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## RACE DATES 2016

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

### Note from the Editor:

*Apologies to members: due to a mixture of workload and family matters it was not possible to produce a newsletter after Round 2.*

## ROUNDS 2 & 3



### ROUND 2 SMSP GP TRACK JUNE 18.

June 18 began in light rain. The bike scrutineering queue got a bit long; we had a shortage of scrutineers on deck that day. On the other hand, we had two tables doing gear so that queue was shorter.

Practice/qualifying was worked through, some people opting just to wait it out and start from the back of the grid. The track was getting lighter and by lunchtime the schedule was close to on-time. A few hard choices: tyres, pressures, speeds, braking.

Race one, the Buckets, and it all came to a halt with two prangs almost simultaneously. Two bikes went down at Turn 5. Clerk of Course, Tim Sandford had no hesitation - a red flag immediately and whatever time it takes for the medical team to sort it. Corey Smith's rear wheel stepped out on turn 5. He corrected, the wheel gripped and the bike high sided him. The following rider, Andrew Smith, applied brakes to avoid him, lost the front in the damp and also went down. Unfortunately Andrew broke his collarbone into several pieces and has had an op to put in a permanent plate. He aims to be back racing in 2017. Corey was shaken but is ok.

Just a few seconds later at the next corner, Turn 6, Ron Pulido's boot slipped off his wet foot peg, he had a big wobble, corrected it, but rear-ended Nick Miller and went down. Ron also broke his collarbone, plus disjointed his shoulder, so they had to fix him up in the hospital too. He will be back racing later this season. Nick was ok and back on the bike on the day.

Four riders down was a big load for the Ambos and pickup crew, but they were very professional and balanced speed with care. (Continued Page 2)

# ROUNDS 2 & 3 Cont.

With the restart, slower paces and most were still using wets. Then in Race 6 a high side through the river between Turn 5 and 6 threw Geoff Hall onto the ground and it's another red flag. He's not in such a good way so the ambos take a while to stabilise him. He has broken three bones in his foot, and has had two ops. It'll be a while, but get better quick Geoff.

Again, it could be any of us. Indeed, as the race re-starts, your correspondent is embarrassed to admit he drops it at turn 3 on cold slicks on the sighting lap - didn't even make the start. Very embarrassing!

By now the sun is getting more serious and the rest of the day runs ok. There were a few other runoffs and falls that day, none as serious but all pointing to the common issue. A cold wet track is a trap for one and all, especially a patchy one that's too dry for wets and too wet for slicks.

We were reduced to 4 laps until darkness overtakes the last two races. Clerk Tim reckons we lost a bit over an hour on the day's schedule. Maybe we are too ambitious with 5 laps, especially on a damp winter's day. Maybe we try too hard, sometimes exceed our abilities in the rush of the race. Well, that's racing.

## **ROUND 3 SMSP NORTH CIRCUIT JULY 9**

*Again rain about, but drying fast.*

Watching the weather channels, second-guessing the rain radar: Wets or slicks? The track was cool and patchy, damp but not fully wet... burn up your wets or slip on your slicks? At least it was the North Circuit so less wet corners and damp spots to worry about!

So the Round 3 events began on a drying note, only a few spots later in the day from a storm that just missed us. Thank you St. Vincent Black Lightning, patron saint of weather over race tracks.

Scrutineering was over really early, before 8am, courtesy of a few less entries, an unexpected high number of scrutineers and using 4 lines for scrutineering bikes. Thanks to all. Some eligibility issues and Chief Scrutineer Marcus de Caux says there are two issues that still warrant attention: 1) some bike numbers are still not visible enough from the tower and/or not compliant with MOMS, and 2) some bikes have been entered in wrong classes. The first can lead to not being timed in a race if the transponder system crashes, and the second can lead being ruled ineligible. Both mean loss of points.

***All members should check they are ok on these issues for the next round!***

### **Racing:**

The meeting was off to a good start with the track drying off and warming up. The 'no timing of first two practice / qualifying laps' helped people make the decision not to fang it too early. Getting a good look at the track, feeling the bike move, warming tyres... all good. Racing began with good times for the conditions and no major incidents.

Then the Buckets did it again! Race 14, second for them for the day, and Kurt Wagus' Superlite's front wheel was clipped by a close-passing Commuterlite. He went down and Ian Gregory, on another Superlite behind, could not avoid him and went down too, his GoPro capturing the whole episode. Result: red flag both banged about and off work for 1-2 weeks, and a half hour delay for the meeting. And some heated discussions in the pits! The rest of the day saw a few other runoffs and a short red flag later to clear the track but no major incidents.

Great work in the Tower (thanks all) had the last race passing the finish line just before the 5pm cut off, and without reducing to fewer laps. Then to the shed for the Barbie!

Race day results on Natsoft at <http://racing.natsoft.com.au/results/#4>



## PM Rules Change

Voting at the June meeting was overwhelmingly in favour of 'Option 3' which means that from the 2017 season:

- the new cut-off date for PM will be June 31/7/1997; bikes built up to or unchanged from that date will be eligible
- the one exception will be Yamaha R1 which will NOT be eligible
- a list of eligible bikes will be compiled and published
- any one-off models or components will be considered by the committee.

