

# On Any Sunday

The Newsletter of the **Post Classic Racing Association** of NSW



## this issue

Race Dates 2016	P.1
From the President	P.1
The Island Classic	P.2
New Track Updates	P.3
PCRA News	P.4
Presentation Night	P.5-7
Scrutineering	P.8-9
2016 BSFs	P.10
Club Profile	P.11

## RACE DATES 2016

Round 1: Saturday May 14<sup>th</sup> 2016  
South Circuit - SMSP

Round 2: Saturday June 18<sup>th</sup> 2016  
GP Circuit – SMSP

Round 3: Saturday July 9<sup>th</sup> 2016  
North Circuit – SMSP

NSW Titles July 2016 Date &  
Circuit to be confirmed

Round 4: Saturday 27<sup>th</sup> August 2016  
Wakefield Park

1 Hour: Sunday 28<sup>th</sup> August 2016  
Wakefield Park

Round 5: Saturday 24<sup>th</sup> September  
GP Circuit – SMSP

Round 2 Trans Tasman Challenge  
Date & Venue to be confirmed

Aust. Historic Championships:  
17<sup>th</sup> – 20<sup>th</sup> November 2016  
Symmons Plains. TASMANIA

## From the President

Earlier this year PCRA President, Rick Kwok made the move north to Queensland and consequently resigned from the office. As Vice President, this left me in the hot seat. The executive committee has since met, and as per model rules I have been elected to the position of President. This has left a casual vacancy of Vice President. I am sure the committee will address this in the near future. I would like to thank Rick for his time as President & other positions served on the committee and wish him well.

I have been a member of this great club since 1988 when I first started road racing on a little Honda Bucket Racer. I have since raced various Historic machines & plan to continue to long into the future. I have held various different positions on the PCRA committee and MNSW Historic Sports Committee and hopefully this will assist me in the role of President. Some people have congratulated me, and say it's about time. I'm not so sure about that. However one thing is for sure I regard this club as one of the best in the country but hope to work towards making it even better. I believe a club is only as good as its committee and members and with your help and input from we can grow and remain strong.

I would like to think any of you can talk with me about any issues you may have.

This year, 2016, is the 30<sup>th</sup> Anniversary of the PCRA. I would like to see the club celebrate this. Beware... I have some ideas! We owe many thanks to Martin Dalitz and Tim Sanford, the founding fathers of the PCRA. The year has started at a cracking pace with the Presentation night in January (some say the best yet) and the hugely successful 2016 Barry Sheene Festival of Speed.

Our next race meeting is Round One of the PCRA Club Championship on May the 14<sup>th</sup>. This (to some) is a significant date. On May 14<sup>th</sup> 1988, The PCRA, in conjunction with Eastern Suburbs Motorcycle Club, held the first ever Bucket Race at Oran Park North. More important I was born on May 14<sup>th</sup> 1961 (same year as Honda's first World Championship). That will make it my 35<sup>th</sup> 21<sup>st</sup> birthday! Therefore I would expect everyone to enter this meeting to celebrate. You will get one of my infamous Jelly Shots at the end of the day to celebrate. I look forward to seeing you all at the track.

Ken Lindsay.

## The Island Classic

### The view from the paddock.

It was two or three years ago since my first ride at Phillip Island, so I was looking forward to taking my P4 250 and P5 350 for their respective events this year.

'The Classic' is not a cheap event to enter, and the accommodation for competitors has grown out of all proportion from my experience a few years before. This year I was lucky to get a 3x3 marquee behind the main pits, which was just too small. Fortunately we were able to expand into the space vacated by a rider who never made it past Thursday practice, so things became a lot more comfortable with the extra space. This paddock real estate is now at a premium, and cover is really important to keep away from the storms and showers we had all weekend. In fact, each pit tent needed a plumber or drainer as the water flowed through everything several times over the weekend.

