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## RACE DATES 2016

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 by MNSW

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  
21<sup>st</sup> – 23<sup>rd</sup> October 2016  
Hampton Downs. NZ

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

## Round 1 - 14<sup>th</sup> May - South Circuit SMSP

South Circuit. Love it or hate it.

Buckets love its tight and twisty excitement. Some big bikes don't like its lack of straights or sweeping curves. And the sidecars find it very hard work! Few spots for passing. The start is up the road and not at the finish. Facilities are basic. The tower has a huge blind spot with the hole up the back... from which some bikes fail to emerge! Either way it's all brakes and gears. Ok so it's half a track, but frankly, with the shortage of road race tracks, it's what we could get to fill the season!

So the first round of the 2016 saw the marquees blossom and the multitude of generators crank up in the carpark as the day dawned clear if cool. Scrutineering was fast for machines, but slower for gear. (See ad this issue for more gear scrutineers). No major issues - still some lock wire problems and a few chain or other changes needed, but otherwise the fleet is looking pretty good. "Keep it up" says Chief Scrutineer Marcus De Caux. "as good bikes that pass tight scrutineering set the tone for a well-run race day for both officials and competitors."

As expected, the racing was tight and in mixed class races favoured the smaller bikes, even allowing we were running 6 laps. A few run-offs and low-sides but none requiring serious medical. Then in Race 16 just before 3pm Ken Morgan (Kawasaki ZXR 400 racing in PM F2) copped a tank-slapping high-side half way through the Big Hole and was left sound asleep next to his bike mid-track. Happily it was not as bad as it looked and his trip to hospital only needed observation. Phew! Glad you're OK Ken!

But every red flag takes time while the ambulance gets sorted and we lost a bit here. Later races went back to 4 laps and we gained an extension of time to finish in the near dark a bit after 5 pm.

Detailed timing and results are at <http://racing.natsoft.com.au/results/#2> and for the provisional points score to date [click here](#).

# PCRA HAPPENINGS

## New website update

Work continues under the able supervision of Lech Budniak to create a new improved PCRA website. It will include provision for online entry and a link to a new PCRA Facebook Page. The club will use Facebook as a messaging system as so many of our members are now accessible on their smartphones. Members who do not have or wish to use electronic access will be catered for, but we will be seeing a gradual shift from paper to electronic communications, entries and payments.

## 'Unofficial' PCRA facebook page now officially unofficial. New official page to be created.

The member-driven 'unofficial PCRA' Facebook page where many creative discussions have been had has now gone totally so. Creator Troy Galvin and Administrator Ross Rider have re-birthed it as an open public group 'Post Classic Racers'. With a wider and more active community of interest it fills a broader need, yet PCRA members can still use it to discuss issues and voice concerns. You'll find it at <https://www.facebook.com/groups/376130109068135/>. The yet to appear new official PCRA Facebook page will be restricted to PCRA members and will focus on PCRA matters. Members will be emailed logon details when it is ready. Together the two sites will enable both open discussion and member-only necessities.

## NZ PCRA looking at PM for NZ Barry Sheene October 2017

NZ PCRA have announced they are looking at changes to NZ rules to allow bikes up to 1995 to compete in a new Pre Modern class at Hampton Downs. Likely it will roughly parallel the NSW PM as it now stands. This would allow Australia and NZ racers to compete in this class for the 2017 Trans-Tasman Challenge. Early days yet.

But for 2016 if you are interested in being a part of the Aussie Team to compete please send an email to Peter MacMillan on [festivalofspeed2015@gmail.com](mailto:festivalofspeed2015@gmail.com) with your details.

## Rod Muir

Members will have noted our regular Clerk of Course Rod Muir - he of the Hawaiian shirts - was replaced at the May meeting by the excellent Craig Johnson.

Unhappily Rod came off second best while riding at Box Hill north of Blacktown - not his fault.

In short: eight days in hospital, shoulder and collar bone broken, rib snapped up high in chest, groin contusions, dislocated knee... but still alive and kicking.

He'll have some months of physio but we hope to see him back with us soon.

Get well Rod.