This change means some iconic models such as the YZF 1000 'Thunder Ace' in F1 or the GSXR 600 in F2 will now become eligible.

## Nowra Track closer

In June the Shoalhaven Council voted to approve the upgrade of the dirt track at Nowra to include a Road Race Track. To be managed by MNSW, the planned track can now go on to more definite development and building plans. Still a few years down the track but getting closer...

## The Mighty 1-hour is back... with bells on!

Sunday August 28 will see the 1-Hour back at Wakefield Park on the back of Round 4 on Saturday 27th. This year one-day licences will be available, so if you have a mate you want to bring into the race it can be done.

### **Also note:**

Wakefield Park is holding a Ride Day on the Friday 27<sup>th</sup> Augfust (\$150) if you would like to get in some practice. Contact Wakefield Park directly for the Ride Day.

## New PCRA fb page

Trials of a new fb page for PCRA members are underway... see the model at <https://www.facebook.com/PCRANSW/>. This page will be visible to all but only one-way, i.e. will contain all announcements, notices etc. A second page will be created which will be visible only to members but will be two-way for in-club discussions.



Go Check it out



# PCRA Provisional Point Score

The Provisional Point score as at the end of Round 3 is summarised below.

Note these points may need adjustment or corrections over time.

Any queries, corrections or issues please email to [secretary@pcra.com.au](mailto:secretary@pcra.com.au).

2016 PCRA Championship Post Classic				
Post Classic 125cc				
Ver 8.0	Rider Details			Points
Position	Number	Name		Total
1	38	WALTER MURPHY	HONDA CB125	150

Post Classic 250cc				
Rider Details				
Position	Number	Name		Points Total
1	41	PETER WADE	SUZUKI 250	187
2	61	CHRIS STREETER	BULTACO 250	141
3	57	GREG ROBERTS	YAMAHA 250	111
4	74	JOHN SIMMS	YAMAHA 250	62

Post Classic 350cc				
Rider Details				
Position	Number	Name		Points Total
1	61	CHRIS STREETER	TSS350	145
2	61	ROLY ORR	YAMAHA TR2	75
3	57	GREG ROBERTS	YAMAHA 250	65
4	51	DAVID CAMPBELL	HONDA 350	40
5	666	BRETT PERRINGTON	KAWASAKI 350	20

Post Classic 500cc				
Rider Details				
Position	Number	Name		Points Total
1	88	DAVID HAGNEY	MATCHLESS G80	101
2	41	PETER WADE	SUZUKI 500	90
3	51	DAVID CAMPBELL	HONDA 350	75
4	64	PAUL MARSH	SUZUKI 500	74
5	61	ROLY ORR	YAMAHA TR2	50

Post Classic 750CC				
Rider Details				
Position	Number	Name		Points Total
1	72	IVAN HOEY	YAMAHA 650	225
2	12	PAUL COUGHLAN	NORTON 750	160
3	110	COLIN WALTHO	YAMAHA 750	149
4	303	ANDRE DEUBEL	MOTOGUZZI 750	118
5	64	PAUL MARSH	SUZUKI 500	33

Post Classic Unlimited				
Rider Details				
Position	Number	Name		Points Total
1	72	IVAN HOEY	YAMAHA 650	225
2	12	PAUL COUGHLAN	NORTON 750	161
3	110	COLIN WALTHO	FCR YAM 750	148

2016 PCRA Championship Forgotten Era				
Forgotten Era 125cc				
Ver 8.0	Rider Details			Points
Position	Number	Name		Total
1	7	SIMON OLIVER	WMN 125	135
2	94	JOHN OLIP	SUZUKI GP125	100
3	12	ZAC PERRINGTON	KAWASAKI KH100	40

Forgotten Era 250cc				
Rider Details				
Position	Number	Name		Points Total
1	27	LECH BUDNIAK	YAMAHA RD250LC	200
2	80	TERRY LISTON	YAMAHA RD250LC	149
3	288	SCOTT WATERS	YAMAHA RD250LC	100
4	65	TIM SMITH	HONDA 150	35
5	666	BRETT PERRINGTON	KAWASAKI KH100	34

Forgotten Era 350cc				
Rider Details				
Position	Number	Name		Points Total
1	11	TERRY LISTON	YAMAHA RD350LC	170
2	5	ROB NELSON	YAMAHA RD350LC	126
3	288	SCOTT WATERS	YAMAHA RD350LC	122
4	83	PETER HINTON	YAMAHA TZ350	100
5	97	STEPHEN WARD	ARMSTRONG 250	40
6	79	STEVE KAIRL	YAMAHA RD350LC	20

Forgotten Era 500cc				
Rider Details				
Position	Number	Name		Points Total
1	5	ROB NELSON	YAMAHA RD350LC	135
2	181	GLENN TISDELL	YAMAHA RD400	87
3	7	IAN MORRISON	LAVERDA 500	85
4	363	DAVID DUNN	YAMAHA PANTAH	75
5	198	BRETT LOCKHART	YAMAHA TT500	72
6	79	STEVE KAIRL	YAMAHA RD350LC	20
7	314	LINDSAY RUSSELL	YAMAHA XT500C	18

