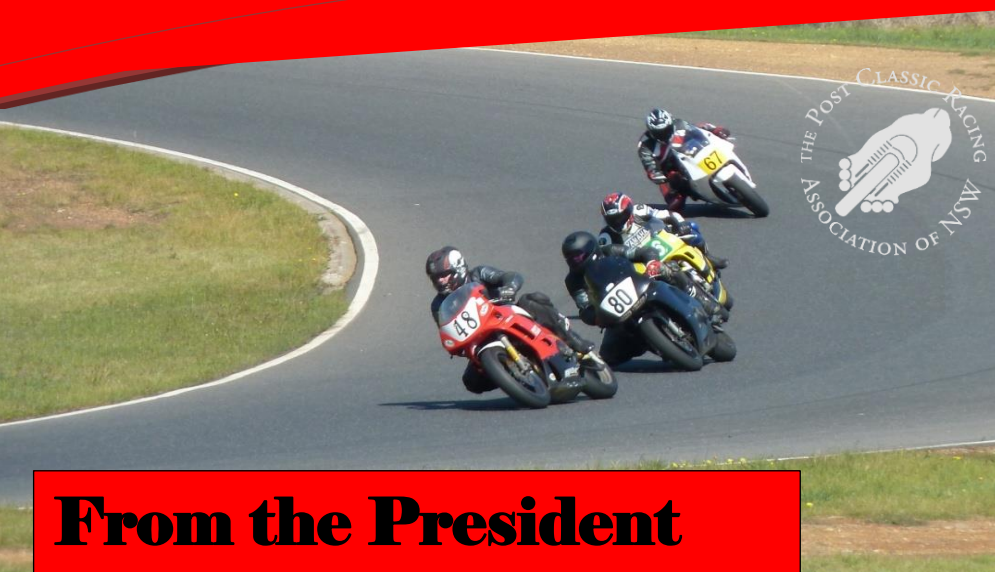


On Any Sunday

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



From the President

this issue

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CONGRATULATIONS!!

The last two rounds of the PCRA Championship, and the 1-Hour, have nearly achieved the 'NO RED FLAG' status we have aimed for. This represents a major gain in time on the track, in the welfare of riders, in costs of machine repairs. Yet the racing is no less competitive, the times are no slower. It's a win for all and something we aim to continue to push for in 2017.

Machines are also better prepared. Scrutineers are reporting better compliance with MoMS on such issues as lock wiring, catch pans, crankcase guards, all of which contribute to a safer track. I can advise riders now that the inspections next year will be no less stringent so use the summer break to go over your bike with MoMS in hand and look for any improvements.

We had issues with the mix of bikes in the Buckets but these seem to have bottomed out. All races have mixed grids so we will need to keep on top of this issue as well. If the differences between any two classes creates problems they need to be sorted where it counts - in the heads of the riders and on the track. It's very difficult to build grids that 'closest match' across classes but we've probably got it about as right as we can.

Many thanks to all the officials, marshals, helpers and supporters over the year. I can't stress enough that we can only race if many people volunteer thousands of hours of their time to make it possible. Committee work and official requirements take many meetings, each creating more tasks. Flaggies and other marshals on the day are so valuable to us, and organising them is a major effort. Preparing the forms to get a race on the track, taking entries, placing people in the right races... the race secretary work is huge. And on the day, the responsibilities from the moment the gates open are so important. We are very fortunate to have great people in the tower and around the paddock each race day. Many thanks to all.

A special message to all members: if you have not yet joined in the organisational work of YOUR club, give some thought to putting in some time for a year or two. We have many opportunities to improve what we do in media and promotion, in managing pre-race functions, in monitoring and reporting race day functions, in assisting key officials. It's a great opportunity to get into the behind-the-scenes activities and be part of the club's workings, even for a year or two.

Looking ahead, I can tell you there has been a lot of work, and more to do, to fashion a great season for 2017. We have little choice on dates of tracks with the near-monopoly, increasing prices and pressure of other (car) clubs. Hopefully one of the new tracks under development will come good soon. The 2017 Festival of Speed will be morphing into a celebration of Italian racing and an even bigger event than the 2016 one. We may modify the 1-hour. We will continue to provide some of the best peer-group racing of any club in the country.