I was lucky to get one dry practice session, and bloody stupid not to have done the Thursday open practice. With non-progressive grids, if you fanny around in your only dry qualifying session you're stuck with a dodgy grid all weekend. Thank god our beautiful PCRA club run progressive grids at all our events – something the classic must introduce in the future.

The Island is a great rider's track, but has a few quirky parts that make one quick lap quite a proposition. I found the main straight really starts somewhere between T11 and T12, having a big impact on where you find top gear, and subsequent top speed. Speeds in the P4 class on similar machinery e.g. all TD3 250's varied by as much as 40kmh, mainly as a result of goolie size, speed through T12, and whether you were lashed by Tasman Sea thunderstorms or hindered by low flying sea gulls or strafed by monstrous Cape Baron geese.

Certainly there were a lot of our members entered, but unfortunately spread all over the paddock, so it was difficult to keep up with how everyone was going. Can we do something about that next year??

Peter Wade had a massive engine failure (easy fix he reckons), left a "D Day" quality smoke screen for a lap and took no further part in the event. A few other mates got a bit enthusiastic and also packed up with dented egos and

bruised arses. Steve Kairl was doing pretty well until a grid stall put paid to his trophy hunting in the 750 class, but finished third on his nice TZ350. John Simms on the other hand proved what we all know, is that if you ride fast, stay upright, and finish four events – you could get a trophy – 3<sup>rd</sup> place in P4 250 was a damn good effort. "There's plenty of fuel left" Lech Budniak had trouble with either the bike or his head and couldn't match his results from last year, and was disappointed, as was I, but there's always next year.

Simon Oliver had a few tiny problems with that beautiful little Waddon 125 of his, like the radiator falling into the front wheel – just little things. But he did pick up a third place overall. Glenn Hindle of course is a picture of consistency and seems to take wining very seriously. His result in the 350 P5 class showing through against some very young and fast riders. Thus proving that this level of the sport is just as competitive as the more modern bike classes. Glen finished second over the weekend with Stave Kairl just behind on points.

The "BIG" events of the weekend, the various national challenges, whilst exciting, have been well covered in other media, so don't need to be mentioned here. Of course, other than that brilliant team from Ireland, who upheld their national spirit, insisted on having a lot of fun and clearly were there to enjoy themselves. They were a lot happier and friendlier than the English who were deadly serious about winning the team event again – not much humour there though. The Irish will bring a lot more supporters' T shirts next year, as they sold out on the first day, happily chatting to anyone and everyone. One Irish sounding ring-in though, in the shape of our own Pat Griffin, was seen to have slipped into their garage and rode for them. He's allowed back now they have gone home.

Big bike blow ups continue to hinder the program timing, as we have found at our own meetings. An oil line around about 1/3<sup>rd</sup> of the track, in the rain is not an inspiring prospect. Large grid sizes and high entry numbers is good for their bottom line, but maybe a rider needs to have completed just one other event in the previous year, before getting a start at the Island Classic. I'm sure this event is one of the most profitable run at that circuit, but three lap races are just too short.

Greg Roberts



## Photo Memories of the Island Classic 2016



**Top:** The Best Mechanics at the Island 2016

**Right:** Graham Kairl doing what he does so well.

**Left:** Steve Nestdale with the Roberts entries

**Below:** Brian McGrath



## Track Updates

### Major new tracks in the pipeline at Bathurst and Nowra.

Bathurst Council has received \$5m from the NSW Government to begin development of a site on the north side of Conrod specifically for bikes. They are already talking to Dorna about the GP and WSBK, and would be very happy to host PCRA meetings in a few years if they get final approvals and finances.

Meanwhile Nowra looks like having a road race circuit if final approvals go ahead for an MNSW-run track near the dirt track on the Braidwood Rd. A grant of \$9m has been matched by MNSW to fund the first stage, which would include a race-related industry zone. The track has not yet been laid out and is still opposed by some local groups, but would be about the same size as Wakefield, and would cater for cars as well.

Further south, Wagga Wagga is looking at a proposed track and Motor Sports Australia has a 1.6km training track south of Wodonga.