Forgotten Era 750cc				
Rider Details				
Position	Number	Name		Points Total
1	3	MITCH MULLIGAN	DUCATI TT2	150
2	198	BRETT LOCKHART	YAMAHA TT500	114
3	363	DAVID DUNN	DUCATI PANTAH	60
4	181	GLENN TISDELL	YAMAHA RD400	34

Forgotten Era Unlimited				
Rider Details				
Position	Number	Name		Points Total
1	26	KARL ZIRN	SUZUKI 1260	201
2	29	PHILLIP GRAYSON	McINTOSH GSX 1100	128
3	3	MITCH MULLIGAN	DUCATI TT2	68
4	717	TIM WOTTON	KAWASAKI 1100	60

2016 PCRA Championship New Era				
New Era / P6 125cc				
Ver 8.0	Rider Details			Points
Position	Number	Name		Total
1	60	JASON DUNN	HONDA RS125	15
2	29	HARRISON WELLS	MORIWAKI 80	6
3	15	DANIEL BUDNIAK	HONDA RS125	6
4	888	JACK ROBINSON	HONDA RS125	4
5	86	ANTHONY MARSDEN	HONDA RS125	2

New Era / P6 250cc Production				
Rider Details				
Position	Number	Name		Points Total
1	39	KEN WATSON	HONDA CBR250	17
2	66	VINCENT BELL	YAMAHA TZ250	15
3	43	KEO WATSON	SUZUKI RGV250	14
4	169	IAN GREGORY	YAMAHA RZ250	10
5	79	STEPHEN KAIRL	SUZUKI RGV250	9
6	49	GREGORY BURT	HONDA CBR250	8
7	44	JAMES LOVERIDGE	SUZUKI RGV250	7
8	16	ROBERT YOUNG	HONDA CBR250	7
9	12	RYAN YOUNG	HONDA NSR250	6
10	2	KEN LINDSAY	HONDA NSR250	5
11	24	TOM HARRISON	HONDA CBR250	4
12	58	FRANK LOVERIDGE	YAMAHA RZ250	3
13	45	PHIL LANE	YAMAHA FZR250	2
14	76	PETER LANGFORD	HONDA CBR250	2

New Era / P6 GP 132cc - 250cc				
Rider Details				
Position	Number	Name		Points Total
1	39	KEN WATSON	HONDA CBR250	19
2	27	LECH BUDNIAK	YAMAHA TZ250	16
3	69	JASON DUNN	HONDA RS250	16
4	43	KEO WATSON	HONDA CBR250	13
5	49	GREGORY BURT	HONDA CBR250	9
6	15	DANIEL BUDNIAK	HONDA RS125	5
7	88	VINCENT BELL	HONDA RS125	5
8	76	PETER LANGFORD	HONDA CBR250	2
9	99	JEFF H BROWN	HONDA NSR250	1

New Era / P6 368cc - 500cc				
Rider Details				
Position	Number	Name		Points Total
1	60	JASON DUNN	HONDA RS250	20
2	13	DANIEL BIRCH	HONDA VFR400	15
3	47	JAMES KEAN	HONDA VFR400	13
4	176	JONATHAN DEVLIN	HONDA CBR400	11
5	81	ROBERT TISDELL	HONDA VFR400	8
6	55	STEVE STILES	HONDA CBR400	8
7	11	MICHAEL MCLEAN	HONDA CBR400	8
2	49	GREGORY BURT	HONDA CBR250	7
9	00	HARLEY BORKOWSKI	HONDA VFR400	5
4	42	RYAN YOUNG	HONDA NSR250	5
5	95	BRETT KELLY	SUZUKI RGV250	5
6	84	PAT GRIFFIN	YAMAHA TZ250	4

New Era / P6 501cc - 750cc				
Rider Details				
Position	Number	Name		Points Total
1	97	STEPHEN WARD	YAMAHA FZR750	215
2	47	JAMES KEAN	HONDA VFR400	159
3	81	ROBERT TISDELL	HONDA VFR400	105
4	176	JONATHAN DEVLIN	HONDA CB400	96
5	00	HARLEY BORKOWSKI	HONDA VFR400	70
6	74	STEVEN HARLEY	YAMAHA FZ750N	60
7	79	STEVE KAIRL	YAMAHA GSR750	60

New Era P6 780cc - 1300cc F1				
Rider Details				
Position	Number	Name		Points Total
1	97	STEPHEN WARD	YAMAHA FZR750	160
2	74	STEVEN HARLEY	YAMAHA FZ750N	70
3	18	JONATHAN ANDREW	HONDA VF1000	69
4	79	STEVE KAIRL	YAMAHA FZR1000	68
5	42	RYAN YOUNG	YAMAHA FZR1000	61
6	35	STEPHEN MCHUGH	KAWASAKI 900	60
7	15	MIKE COATES	MOTO GUZZI 1000	58