Finally, don't miss Preso night! Seats are going fast, so see the ad in this OAS and book now!....Ken Lindsay

P.1.

TENTATIVE RACE DATES FOR 2017

The following dates have been applied for but note Wakefield Park are yet to confirm. So please note them down on your calendars.

Round 1: Feb 4th 2017

Wakefield Park, Goulburn

DATE TO BE CONFIRMED

BARRY SHEENE FESTIVAL OF SPEED

March 23rd - 26th 2017

SMSP Eastern Creek

Round 2: May 7th 2017

SMSP GP Circuit Eastern Creek

Round 3: June 24th 2017

SMS North Circuit Eastern Creek

Round 4/1 Hour: August 26th & 27th

Wakefield Park, Goulburn

DATE TO BE CONFIRMED

Round 5: 23rd September 2017

SMSP GP Circuit Eastern Creek

In addition the PCRA have been granted by MA the hosting of the 2017 Australian Historic Championships.

The dates applied for are:

9th -12th November 2017

Wakefield Park, Goulburn

DATE TO BE CONFIRMED

Round 4

Saturday, August 27 Wakefield Park.

Frost silvered the early morning landscape out to Wakefield and glistened on the shut gate as cars queued back towards Goulburn. Gates open at 6.30? Not today as a track management mix-up pushed it back to 7am. Sometimes you wonder...

But we got entry and setup underway and through scrutineering ok. Perhaps due to a few less riders or perhaps the new 4 queue system. We were concentrating on race numbers - are they legible, conform to MOMS etc. Only a few issues; all fixable.

Racing got underway pretty well on time under flamboyant fast-moving Clerk Rod Muir, back from a bad road bike crash (not his fault!). Rod reports it was great to be back and see such great racing mixed with common-sense. The only red flag was for a sidecar which had blocked the track, no one hurt.

Riders were a bit cautious at first with the cold track, but the frosty welcome shifted to a sunny day. Happily this caution did not detract from racing: fast and furious as usual but we had no medically-triggered red flags all day: a great result itself. There were a few runoffs and pickups but with good management in the tower we were able to finish all races on the program.

All credit to Brett Kelly whose RGV 250 had a throttle lockup on turn two in qualifying. With a bike running crazy and heading back to the other riders on the track he took the tough decision and dropped it and himself in the dirt. Damage to the bike and himself took him out of racing for Round 4 and 5. Thanks Brett.



Brett down.....

.....and thankfully
on his feet
again.....

**Speedy Recovery
Brett**



The Mighty One Hour...

Sunday dawned cloudy and cool with a light wind from the southwest, a track not as cold as the Saturday but less likely to heat up. Practice and qualifying sessions were ok as people tested the track and machines. Then the Le Mans start of the first race and off it went. Leaders soon stretched out and the followers dutifully kept up the pace.

From the Pit Wall- PCRA 1 hour reports – Grieg Strebtor aka Greg Roberts

The annual one hour races are always exciting on track, but more interesting from the pit side, as there is as much action there as there is on track. Practice and qualifying was thankfully easy and grid positions sorted out.

The races started at the far end of the pit wall this year and this is necessary since the high wall built for truck racing is just too high to jump, in full leathers and helmet.

Race one started ominously for Peter Wade, with the usually faultless (?) T250 stalling on the grid, but the start was clean with everyone away nicely. For the first few laps a nice pattern emerged with Ken Watson providing a master class on cornering, just keeping Harley Borkowski at Bay. Steve Kairl's team were in a hot dice with Rob Young, showing how close this period racing can be, the TZR Yamaha 250 in front of the Kawasaki ZXR 400 – just.

At seven minutes, Peter Hinton was in the pits on Lech's TZ #27, with a broken foot-peg. The team robbed one off another bike and got out again, eventually retiring leaving Damian Turnbull and Pat Griffin a comfortable trip to the flag, first in class and 10th outright. At the flag, Kairl/Bradford finished 1st/1st. Ken W/Keo W, recorded the fastest lap and finished runners up.

Straight after the 20 minute sidecar event, to be reported soon, came what turned out to be the entertainment of the day. Ken W certainly learnt a lot racing the Troy's – Bayliss and Corser in the day, and as I've said before, you can learn a lot by following him, which is what most of the field often does.