## PCRA News

### The times they are a-changing!

#### New website and race entries

Here are 4 ways to drive a race secretary crazy!

- Put in an entry but don't say what races, classes or bike(s) you are riding, or enter in the wrong class or cross-entry. Or fail to put in all the needed details.
- Put in an entry but don't pay for it.
- Pay the wrong amount or only part pay with no explanation.
- Pay by direct debit but fail to add the note that tells who the payment is from or what for.

Any of these create a lot of extra work for the race secretary to chase down who is entering what and if it has been correctly paid for.

#### **Fixed!**

The committee is currently investigating updating the PCRA website to make it more up to date and user friendly.

Also we are looking to incorporate online race entry and broadening the membership registration to include personal bike registry. This will make entries really easy, minimise errors and confusion when entering events, and assist in streamlining the process for the Race Secretary when preparing race events, And it will reduce the need for any reconciliations between race entries and the accounts.

The model will be that you register yourself and your bike(s) and class(es) with your membership and other details. For each race meeting you won't have to fill in the same forms again, just call up your details, make your entry and pay your fees in one hit. The system will send your entry to the Race Secretary including notice of payment (reducing their need to reconcile or chase entry fees!). SO it will be much more like an online purchase.

We are hoping to have this all in place over the next 3-4 months, so it won't be in time for the first or perhaps second meeting, but... watch this space. A new website is the first stage.

## Position Vacant-Race Monitor 2016

**Duties:** attend each race day. Using supplied pro-formas, document critical data about the race day from gate opening to last race: timing, incidents and causes, race management issues, yellow and red flags... anything affecting race days. Provide brief summary report for following committee meetings.

Data sheets and training provided.

Needs to be a very reliable non-racing person who is versed in road racing issues, self-starter, inquiring mind with attached sense of humour. Able to attend each race day over the 2016 PCRA race calendar

<http://www.postclassicracing.com.au/pages/racecalendar.aspx>

**Rewards:** volunteer position, earning respect and gratitude of PCRA members whose race days this data will be used to improve!! Free lunch!

You or someone you know?? Talk to David Morrissey 0414716450 ASAP

# Presentation Night 2015

**Date:** 16<sup>th</sup> January 2016

**Venue:** Alpha Hotel, Eastern Creek

**MC:** Ken Lindsay



The night proceeded with the usual warnings about bad taste (yes), offensive behaviour (maybe) and taking offence (no), especially given the dress theme was 'Outlaw Biekie Gangs', as the accompanying photos show. No we don't look like this all the time!

We had a hundred prize winners across all classes and grades. Too many to list here, we have arranged for these to be put on the PCRA website

Non-competition awards for service and as encouragement

Here we give tribute to members and supporters who made the season worthwhile, even feasible!

## 2015 Erv Kanemoto Award

Erv Kanemoto has been one of the great Grand Prix Team managers & helped the likes of Freddie Spencer & Eddie Lawson to World Championships & along the way has worked with Mick Doohan, Wayne Gardner, Max Biaggi & Nicky Hayden, just to name a few. This trophy is awarded to a person who has helped out a competitor or a number of competitors with their racing & machine preparation & supported them throughout the year.

**The Winner: Brad Woodhouse**, B & C Motorcycles, Main Rd, Boolaroo, NSW.

## The 2015 Dave Cullen Memorial Trophy

Dave was a bloke that raced Period 4 & 5 125 & 250cc machines. His family made great contributions to the club that included being instrumental in the supply of the first club trailer. This trophy was donated by his father "Jeff" and is awarded to a selected Historic C or D Grade competitor, which was previously Division 2 from the 125cc or 250cc Period 4 or 5 categories

**Winner: Chris Streeter**

## The 2015 Ian 'Whiskers' MacDonald Memorial Trophy

**Winner: Richard Chopping**

## The 2015 Tony Angus Memorial BRA

**Winner: Jessica Dykes**

## The 2015 Terry Dwyer Memorial Encouragement Award BRA

**Winner: Kurt Wagus**

## The 2015 Lynton Keck Memorial Trophy

Awarded to a selected Competitor from the Period 6 250cc or Pre Modern categories.