The 2015 Aussie Team Celebrating winning the Trans-Tasman Trophy



# PCRA Provisional Point Score

## 2016 PCRA Championship Pre Modern

Pre Modern F250GP				
Rider Details				Points
Position	Number	Name		Total
1	127	DAMIAN TURNBULL	YAMAHA TZ250	178
2	66	VINCENT BELL	HONDA RS125	150
3	84	PAT GRIFFIN	YAMAHA TZ250	131
4	95	BRETT KELLY	SUZUKI RGV250	108
5	38	JULIAN HARDY	YAMAHA TZ250	17

Pre Modern Formula 3				
Rider Details				Points
Position	Number	Name		Total
1	91	ALEX MORRISEY	HONDA VFR400	173
2	60	MICHAEL LOWIT	YAMAHA FZR400	158
3	641	BRAD BENNETT	HONDA RVF400	128
4	93	TYLER BRADFORD	KAWASAKI ZXR400	104
5	44	DAVID MCLEAN	HONDA CBR400	74
6	90	DAVID MORRISEY	HONDA CBR400	73
7	88	MARK ROBERTSON	KAWASAKI ZXR400	70
8	63	KEN MORGAN	KAWASAKI ZXR400	68
9	351	TONY TODOROVSKI	HONDA VFR400	60
10	103	DAVID BRODERICK	HONDA RVF400	53
11	101	BRAD LUMB	YAMAHA FZR400	53
12	78	MARK O'TOOLE	HONDA RVF400	47
13	72	CRAIG SPALDING	YAMAHA FZR400	47
14	94	JOHN OLIP	MORIWAKI	85
15	888	JACK ROBINSON	HONDA RS85	150
16	86	ANTHONY MARSDEN	HONDA RS85	14
17				0

Pre Modern Formula 2				
Rider Details				Points
Position	Number	Name		Total
1	91	ALEX MORRISEY	HONDA CBR600	178
2	60	MICHAEL LOWIT	YAMAHA FZR400	145
3	641	BRAD BENNETT	HONDA RVF400	143
4	82	ADRIAN CURMI	YAMAHA TRX850	116
5	90	DAVID MORRISEY	KAWASAKI ZX6R	108
6	79	MERRICK PLATER	YAMAHA TRX850	103
7	303	JASON GRANGE	YAMAHA YZF600	101
8	72	CRAIG SPALDING	YAMAHA FZR400	86
9	44	DAVID MCLEAN	HONDA CBR400	77
10	88	MARK ROBERTSON	KAWASAKI ZXR400	76
11	93	TYLER BRADFORD	KAWASAKI ZX400	70
12	63	KEN MORGAN	KAWASAKI ZXR400	59
13	88	SIMON HILLS	YAMAHA FZR400	57
14	101	BRAD LUMB	YAMAHA FZR400	50
15	8	JASON PATTERSON	KAWASAKI ZX6R	45
16	213	DAVID COOKE	HONDA CBR600	37
17	351	TONY TODOROVSKI	HONDA VFR400	34

Pre Modern Formula 1				
Rider Details				Points
Position	Number	Name		Total
1	11	MICHAEL MCLEAN	HONDA CBR900RR	164
2	111	SCOTT PUSEY	KAWASAKI ZXR750	158
3	47	JOHN FRASER	HONDA CBR900RR	144
4	13	DANIEL BIRCH	KAWASAKI ZXR750	140
5	80	MICHAEL COOK	SUZUKI GSR750	120
6	303	JASON GRANGE	YAMAHA YZF600R	110
7	17	JAMES TUMETH	KAWASAKI ZXR750	87
8	82	ADRIAN CURMI	YAMAHA TRX850	71
9	13	DANIEL BIRCH	KAWASAKI ZXR750	45
10	45	PHIL LANE	YAMAHA YZF750	43
11	55	STEVE STILES	HONDA CBR900RR	43
12	95	BRETT KELLY	KAWASAKI ZXR750	29
13	29	MERRICK PLATER	YAMAHA TRX850	24
14	4	MICHAEL LOWITT	KAWASAKI ZX7R	20

## 2016 PCRA Championship BUCKETS

Motolite				
Rider Details				Points
Position	Number	Name		Total
1	6	JASON DUNN	HONDA	85
2	888	JACK ROBINSON	HONDA	150
3	17	ADAM CAMERON	HONDA	150
4	94	JOHN OLIP	MORIWAKI	80
5	77	CHRIS JONES	HONDA	150
6	73	BRODIE THACKERAY	MORIWAKI	80
7	73	HARRISON WELLS	MORIWAKI	80
8	86	ANTHONY MARSDEN	HONDA RS85	60
9	170	MICHAEL CHILD	HONDA SUP150	55
10	11	MICHAEL MCLEAN	HONDA	150
11	4	ROBERT TISDELL	YAMAHA	150
12	64	LINDSAY RUSSELL	HONDA	185
13	13	ANDREW MARTIN	MORIWAKI	80

Superlites AM				
Rider Details				Points
Position	Number	Name		Total
1	57	STUART ELLIS	SUZUKI	125
2	164	DARRELL FRANCIS	HONDA	150
3	12	ZAC PERRINGTON	KAWASAKI KH100	54
4	666	BRETT PERRINGTON	KAWASAKI	100