I have to say for me, the excitement was in the pits – all manner of pit boards and signs displayed, all a bit indecipherable to me. Mostly the Watson's clock pit board –god knows what it was indicating, but they seem to know. Keo's hand gestures showed there was something up on the CB. Ken was cool but other family members not so much. There was something up with Ken's pot. That's the potentiometer that adjusts the fuel injection software, which you can only adjust with the motor stopped. Later he reported that he could get the computer to reset by killing the engine going into turn six. It would reset itself and behave itself for a while. In the end they won their class; however there was also a great story going on in the Motolite class. The Young Wilcox and the older, smarter Lindsay McKay on the RS80. A few spectators were incredulous that it could go so well – what they didn't factor in was the quality of the riders with first in class and first outright results.

Race 4 gave lots of noise, smoke, valve bounce and rev limiter splutter – oh and a fair crack of speed too. The spectacle of the day from the start to the eventual red flag. Harrison/Woodbury crew making very neat work at the front, from a couple of mad bastards in Harley and the Silver Fox, circulating the nicely prepared VFR into second place with a gap of just six seconds.

The shortened red flagged event was a disappointment for Peter Wade, who spent some time sleeping in the mud, or just lying there checking he was OK to stand up after a big off at T3. He was sore for a few days but the TRX was not so unfortunately. It was a patch of oil that did it apparently. A red flag in endurance rules don't allow a re-start unfortunately, a bit disappointing for some, but others were OK with it. Just meant the event was finished so bangers and beer could be started.

The whole event was tribute to both organisers and well behaved riders to get through the day. Many thanks to Peter Mac and King Kenny – oh and of course John Kelsey for taking control of the timing unit which worked faultlessly all day – as John said, no one fiddled with it to f.... it up! Love my racing!

C o C Comments on the Day

Clerk Rod Muir reported this as another great day with great riding discipline. The only red flag he had to call was one rider momentarily stunned lying down on the midfield about 2/3 through a race, but he jumped up just after the red flag was called - ten seconds too late! As a Clerk, Rod makes it a practice to keep the communication open, and did a walk through the sheds afterwards to get feedback and explain any controversial decisions. He felt the feedback was positive and is very happy with the standard of riders.

Stuart Woodbury on the 1 Hour

Stuart is Editor of Australian Motorcyclist and a PCRA member. He won the Pre-Modern F1 with Dan Harrison on a CBR900RR. He's had a few 1 Hour wins before, and could have also been on the podium this time for PM F3 with Simon Hills but the bike didn't quite make it. We asked him for a few thoughts about the 1 Hour.

So ... You've ridden a lot of bikes, been in a lot of races... what do you think of the 1 Hour?

It's a great atmosphere... get into it with your mates, enjoy the racing, go hard but no hard feelings. It's great to win, know you've given it all you can, but the main thing is its club racing at its best. And the longer race gives you time to stretch out, a bit more strategy, a bit more measuring your pace. We did a 25/35 mix, Dan went pretty flat out but I held back a bit to go the distance well, do consistently good times.

Would you change the race format?

Not the 1-hour. There are other longer races, not the old 6-hour but the St. George 4 hour. They take a toll on bikes and riders so I can see there is an issue. One hour is a good medium. But a GP style race, around a half hour but fixed laps, say 22 or 25, might be good as a club round. Do one long race instead of 3 sprints as part of the annual comp. Would be fun, and a steadier race pace might help keep red flags down!

Some say road racing is getting so costly its losing ground...?

Not in the Classics... look at the Island Classic and the Festival of Speed: both packed and big events. It's the great bikes, great atmosphere and great racing. Just what I like about the PCRA.



Round 5- 24th September, SMSP

Sometimes the gods of motorsport look down from their workshop in the sky and say 'Let's give the PCRA a perfect weekend'. Someone must have burnt a Bucket on an altar because they did give us a great day for Round 5! The weather had been horrible Thursday and Friday. But Saturday dawned mild and dry, the sun came out and warmed the now washed track, a light breeze wafted the rubbish smell away and all was well with the world!

Scrutineering was a dream. We had four lines, extra duty on the gear line and maybe a few less riders and it was all done by 8. No major hassles... the fleet is more on top of requirements than a year ago. Visibility of bike numbers continues to need some attention: if the tower can't read yours and there is a timing crash you are invisible. Buckets, especially Commuterlites were a focus this time as a few can come straight from auction to track with inadequate time on MoMS requirements....but not this time.