**Get Well Soon  
Rod**

## Join the Crew: Trackside Positions Vacant

The PCRA runs great meetings. To maintain our standard, even improve it, we need some special people to fill some special roles on race days.

**1 Race-day Monitor** We need someone who is NOT racing but who can be at the track all day and use a set of forms we already have to note down specific items of data: timing of critical events, issues from various perspectives, things that work well or not. And then summarise the results in a brief report to the club committee. Over time, these reports highlight improvements we have made or could make. It's a valuable role for someone who does not need to be an expert, just to be good at noting and recording events, times and some basic data.

**2 Gear Scrutineers** We've been working on reducing the queues for bike inspection, and now need to turn to gear. We want to have two lines to get through this important task faster. To do this we need two people able to check helmets, gloves, suits and boots and sign off each rider.

This role can be carried out by 2 people who are racing that day: your bikes and your own gear inspections will be fast-tracked so you are not disadvantaged in warm-up / qualifying sessions. You'll be shown what's needed, such as recording helmet numbers, and can refer issues to the Chief Scrutineer so you are not in the hot seat over any decisions.

To inquire about either of these roles contact: David Morrissey: 0414716450; [dm666111@gmail.com](mailto:dm666111@gmail.com)

## Poll on Pre Modern Eligibility for PCRA Racing

The Pre Modern period now cuts out at December 1995. As time goes by there is a need to update. This has not happened yet, but there is a move to clarify and confirm eligibility criteria for PCRA. P6 / PM rep Harley Borkowski is managing a members' vote to be held at the June Committee meeting. All PCRA financial members will be eligible to vote, except Harley who will abstain in the interest of objectivity. Any member present may carry two signed proxy votes. Proxy forms will be posted on the PCRA website.

### Background

The **current** rules for PM Eligibility are below.

#### Post Classic Racing Association of NSW

##### RULES FOR PRE MODERN

SEASON COMMENCING MAY 2016

Pre Modern Period 1.1.1990 – 31.12.1995

**All Competitors please note;** If you are attempting to enter a machine, or a component fitted to a machine that is not widely known to be available in the specified period, then you must have documented evidence that the machine, or component was available in the period, or is a visually compatible replica of a machine or component that was available in the period.

**Proof of eligibility;** The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine. The eligibility and dating of machines for these classes shall be considered in terms of major and minor components. The period of a machine will be determined by the date of **the latest major component**. For the purpose of these rules, the “Year of Manufacture” will be defined as the year which;

- A- For a road based machine, the date the machine, or its latest major component was **first** available for sale and delivery to the general public.
- B- For a competition-only machine, the year in which the machine, or its latest major component first appeared in competition.

THE DATING OF REPLICATED MAJOR COMPONENTS WILL BE DEFINED AS THE YEAR OF MANUFACTURE OF THE ORIGINAL COMPONENT BEING REPLICATED.

Major components are;

- A- All engine and transmission external castings
- B- Frames
- C- Swing arms
- D- Brakes
- E- Forks and Fork yokes
- F- Carburettors and throttle bodies

Fairings, streamlining's and cosmetic components must be based on patterns known and used in the period.

Components manufactured outside the period will be eligible if they are **visually compatible** with components from the period.

**No monoblock or radial mounted brake callipers are permitted. No wave or petal brake rotors are permitted.**

Modification to major components is permitted, providing such modifications are **visually compatible** with modifications that were known and used in the period.

Grey Import machines without compliance plates will have eligibility determined by frame number and model year.

**2016 MOMS section 10D- Road Race will apply to all machines within the period.**

Tyre choice and wheel size is open, but wheels must be from the period, or **VISUALLY INDISTINGUISHABLE** from wheels available from the period.

### Classes within Pre Modern

#### **Pre Modern Formula 1;**

- A- 601cc – Unlimited 4 stroke machines
- B- 401cc – Unlimited 2 stroke machines
- C- 251cc – Unlimited GP machines

#### **Pre Modern Formula 2;**

- A- 401cc – 600cc 4 stroke machines
- B- 401cc – 750cc Twin cylinder 4 stroke European Manufactured machines
- C- 401cc – 850cc Twin cylinder 4 stroke Japanese Manufactured machines
- D- 251cc – 400cc 2 stroke machines

#### **Pre Modern 250GP;**

- A- 0 - 250cc 2 stroke GP machines only.