**Winner: Lech Budniak**



And the REALLY INFORMAL AWARDS (*Judges will not enter into any dispute!*)

### The 2015 Muffler Man of the Year

This award usually goes to somebody who has a really loud bike or somebody whose muffler or exhaust has fallen off causing some sort of incident on the track. This particular person turns up at Wakefield Park complete with new hydro-formed stainless mufflers that looked so good until after race one, limped home with a broken support bracket & muffler hanging loose off the header pipe. Apparently not a problem for "Muffler Man"! A Ball Payne hammer, some tie wire & side cutters was all it took to get back on the track..... unfortunately not looking as good, but running!

**Winner: Dave Campbell**

### The 2015 Engine Wrecker of the Year BRA

**Winner: Dave Quinn (sorry Dave!)**

### The 2015 Most Out of Control Rider

**Nominations:** We have the usual nomination of Ken Lawrence even though he hasn't raced this year. However apparently we have apprentice who is almost his equal in the out of control stakes. And the winner is our Mr 555 Nick Miller

**Winner: Nick Miller**

### The 2015 Superman Award

This award usually goes to someone who has won lots of races & / or more than one championship during the year or some other outstanding accomplishment.

**Nominations include:**

**Chris Jones:** Racing with a broken wrist at the one hour which he only broke the day.

**Harley Borkowski:** Won Period 6 500cc & 750cc Club Championships, plus won 3 one hour races. Superlite, Pre Modern F3 & Period 6 750 – 1300cc

**Lech Budniak:** Won the Period 5 250cc & Period 6 250cc GP Club Championship & finished 3<sup>rd</sup> in the Period 6 500cc Club Championship as well as winning the Pre Modern Formula 250GP One Hour.

**Rob Nelson:** Won both Period 5 350cc & 500cc Club Championships & finished 3<sup>rd</sup> in the Pre Modern Formula 1 Championship as well as winning Period 5 One Hour.

With the absence of Harley Borkowski at the Preso night (mandatory for this prize), that basically eliminates him. So in a very close decision the winner is:

**Winner: Rob Nelson**

### The 2015 Crasher of the Year Award

This Joker crashed twice in race 5 at Wakefield Park on the 29<sup>th</sup> of August. Came back the next day unbeknown to most people, with a broken wrist for the one hour and managed to win. I don't know if this is the correct trophy for this courageous effort but he's getting it anyway.

**Winner: Chris Jones**

### The 2015 Mechanic of the Year Award

This is an award for someone who has really made a cock up of some form of mechanical work or engineered their bike to a standstill.

This contestant in the quest for lightening his machine has taken certain essential components off ... and then wondered why it rode like shit!

**Winner: Nick Miller**

## The 2015 Blue Visor Award

What do you get when a yellow flag is held out & you look at it through a blue visor...? The flag looks green.

**Nominations: Half the Commuterlite field**

**Winner: Nominations from the Floor**

**AND last but never least...**

## 2015 Leo Wanker Memorial Award

The Leo Wanker memorial award would be the most feared trophy in all of motorcycle racing. Award winner sometimes go on to greater things!

Being over enthusiastic is sometimes the downfall of your average racer; however for some reasons unbeknown to mankind, it is more often the case with Bucket racers! In fact it is the case with both of our 2015 nominations.

