
2	40 GRAHAM PERCY (NSW)	YAMAHA 600
3	67 LACHLAN MEIJA (NSW)	KAWASAKI 400

COMMUTORLITES

1	74 RON CARRICK (QLD)	HONDA 125
2	61 ROBERT YOUNG (NSW)	HONDA 125
3	12 RYAN YOUNG (NSW)	HONDA 125

MOTOLITES

1	6 JASON DUNN (NSW)	HONDA 85
2	93 PAUL BORG (NSW)	HONDA 85
3	94 JOHN OLIP (NSW)	MORIWAKI 85

SUPERLITES -PRO

1	2 KEN LINDSAY (NSW)	HAWKESBURY HONDA
2	69 IAN GREGORY (NSW)	HONDA 150
3	65 TIMOTHY SMITH (NSW)	HONDA 150

SUPERLITES -AMATEUR

1	76 ADAM MULDOON (NSW)	HONDA 150
2	38 WALTER MURPHY (NSW)	HONDA 150
3	62 JIM MURPHY (NSW)	HONDA 150

FORGOTTEN ERA 350cc

1	65 GRANT BOXHALL (TAS)	YAMAHA 350
2	27 LECH BUDNIAK (NSW)	YAMAHA 350
3	21 HOWARD WOOD (NSW)	YAMAHA 250

FORGOTTEN ERA 500cc

1	60 FRED CORSCADDEN (NSW)	YAMAHA 400
2	69 NOEL HEENAN (NSW)	SUZUKI 500
3	52 DENIS BROWN (VIC)	SUZUKI 500

NEW ERA up to 125cc

1	79 Stephen Kairl (NSW)	Honda RS 125
2	93 PAUL BORG (NSW)	HONDA RS 125
3	2 KEN LINDSAY (NSW)	HAWKESBURY HONDA

NEW ERA 132cc-250cc

1	42 ALAN JOHNSTON (NSW)	CAMDEN HAVEN M/CYCLES
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POST CLASSIC 350cc

1	74 JOHN SIMMS (NSW)	YAMAHA 350
2	31 DAVID KIRKWOOD (NSW)	HONDA 350

POST CLASSIC 500cc

1	46 ALLAN MURRAY (NSW)	ROAD RACE TIMERS
2	34 DAVID GRLEC (NSW)	SUZUKI 500
3	69 NOEL HEENAN (NSW)	SUZUKI 500

NEW ERA 251-500cc 4 STROKES

1	67 LACHLAN MEIJA (NSW)	YAMAHA 400
2	65 TIMOTHY SMITH (NSW)	SUZUKI 400

PRE MODERN F3

1	36 LEE ALLEN (VIC)	HONDA 400
2	11 MICHAEL MCLEAN (NSW)	WRP BRIDGESTONE
3	2 KEN LINDSAY (NSW)	HAWKESBURY HONDA

NEW ERA 250cc PRODUCTION BIKES

1	12 RYAN YOUNG (NSW)	HONDA 250
2	61 ROBERT YOUNG (NSW)	HONDA 250

FORGOTTEN ERA UNLIMITED

1	70 ROGER QUINLAN (NSW)	KAWASAKI 1120
2	23 BLAIR BRIGGS (NSW)	LAVERDA 1000
3	12 RICHARD EASTON (NSW)	SUZUKI 1170

FORGOTTEN ERA 750cc

1	79 STEPHEN KAIRL (NSW)	YAMAHA 400
2	89 ROBERT SLAYTOR (VIC)	DUCATI 691

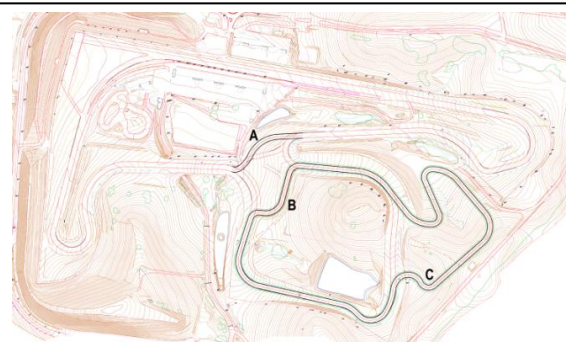
NEW ERA P6 F750cc

1	38 JASON LIGHT (NSW)	HONDA 750
2	54 ROBERT COLE (NSW)	PULFORD AIR & GAS
3	25 ZOLTAN PETRI (NSW)	RETRO RACING

POST CLASSIC UNLIMITED

1	76 ADAM MULDOON (NSW)	HONDA 900
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Construction of the track extension at Eastern Creek is well on the way, everything is going to plan and should be ready for the 2012 racing season.



FLAGGIES

& VOLUNTEERS

WANTED

Want to get close to the action, but not take the risks?