#### **Pre Modern Formula 3;**

- A- 0 – 400cc 4 stroke machines
- B- 0 – 250cc 2 stroke machines (non GP)
- C- 0 – 125 cc 2 stroke GP machines

### Voting on changes

There are no proposals for “new” rules, just an up to the minute clarification of what's eligible. Voting will be on 3 options:

**OPTION #1** No change, the date stays at 31/12/1995, and everything stays the same as it is now.

**OPTION #2** New cut-off date of 30/6/1996, no new models become eligible, but it clarifies the inclusion of Kawasaki ZX7R, Suzuki GSXR 750T, and Yamaha TRX850.

**OPTION #3** New cut-off date of 31/17/1997. With a specific exclusion of the Yamaha R1, but now the YZF1000 Thunder Ace in F1, and GSXR600 IN F2 become eligible. No new models are introduced into F3, unless someone imports and races one of the last model RVG's.

**The meeting will be at Dundas Sport & Recreation Club, 9 Elder Road, Dundas on Wednesday June 15th at 7.30pm.**

## Technical note: Highsides

A **highside** is characterized by sudden and violent rotation of the bike around its long axis. This generally happens when the rear wheel loses traction, skids, and then suddenly regains traction, creating a large torque which flips the rider head first off the side of the motorcycle or over the handlebars.

The initial traction loss may be caused by:

- applying too much throttle when exiting a corner
- locking the rear wheel through excessive braking
- oversteering the bike into the turn by shifting weight to the front wheel and using balance to drift the rear wheel sideways
- exceeding the lateral grip through too much speed (although, this is more likely to result in a **lowside**), or too much lean
- an unexpected change in the surface friction (water, oil, dust, gravel, etc.)
- reducing the friction on the rear tire by scraping the bodywork of the motorcycle on the road surface

Highsides differ from lowsides as follows: during a lowside the rear wheel slips laterally and continuously until the bike falls onto its side (the side that's inside the corner), while during a highside the rear wheel slips laterally only briefly before suddenly regaining traction and flipping the bike onto its other side (the side that's outside the corner, and therefore the higher side of the motorbike). As a result, highsides happen very quickly with little, if any, warning and are very violent.

If the wheels are not aligned in the direction of travel when traction is suddenly restored and the rear tire stops slipping, then a highside is likely, depending on how much the bike is turned across the direction of travel and how fast the bike is traveling when the rear tire stops slipping. If the angle is high enough, the bike is moving fast enough, and the rear tire slips and regains traction suddenly enough, the rider has no chance of preventing a highside.

*The word according to 'Wikipedia'*

### Avoiding highsides

It happens in an instant so if conditions are made for a highside you'll likely get no warning. So it's prevention.

Always roll back the throttle progressively coming out of a corner to avoid losing rear wheel traction. Jamming the throttle for a quick exit, especially if the camber is not good or the bike is leaning hard, or there is a lack of adhesion (oil, water, dust) is more likely to lose rear wheel traction. If you lose it altogether, it's a low side. If it's momentary and you suddenly regain rear traction, it's a highside.

If you're using the rear brake into corners go very lightly. Rear lockup followed by sudden brake release can also cause highsides. If you do start to slide, some people recommend just holding that rear brake on so if you do go it's a lowside, less harmful than a highside. Some choice!

## Barry Sheene Festival of Speed

This year's BSFoS has been a huge success with a doubling of spectators to over 13,000 and record numbers of riders, up to 300. With more Legends than ever and the easy going 'get in the shed and meet the riders' approach, it's been the talk of the circuits. Magazines in the UK have been featuring it, and guests Maria Costello and Steve Parrish have been telling UK riders to gear up.

Work is well underway on the 2017 meeting, scheduled for March 23rd – 26<sup>th</sup> March 2017. It will refine some of the procedures, such as ticketing and gate entry, and perhaps some of the events. It will feature the Italian side of racing history... watch this space for announcements about famous machines and riders!