So racing got off to a good start and just kept getting better as the track warmed. Personal bests were coming in by lunchtime! The 4-lap format meant there was less hassle getting through the program without cuts - you lose a lap but stand to gain a race! Great work in the tower with little lost time between races. First bikes were out the gate as soon as the last bike's rear wheel was off the track! We finished early so packing up could get going in time for the BBQ and presentations. And thanks to Chris Streeter for the steaks!

Clerk Rod Muir reported a highly satisfactory day courtesy of all parties: riders fast onto and off the track, marshals really helpful, office staff on top of it all with the paperwork and... NO red flags at all! A few runoffs and one sprained wrist but bikes were off the track quickly whether by the riders or the pickup crew. He points out that even a non-medical pickup costs the race day up to 10 minutes! They can add up quickly to delay a meeting. In this case we started 1 minute past 9am and finished at 4.22pm.

Race day results are as usual on Natsoft and the final scores are on the PCRA website. Congratulations to all who scored a place, and to all who made it a great day, last of the year.

See you at Preso night and on the grid in 2017!



Photo Credits: Scott McNicol



PCRA goes Electronic

Work is still underway to get our new e-systems up and live. Here is an update:

Facebook

It's up and running!

Much of our communications with members will now be on Facebook at the new Post Classic Racing Association of NSW facebook page. You can search for it using that title or just go to <https://www.facebook.com/PCRANSW/>.

Note it is NOT the same as the more general Post Classic Road Racers Facebook page - an open discussion group you will enjoy but not our official link to you.

When you get our site up, just LIKE or FOLLOW it and you will receive notifications when messages to members are posted there. Supp Regs, Final Instructions and other messages. It's our main channel to members and will gradually replace paper, emails and messenger pigeons.

PCRA website



Our new website has taken longer than we thought... the usual reasons! But it's going into final stages over October /November and will be up in time for the 2017

year. The current website will then be retired but many of its functions will be on the new one. Items such as dates, meetings, member sign in for minutes, back copies of OAS... these will transfer to the new one. The 'for sale' component may not be needed now there is a Track Junkies Sales Sydney page on facebook where you can post items to many more potential buyers.

Online registration and race entries.

We aim to have our 2017 entries all via the website.

This will require EVERY MEMBER to register on the site and have their personal and bike(s) details checked. Once that is done all you will have to do for each event is

- go to the website and call up the electronic entry form
- fill it out online - it will autofill your registered details. You can change them if eg you buy or sell a bike, change class, bike numbers, your details...
- you fill in the races you want to enter for the upcoming meeting
- click send and it goes to the Race Secretary! BUT...
- you have to then pay for your entry(ies) online! Only when your payment goes through and is checked off by the Race Secretary are you officially entered.

This new model will reduce wrong entries, late entries, entries with no payment... all the bugs that drive race secretaries mad world-wide.

A few points to look at for next year

Get it right!

Members need to put a bit more work in getting their entries and details right. The effort needed to get the final point score right is very frustrating to the Race Secretaries, the Point score keeper and others involved. Issues over the year have included

- wrong race entry
- wrong class
- half-filled forms
- wrong amount paid
- no amount paid!



The new system will require members to set up their own profile and entries will autofill it from then. So if it's wrong it would be wrong all year! It will need to be double checked but this should only be a formality if members get it right first time!

PreModern changes finalised

New rules for PM will apply from the first Round in 2017.

Essentially the PM class now extends from 1/1/1990 to 31/12/1997, but not ALL bikes. A list of bikes made after 1995 now eligible up to 1997 has been created, and of course bikes up to 1995 remain the same. Some specific provisions affect all bikes, e.g. no R1, no radial brake calipers or wave rotors. Also the general provision remains that any model or bike built later but which is the same as before the cut-off date is still eligible. And if you have a bike not on the list you can apply to have it approved, but need to do this well before entering any bike. The full rule change and list of now eligible PM bikes is on the PCRA website at <http://www.pcr.com.au/files/documents/PreModernRules160922.pdf>

Final Pointscore for 2016

Unfortunately a few late bike changes out of class have made it difficult to calculate the final annual point score. BUT when it is done you will find it on the PCRA facebook page and on the website. If you've scored a gong: congratulations. If not: perhaps a personal best, in its own way more satisfying! Either way all best for next year.