Why not give being a flaggie a go! You will have the best seat in the house, so close to the action you can smell it.

Already involved! Got a mate that's always hassling you but never steps up? Ask them if they want to come along and be part of the action.

All interest is welcome just contact us at:

enquiries@postclassicracing.com.au



Grump's editorial work

Note from the editor:

We will be looking to put together an end of year OAS Bumper news letter. So dust off the typewriter and put your year/ experience into words and we will put it in print. Also please send us any photo's that you think will add to your article as well as general photo's.

We hope to get this out after the presentation night and before Christmas.

Regards,
The editor.



Matt Hanna's friends from 2010

SIDE CAR SHENANIGANS

Broadford – a sidecar perspective

Saturday at Broadford greeted us with that typical damp cold weather, outside of the garages it didn't get above 6 degrees! After a stop at Glenrowan so Patto see if he could glean any ideas!, we where joined by Chris Pym with Matt Johnston, Simon Reynolds with Harley Blackwell, Stephen and Joey Nichols, Terry Gay with Greg Butler on their very quick P5 Honda 4, from NSW. Our adversaries were the Victorian bushrangersRon Marten with Gavin Smith, Justin and Mel Foot and John and Chrissie Clancy.

Scrutineering was interesting with Peter MacMillan learning that (according to Kevin Hartup) it's the prerogative of the rider to cheat and it's up to the officials to find it!!!!!! Seriously I would like congratulate all the riders on the quality of presentation of their invites. And throughout the meeting, Patto continued to received his well earned and deserved bagging from Bob Johnston. The outfits where first out, sliding around on slicks as it never got wet enough to use wets. Practice and qualifying went well, especially as the bike didn't stop! We have been chasing an electrical gremlin for nearly 12 months, and to say we were losing patience is an understatement.

We qualified 4th for the 1st race. Chris Pym got a blinder off the line from the 3rd row, but ended up with nowhere to go at turn 1 as the door closed. Off the track on the inside, luckily he didn't flip it. The race was won by Ron Marten followed by the Clancy's, and myself and Patto. The Foots finished but with a broken front shock mount, so out came the welder.

Race two was marred again by an incident on the first lap; the Foot's at Crash Corner (or as MA Vic now call it Heartbreak Corner) where they spun. This left Ron with nowhere to go and he hit them at the rear wheel. The impact was that hard, it tore the swing arm out! Mel was slightly hurt, needing a couple of stiches for a cut knee. She was seen later having a few pain killers late into the evening.

Sunday was cool but DRY, and my bike still hadn't stopped. Warm up went well and all classes got a couple of extra laps over the 3 that was in the sup regs.

Race 3 was a good battle with John and Chris getting pass Chris Pym and Matty about mid race. I tried to follow through but Chris shut the door. On the last lap at School House corner I got up the inside of him and then it was a drag race to the finish with Chris's GSXR1000 just not quite catching my little CBR600 by only 0.02 seconds! Chris maintains the result was because of where I had my transponder fitted!

Race 4 was the pick of the weekend with the Clancy's and us having a race long battle. I can't remember how many times we ran side by side and swapped the lead! All the time we gave each other race room and while not leaving the door wide open, we didn't block it either. On the last lap John tried to go up the inside at School House, I stayed on the outside, again side by side as we accelerated to the left hander. John got the better drive but went in about 5 k's too fast and left a small gap, so it was two wide through the left hander! I was trying to keep it tight and not push them off the track as Chrissie was leaning on my fairing. I think I won by 0.002 seconds. Neither of us cared who won, we could have dicing for last place it was that great a race!

At the same time Simon and the Nichol's where also having a similar race long dual for the minor places. The only bad point was Chris Pym didn't start as he was out for the weekend with a bent rose joint on the sidecar wheel.

Race 5 John Clancy managed to get the jump on me. I couldn't make up the distance and finished 2nd.

I started the weekend just wanting to finish the meeting without the bike stopping. We succeeded in this and had fantastic time as well. Patto has just SMS'd me to say he didn't even have any bruises, well I guess I will have to try harder!

Thanks to all who helped put the weekend on, and if you didn't get down you missed one hell of meeting! From the few Solo races I saw they too had some great dices. I'd also like to say thanks to all the people that have offered us encouragement in resolving my long-running engine issue.

Roll on the Southern Classic.

Mick Alton Sidecar 54

JOTTINGS from the RACE ADMINISTRATOR

Protests

Every rider will have a copy of MOM'S or to the uneducated Manual of Motorcycle Sport. This manual is not just a door stop you are required to read and understand the rules that govern our sport.



Logbooks

The 2011 amnesty for P6 Logbooks has finished. So all P6 bikes will need a log book for the 2012 racing season.



NO MUFFLER NO RIDE