Superlites PRO				
Rider Details				Points
Position	Number	Name		Total
1	65	TIMOTHY SMITH	HONDA CL150	193
2	2	KEN LINDSAY	HONDA RCB150	156
3	169	IAN GREGORY	HONDA	150
4	38	WALTER MURPHY	HONDA CB125	125
5	8	KURT WAGUS	HONDA	150
6	56	HERMAN WAGUS	HONDA	150
7	94	JOHN OLIP	SUZUKI	100
8	62	JIM MURPHY	HONDA	125

Commuterlites PRO				
Rider Details				Points
Position	Number	Name		Total
1	39	KEN WATSON	HONDA CBR125	198
2	43	KEO WATSON	HONDA CBR125	198
3	555	NICHOLAS MILLER	HONDA CBR125	170
4	4	MARTIN KRAAYMAAT	YAMAHA YZFR125	136
5	3	PETER LINDSAY	HONDA CBR125	97
6	16	ROBERT YOUNG	KTM	125
7	75	COREY SMITH	HONDA CBR125	52
8	136	MAYO RON PULIDO	HONDA CBR125	46
9	24	TOM HARRISON	HONDA CBR125	43

Commuterlites AM				
Rider Details				Points
Position	Number	Name		Total
1	18	LUKE RHODES	HONDA CBR125	198
2	19	JAN MARTIZANO	HONDA CBR125	171
3	66	ANDY LEWER	HONDA CBR125	145
4	7	BRODIE FREWIN	HONDA CBR125	136
5	78	MARK OTOOLE	HONDA CBR125	115
6	49	JACK VIGNES	HONDA CBR125	108
7	12	JESSICA DYKES	APRILIA	125
8	73	DANIEL FLORENCE	HONDA CBR125	94
9	26	MICHAEL LEMON	HONDA CBR125	70
10	84	JAMES WAIN	HONDA CBR125	65
11	247	ANDREW SMITH	HONDA CBR125	60
12	87	IAN HANCOCK	HONDA CBR125	59
13	35	PETER BROWN	YAMAHA YZFR125	51
14	128	EDDIE POUCHER	HONDA CBR125	43
15	49	GREG BURT	HONDA CBR125	41
16	128	SCOOBIE BREEN	HONDA CBR125	34
17	54	RAYMOND WRIGHT	HONDA CBR125	30

## Motorcycle Apprentice wins Australia's Top Award

Fifteen year old Brendan Williamson from Campbelltown goes to High School, has worked with On Two Wheels Motorsports and Trooper Lu's Garage, is part the Yamaha Student Grand Prix Partnership , gets himself into TAFE in Ultimo and has won the 2015 Australian School-based Apprentice of the Year. PCRA racer & Whites Racing Products Tyre specialist Michael McLean is also a TAFE teacher and mentor, and has highlighted how this young man has juggled family, work, school and his apprenticeship to come out on top. "He's pretty amazing and he will go far" is his assessment.

Motorcycle racing will need more of his calibre.

Congrats Brendan - a welcome addition to motorcycling and we hope to see you at the PCRA one day.



# MACHINE AND RIDER IDENTIFICATION

**Number Plates:** For all machines at PCRA Events, the following Rules apply & will be implemented at and from the August meeting at Wakefield Park.

Three number plates must be fitted – one at the front and one on each side.

## Number plates must:

- Be produced to a matt finish
- Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges
- In the case of rectangular plates, have the corners formed to a 38mm radius
- In the case of bolt-on number plates, they shall be made from a rigid material with **minimum dimensions of 235mm height and 285mm width**
- In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar
- Front number plates must have figures that are clearly visible at a distance of 20 metres and a solid border 10mm wide

## Side number plates must:

- Be fitted above a horizontal line drawn through the rear axle
- Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest
- Number backgrounds on side number plates may be an integral part of the rear seat section or fairing
- Advertising must be at least 25mm clear of the background of a number plate background and the rider's name by either a gap or a contrasting colour strip unless the advertising is an integral part of the back plate cover

The PCRA prefers only single or 2 digit numbers be used. 3 Digit numbers may be used at this point in time. However the following dimensions shall apply.

- Number Plate size shall be a minimum of 235mm high & 285mm wide. Figures shall be 140mm high, 75mm wide, 25mm thick & 18mm between figures. **No Exceptions.**

It should be noted that the PCRA is considering implementing the use of single & two digit numbers from September 2017. This should be taken into consideration if you currently have a registered 3 digit number. It is up to each competitor to ensure your numbers are clear & easy to read. You will be knocked back at Scrutineering if your numbers do not comply.

Number Plate Colours		
CAPACITY	BACKGROUND	FIGURE COLOUR
Up to 125cc	Black	White
126cc to 250cc	Dark Green	White
251cc to 350cc	Mid Blue	White
351cc to 500cc	Canary Yellow	Black
501cc to 750cc	White	Black
751cc and over	Mail Box Red	White

After last year's exploratory trip, we decided to have go at participating. The new LCR was sitting there and it would be what I considered the best option for new comers, less unexpected issues like cracked frames etc.