Warning:

junk not wanted on track



The committee has become aware that some riders have

installed potentially risky low-price imported components on their bikes, chiefly rear sets and handlebars. Some of these are of such poor quality they risk breaking on track just with normal riding stresses. Also some of the older or cheaper tyres on track lack the give and grip a race tyre needs. Even older or smaller bikes need the best tyres for the stresses of racing, which may not be the most expensive, especially if they reduce crashes!

These issues may be more common with bikes recently converted to race use, but a full-on survey would be needed to be sure. In the meantime, members need to be sure components are sturdy, both for themselves and the others they'd put at risk with a breakage on track.

The club, via the Clerk and Steward, has the power to exclude any bike deemed unsafe without appeal.

MoMS says: Rule 7.1.2.1 *In any event during the course of a meeting, a Steward or Clerk of Course may fine, exclude, impose penalty or time points on, or relegate, any competitor, if: ... e) The competitor's machine is dangerous, ...*

7.1.2.3 *No person may protest against, or appeal from, a decision to impose a penalty during an event.*

Check your gear over summer as these provisions will be applied from the get-go in 2017. If in doubt ask your Period Representative or a good bike mechanic to check them for you but note any Official's decision will be final!

Hartwell Seniors - Broadford September 10 - 11

It probably won't surprise anyone to hear there are a few over 45's in the PCRA. Nine of these elderly gentlemen journeyed to Broadford for the annual senior's invitation meeting. With a few mechanics, supporters and nurses the PCRA contingency was about a baker's dozen.

The Friday practice day was a soaking wet day so little practice was accomplished, but the locals said Saturday would turn dry and it did, just in time for practice and qualifying and then a dry mild weekend of racing on this very nice hilly country track.

For those not familiar with the format, it's based on a mixture of age brackets, bike sizes and ages. So we had Pre-war, P4, P5, P6 and 'Modern' bikes, all the way up to 2016. Sidecars and solos; some classes were divided by size. Age brackets were 45-54, 55-59 and 60+. And then there are the age of bike + rider cups: 45+ up to 100+ (1965 bike + 50+ riders = 100+! Don't laugh ... we all get there!). Then there is the 'Generation Cup': a short two-race scooter relay with one older and one younger rider. Always a hoot!

This year sad to report no PCRA riders brought cups home. Over the years we've had a few come north of the border but it was not to be this year despite some good times from Lech Budniak, Mark Johnson and a few others edging down under 1.10's. To log spots on the podium usually needed about 10 seconds less than this, but we had a few in the mid-field.

Sadly our one entry in the Generation Cup was a dud this year as two fumbled starts let the team so far down that no amount of cheating could rescue it!

Unhappily there were a couple of bad prangs. Hartwell's Gerard Herdman (2008 CBR 1000) crashed out at 9/10 with some badly broken bones and another rider cracked a shoulder blade. We wish both a good recovery.

Another bit of a downer when 7 riders were pinged for being over the noise limit and were issued 'fix it or go home' notices, including 2 for riders from NSW. No names but they fixed and stayed!

Hartwell will run the seniors again in mid-September 2017 so put it in your calendar now. Also they are running a mid-May 2-day meeting at Phillip Island we can be invited to. It runs a week from a likely SMSP Round but if you're keen ask Karen Skate at info@hartwellmcc.org

Gerard Herdman's CBR 1000 took a pounding, as did he!



2016 PCRA / BRA **PRESENTATION NIGHT**

Saturday 12th 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
91 Great Western Highway
Mount Victoria. NSW 2786

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

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**

Award	Nomination	Description of Events
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		
Most Out of Control		
Auto Electrician of the Year		
Whinger of the Year		
MufflerMan		
Blue Visor Award (Yellow Flag)		

A Celebration of Italian GP Motorcycle Racing

***Over 30
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BARRY SHEENE FESTIVAL OF SPEED 2017

Featuring:

****Giacomo Agostini***

Pierfrancesco Chili

Piero Laverda

Gianfranco Bonera

Maria Costello

* to be confirmed

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Legendary
Laverda V6***

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March 23 - 26

***For tickets and information visit www.barrysheene.com.au or email:
festivalofspeed2015@gmail.com***