1. **Marty McGauley:** With a new season about to start, Marty was full of enthusiasm; he was all ready for Round 1 at Sydney Motorsport Park. Race 1, the bike started & warmed up to perfection, time to go out, the tyre warmers removed, bike off the stand, Marty mounts his machine. However as he attempts to ride out of his pit garage, he clicks it into gear & started to go & simply fell over landing in a heap. He claims his foot just got stuck on the footrest. Sure thing Marty!
2. **Frank Loveridge:** Frankie was also ready for the same race, Bike warmed up, Helmet on, bike off the stand & rode out of the garage & down pit lane with the excitement of Marcus's first time at a brothel. However approaching pit exit he realising he'd forgotten to put his gloves on, so decided to turn around, ride all the way back up pit lane to garage 4 put the gloves on & head back down pit lane. Now he knew he was doing the wrong thing because his words were "I tried to stay under the awning so no one in the tower would see me. Fortunately no one in the tower did see him, fortunately there was a pick up vehicle on the track which gave him time to get out on the circuit & not miss his race. Unfortunately..... I witnessed the whole incident..... nice try Frankie

**Winner: Marty McGauley**



# Scrutineering 2016

The PCRA had a great round of race meetings in 2015, with hardly any red flags. We managed this because members prepared their bikes well and rode well. Not slowly, not without great competitiveness. Just well!

Yes, racing is racing. Even so, our goal is for a red flag free this coming year.

Red flags cost members' time, pain and money, so we ask all entrants to get with it! We'll be applying the same high standards for the rest of the PCRA year.

## Starting with...

There will be both bike and gear scrutineering on Thursday 17th practice day from 7am and again from 5pm until 8pm, and then again from 7am on Friday morning. Your machine and your gear will be RIGOROUSLY assessed according to the following checklist, after...

- 1) You have registered at the Tower and have your scrutineering card (check are we using these?)
- 2) If your bike has a full fairing, you have the belly pan off so the catch tray, hoses and drain plug is visible. No exceptions, you'll just be asked to go and do it.
- 3) You are in the right signposted line: one for P6 & PM, one for P2-5. Sidecars will be separate. Another line for leathers, boots, gloves, backprotector and helmet. You MUST be wearing you gear to gear scrutineering. No bags! At peak times we will have two tables of gear scrutineers so it will be faster.

**PLEASE** have your machine clean and free of oil, grease, dirt etc. to make the job easier for the scrutineer, and to show you have looked after it. It's well known that clean machines go faster!

The team of scrutineers will check eligibility and compliance with MOMS. We will especially be checking compliance with rules 13.11 and 14.9 about number plates and numbers. Lockwiring is a common issue and will be fully checked.

And:

- No play in wheel bearings
- Tyre tread, or slick holes, at correct depth
- No cracks in tyre sidewalls
- No loose or broken spokes on wire wheels
- Metal valve caps with seal fitted
- Fork seals not leaking
- Wired/taped fork drains
- Handlebars secured
- Steering lock stops to be fitted - not use damper to limit lock
- Handle bar ends to be securely plugged - no coins or washers!
- No play in fork bushes or steering head bearings
- Brake, clutch levers secured - ball ends in place
- Master cylinder caps secured
- Water only in radiator
- Brake callipers lock wired
- Axle nut pinned / lockwired - if able. Brake stays/torque arm secured
- Kill switch fitted (bar mounted)
- All fluid drains/fill points lock wired, radiator caps removable for inspection but then to be re-secured, oil filter /clamp lock wired
- Drive chains covered, crankcase protection correctly secured where required
- No oil leaks in motor/gearbox/final drive housing





- Front sprocket covered
- Brakes function on both wheels
- Throttle returns satisfactorily
- All breathers, if fitted, to drain into correct size catch bottle/receptacle
- Belly pans removed for scrutineering, catch trays checked for dam and drain holes where applicable
- Oil lines on P1, 2, 3 machines may be worm drive hose clamped. P4,5,6,pre-modern and modern must have swaged fittings
- Exhaust/silencer secured with correct number of fastenings - as per MOMs
- Footrest secured - no sharp edges
- Swing arm bushes/linkages no play evident
- Shock absorber no leakage - secure
- Torque arms secured - pinned/lock wired
- Rear callipers lock wired on log booked historic machines
- Shark fins to protect rear sprocket
- Fairing/number plate secured and the correct size, correct font, correct size numbers as per MOMs (Note historic log booked machine: font is free but must be legible. See colours of period plates 14.9.2)
- A general check over the machine for any defects including loose nuts & bolts, broken fittings etc. WE check for compliance .YOU check for safety!
- Any bikes that crash will also have to be re-checked before resuming racing.