Chrissie and I then got stuck into trying to learn as much as we could about the circuit; hours daily spent watching on board DVD's, passenger notes, and circuit maps. I gave up trying to use the Play Station game, probably to old learn how to use the controller! Chrissie and her son Paddy had a great time with it though.

We both started trying to get into better physical condition and I relinquished alcohol, you do have you make sacrifices.

We had decided the best option was to ship a trailer over with bike and all the gear in it, John and Chrissie hired a camper with a tow bar to pick it up and take over to the Isle of Man. So John went about building a new trailer, and of course Paddy helped. David Miller, PCRA member and fellow rider assisted with the freight through Paccon. And MNSW assisted with the carnet, thanks Daniel.

Entries where finally in, I think we ended up being the guinea pigs for a new entry system. FIM licence and insurance sent, and applications for the Mountain Licence posted. Air fares, ferry bookings, accommodation, Hire car, Tent and floor everything had to be done

We also had an email from October giving us dispensation with regard to the cut-off date to do the newcomer training, which after asking in late March what was happening about the mountain licence the ACU rejected. This caused major issues as we could not go in April as the mountain road was closed for road work and the training had to be done by 11 May. It all ended OK but we certainly didn't need the heartache.

Chris, Chrissie and I ended up going 3 weeks earlier than planned, to comply with the ACU. This actually worked to our advantage as we did laps, and more laps. We did over 3000 miles going around and around.

We had great help from Karl Bennett, Lee Cain, Mike Aylott, Robbie Shorter, John Holden, Andy Winkle, Tony and Fiona Baker, Debbie Barron, Pete Alton, Keith Brotherton to name a few. Everyone was great, friendly and only too willing to help.

The newcomer lap was upon us, we ended up the 2<sup>nd</sup> bike behind John Holden, and unfortunately the chap in front kept dropping back so I was forced to stay on his tail to see John. This resulted in my new paint job getting sand blasted, I knew what I was doing so only had myself to blame.

The lap was scary, mainly as I had the bike set up way too nervous, it was darting everywhere and I just could not get the bike to stay on a line. After the lap John Holden gave so insight as to how he set his bike up.

It was amazing how many of the other teams came up to us at the pit return and congratulated us on doing our first lap of the TT.

The first practice saw us setting off a bit nervously, the bike's steering was better, but the suspension was not. No amount of laps in a car could have prepared us for the bumps, they are downright diabolical! We came back ecstatic after doing a 99.8 mph lap. We had been warned that evening practice sessions include the sun hazards, but again nothing can explain how bad this can be. We got to a stage of wishing for cloud cover, it never came though.

The Mountain section I thought was my worse section, while everyone said it was the easiest to learn, I just didn't think I was getting right.

We went and found Richard from Maxton and had a long chat about the suspension set up and how to make the bike less likely to toss both Chrissie and I off on the bumps!

Second practice went better and we clocked a 101.47 lap, we had a wake call after brushing the wall through Ball Spur. This place can and will bite you!

We continued to improve our time up to a 102.99 and a Sulby speed trap of 138 mph. The Mick Dewitt tuned engine was doing exceptionally well. This time saw us move up the starting order from our number 61 to 32<sup>nd</sup> of the grid. Happy little vegemite's.

The first race: we got away well and caught the Irish pairing of Terry O'Reilly and Aidan Browne reasonably quickly before the Glen Helen section but had to stay behind them till Cronk-Y-Voddy straight, things were going well till we got to Bishops Court then yellow flags came out for Dwight's unfortunate incident. Full course yellows, so we cruised all the way around the circuit acknowledging and waving to the Marshalls and the crowd.

A full restart was called, no one had been advised of Dwight's incident, and in fact I didn't even know it was him till we got back to the pits. Everyone was busy rushing around getting fuel and topping up tanks etc.

I knew I had to get a good start and catch the Irish team early, if fact they had generously offered to start behind us, which I declined. However we did catch them earlier this time, just after Union Mills! For us to be so much quicker than practice must have been due to the time of day we were racing at (no sunshine glaring in my eyes) as this was the first time we had been out during the day and not in the evening. (Cont Page 8)



## We're off to the TT! (Continued) Mick and Chrissie

Off we continued, I thought we were doing reasonably well when I saw my distant cousin Pete Alton coming into Hillberry. I thought well I "just" have to overtake him! And we did, just before Ballagarey, then I then stuffed up Greeba Bridge and Pete passed us going into Ballacrine, we followed them through the Glen Helen, but I had to back off as I was watching them rather than my own lines. We picked up their tail coming out of Kates Cottage and used the power of the Dewith engine to pass them down Cronk-Y-Voddy straight.

Coming in to Kirk Michael I saw a flash of orange in the distance and thought that must be Roy Hanks, so we kept the pace up, caught up to Roy going into Quarry Bends and then passed him on Sulby Straight. As I have said I wasn't great over the mountain and I had Roy nipping at my heels the whole way. We did manage to pull away after Windy Corner.

Chrissie and I crossed the finish line with sheer delight, having managed to complete a TT race and having a race with a legend in Roy. Smiles and joy overwhelmed us when the team told us we had finished 13<sup>th</sup> and fastest newcomer, a lap of 108.088 mph and a bronze replica! I had hurt my wrist, which of course I didn't notice till later, caused by the steering damper blowing apart on the first lap.

All our celebrations all turned to dust later that evening with the terrible news of Dwight.

Monday saw us out for Practice again; Chrissie and I said we would just go around and see if I could get the Mountain section any better. We didn't even make Greeba before I hit a rock, destroying a wheel and worst of all hurting Chrissie! They air lifted Chrissie out to ensure nothing major was damaged, which thankfully it wasn't and they released her.

John and Paddy came out with a spare wheel and I rode the bike back though the traffic to the pits. I think Chrissie was more upset that she didn't get to do ride in the traffic than the actual incident.

Debbie Barron suggested that we try the hyperbaric chamber that she works at. Between this and 2 to 3 hours of Physio a day for the rest of the week and Chrissie was feeling, while still very sore much better. Consequently we didn't do the other practice sessions to give her as much time as possible to heal.

After Wednesday practice we held an Aussie BBQ for Dwight and just about every sidecar team came down, it was quite a gathering. A lot of tall tales and true took place, I believe Noel and Robyn were taken back by the outpouring of support and affection.

Friday saw our 2nd race, before this John's handy work was called upon to repair the damage to the platform and we also added padding to it, and the Physio's had padded Chrissie as well. It was agreed that while I wouldn't be going slow I would take the edge of it a little and Chrissie would not

"work" a lot of the bumpy lefts so as not to aggravate her injuries. Chrissie's determination to continue was amazing; I wouldn't have blamed her for pulling out.

We circulated in what I thought was a good considered pace, passing a few bikes in the process. We came away with a very respectable fastest lap over 105 mph and 20<sup>th</sup> place. Chrissie disputes that I'm slow over the mountain as we kept catching others up through it. The whole team was extremely happy with that result.

Unfortunately another incident marred the race, this time Ian Bell. Again a dark cloud over what I considered was for us, anyway a very successfully first TT.

To summarise our TT achievements:

Chrissie and I achieved a lap of 108.088 mph,

2 top 20 finishes with a 13<sup>th</sup> and 20<sup>th</sup> placings,

Awarded a Bronze replica

Fastest newcomers.

Chrissie became the first female Australian to compete in the TT

Our objectives were to qualify and finish both races, I believe we far exceeded them.

Prize giving was held in pit lane, shortly after the senior race, Chrissie and I were delighted to go and get our awards. The organisers were not impressed when I tried to take the "Best Newcomers" silver cup home! You can but try!

Then came the hard task of packing and the sad farewells of many new and old friends. Will we go back? Yes! Next year? We don't know we have to do some number crunching.

Anyone who knows of anyone willing to help us, point them our way,





# HARTWELL SENIORS 2016.. open for business

Harwell MCC has posted Supp Regs and entry forms for the annual Seniors weekend, September 10-11 at Broadford. You can download them from <http://www.hartwellmcc.org/>

As usual, it will be a weekend of fun for the over 45's, including races classed on age of bike + rider, the scooter challenge, and its priced reasonably at \$270 + \$30 per each extra bike + \$30 if you are in the pits. Many keep their machines with the campervan in the bush area.

For an additional \$140 you can also attend a practice day on the Friday, bookable from the track itself via Ann-Marie Upton [broadfordadmin@motorcyclingvic.com.au](mailto:broadfordadmin@motorcyclingvic.com.au)

PCRA has been building our representation at the Hartwell Seniors for some years. We even brought home the Generation cup! Let's make 2016 a bumper year!

Entries are open until August 30<sup>TH</sup> 2016

## CLASSES OF COMPETITION:

Races will be structured into events for Historic solo, Sidecars and Modern Bikes.

A motorcycle can only be entered in one class within an event.

Age Brackets: 45–54, 55–59, 60+, open to solo machines of any period.

Age bracket 45-54 will be split into three races (depending on numbers) into: up to 400cc, 401-750cc and 751cc+over

Sidecar race: Open to any motorcycle with sidecar of any period.

Sidecar Handicap Race: Open to any motorcycle with sidecar of any period.

Open Classes: Modern, Pre War, Periods 3, 4, 5 & 6. To be run in divisions.

All 125cc, Buckets and Pre-war machines will run together, as will Period 3 & 4.

Other classes will be combined if deemed necessary.

## FEATURE RACES:

The Club will conduct the following feature races:

The 100 Plus Cup: Combined age of rider & machine must be 100 years or greater.

The 85 Plus Cup: Combined age of rider & machine must be 85 years or greater.

The 75 Plus Cup: Combined age of rider & machine must be 75 years or greater.

The 60 Plus Cup: Combined age of rider & machine must be 60 years or greater.

The 45 Plus Cup: Combined age of rider & machine must be 45 years or greater.

Sidecar Cup: Open to any motorcycle with sidecar of any period.