#### A note on lock wiring.

Every meeting we see some great lock wiring and some poor lock wiring. We published a guide at <http://www.pcra.com.au/files/docs/OAS-Newsletter-1-of-2015.pdf> Note that R clips are often not secured and, if used, must themselves be lock wired / cable tied. Wiring should be coiled tight, and be stretched so the bolt / nut cannot turn. Any questions ask someone rather than have to fix it on the day.



# 2016 QBE BSFoS

## The mighty QBE Barry Sheene Festival of Speed 2016.

### Where do you start?

More racing legends! More riders! More spectators!  
More days! More contact! More stalls! More races!  
More of everything that really counts!

If more is the same thing as better, the 2016 BSFoS has been the best ever!

Many thanks to all those members, officials, supporters, marshals, sponsors, entrants... who made the meeting what it was; the BEST International Classic/Post Classic event in Australia; the best ever BSFoS and a great time for all.

Race results can be found on Natsoft. Photos and videos are available on the BSFoS website and facebook, and on the PCRA Racers Facebook, and on You Tube, on Google Images, on Throttle Roll. We won't reproduce them here... you can find them easily.

In short, the BSFoS is now everywhere and will never look back.

### So what made it work so well?

The PCRA Committee and its BSFoS subcommittee are assessing what worked - or was problematic. This review will assist future events. But for now a few reflections on the event.



The Legends line up ready.

(Photo credit Throttle Roll)



Photos credit: Bikereview.com.au

For riders, getting four days on track, with multiple class and feature races meant that, for most Periods there were up to 18 races as well as the practice day sessions. Plus some of these were with the Legends of your past, who you could go talk to in the sheds. And within reason, the admin and security rules were far easier than - reportedly - another event at another track earlier in the year. For spectators, you're in the sheds, in the stalls, in the bar, on the roof, and if you have a bike you're on the track! What more?

For officials and marshals, true it's a challenge. Four days. Two hundred and fifty Bikes and Riders to scrutineer. One day of practice then fifty-four races. Dozens of Marshals to find and organise. Off-track events to organise. The inevitable glitches... are the transponders charged? Has the online entry system put all entries through? Can we get enough Marshals? Who is supervising the practice day? How can we get lunches ready and out to Flag Marshals? How many T shirts to order? Who has ordered the trophies? A thousand issues, a thousand solutions. More than a year in the making.

The PCRA can be proud that we have people who can make this happen so well.



Photo credit - Pete Cagnacci

## Profile-Matt Hanna

**Name: Matt Hanna**

**Role with PCRA: Secretary**

What bike and class are you racing?	1995 Kawasaki ZX6R Pre Modern F2
How long have you been racing, what bikes and classes, or other clubs?	I started riding in 2000 and started racing in 2009 with PCRA and have done a some racing with the St George MCC
What's your favourite bike?	MV Augusta Brutale Dragster RR
What have been the highlights of your racing so far?	Racing with a great bunch of people in the PCRA, good hard racing on the track and lots of sledging in the garages after the race.
Any downsides?	Breaking my left shoulder socket, shoulder blade, collar bone & 2 ribs in 2010 in the morning warm-up of the last round down in Bradford when I was hoping to get enough points to move from 2 <sup>nd</sup> to 3 <sup>rd</sup> in the club championship
What do you do in your role with PCRA/ Committee work?	I handle all general enquiries that come into the club from either interested parties or club members, take meeting minutes and book committee meetings
What do you think members need to know /do to help make this role work well?	Good general knowledge of who is who on the committee, post classic racing and classes, be able to direct enquiries to the correct people if you don't know the answer.
What's your message for members?	Enjoy the racing, we are here to have fun, respect each other. Give back to the club, there is always lots to do and if a few more people gave even 30-60 minutes of time at race meetings this would help a lot. Come and have a chat with me or any committee member and let us know what you can do or how much time you can spare ☺