Generation Cup: This novelty event will combine the oldest and youngest competitors in a yet to be determined and structured event. The details will be announced at riders briefing on Saturday. If you are chosen to compete in this event you have the right to refuse and another competitor will be chosen in place. The Generation cup will be held over two events.



*Some of the 'Stars' of the 2016 BSFoS getting ready to 'Tour Sydney' with the Guys & Gals from Café Racers*

# 2016 PCRA / BRA **PRESENTATION NIGHT**

**Saturday 12<sup>th</sup> November 2016**

**Alpha Hotel Eastern Creek**

**Drinks from 6.00pm Dinner 6.30pm followed by  
Presentations approx 8.00pm**

**A sense of Humour is COMPULSORY**

As usual, the most feared trophy in motorsport, the infamous (BRA) Leo Wanker Memorial Trophy to be presented, among various other trophies & awards.

**Cost:** \$50.00 per person which includes a 2 course buffet meal.

**Tickets:** are strictly limited to 100 (10 Tables of 10) so get in early and book a table. Any questions Ken Lindsay 0439 871 927

**Accommodation:** Accommodation is available at the Alpha Hotel (88897700) Corner Peter Brock & Brabham Drives Eastern Creek for PCRA members & guests. (Make sure you indicate you are with the PCRA for the function as a discount applies). Bookings & payment for accommodation deal directly with the Alpha Hotel.



I: \_\_\_\_\_ will be attending the 2016 PCRA Presentation Night along with no/one guest. (Limited to one guest only). Guests Name: \_\_\_\_\_

Number of persons: \_\_\_\_\_ @ \$50.00 ea = Total Cost \$ \_\_\_\_\_

Payment can be made by Cheque/Money Order, Direct Deposit or Credit Card  
**Cheque & Money Order** payable to The Post Classic Racing Association of NSW.

**Direct Deposit** : BSB :112 879  
Account # :043362538  
Account Name :Post Classic Racing Association of NSW  
Reference : Preso **with your name**

**Credit Card** payments [Click Here](#) to go to the payment site on the website with the reference:  
: Preso **with your name**

Post Completed form to: The PCRA Preso Night **OR** Email to: [secretary@pcra.com.au](mailto:secretary@pcra.com.au)  
91 Great Western Highway  
Mount Victoria. NSW 2786

**Tickets are also available at the Track : Wakefield August 27<sup>th</sup> & 28<sup>th</sup>  
SMSP GP September 24<sup>th</sup>**

**Table arrangements can also be viewed & selected see the JOKER Ken Lindsay**








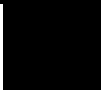



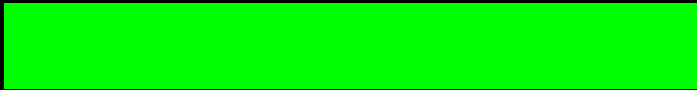















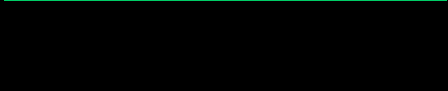




## Dress Code: Team Colours



For example this means you dress in Orange, Black & White to represent Harley Davidson. Below is a selection to choose from.

Please stick to something from this list. The size of the coloured boxes does mean something. For example the Suzuki Blue & White is about half blue & half white. Dress accordingly. If you don't, there will be consequences. If you choose not to participate, we will have fluoro pink items that you will be forced into.

Honda	Red		
	Red White & Blue		 
Yamaha USA	Yellow		
	Yellow Black & White		 
Yamaha Traditional	Red & White		
Yamaha Modern	Blue		
Kawasaki	Green		
	Green, Black & White		 
Suzuki	Blue & White		
Bimota	Red White & Green		 
Ducati	Red		
Laverda	Orange		
Harley Davidson	Orange Black & White		 
Moto Guzzi	Green & Silver		
Norton	Black & Gold		
No Particular Brand	Fluro Pink		



## Award Nominations

We are calling for nominations for any of the following awards. This needs to be submitted ASAP with as much information as possible. This is your chance to have a dig at your mates. Do not hesitate, do them in, they would do it to you. Below is a list, use it as a guideline however if you have any other suggestions, please include them. Remember this is what makes the Preso night, the more nominations the better. Any questions talk to me.

**Ken Lindsay 0439871927 (AH)**

**Name:** \_\_\_\_\_

**Contact phone number(s):** \_\_\_\_\_ / \_\_\_\_\_

Please fill in your details as we may need to speak to you regarding any of your nominations. Make nominations for any of the following awards. Describe any events to clarify your nominations. Your help is much appreciated & needed.

**Return Forms to Ken Lindsay**

<b>Award</b>	<b>Nomination</b>	<b>Description of Events</b>
Period 4 Best Presented		
Period 5 Best Presented		
Period 6 Best Presented		
Pre Modern Best Presented		
Motolite Best Presented		
Superlite Best Presented		
Commuterlite Best Presented		
Shitbox of the Year		
Crasher of the Year		
Erv Kanemoto Award		
Mechanic of the Year		
Engine Wrecker of the Year		
Motorcrosser of the Year		
Superman Award		

