



# Spokesman

St George Motor Cycle Club Newsletter

June 2010

## 4 hour Teams Race Wakefield Park 31 July - 1st August

P.O. Box 249  
Caringbah N.S.W. 1495  
Email:  
secretary@stgeorgemcc.com

Web Site:  
www.stgeorgemcc.com  
Ph 9521-3715 or 9524-6456

Membership Secretary  
P.O. Box 509  
PENRITH N.S.W. 2751  
Email:  
stgmembers@pnc.com.au

General Meetings Held at:  
Caringbah Motor Cycles  
Captain Cook Drive  
Caringbah.  
2nd & 4th Wednesday each  
Month at 8.00 p.m.

Many things are uncertain about our next meeting at Wakefield and we are working our way through what we can do and what we can't, but one thing for sure is the 4 Hour Endurance Race will definitely start.

Our aim is to run a **Honda Rjays Series Sprint race** meeting on Saturday with Practise in the morning and the race meeting after that.

We hope Wakefield will provide a open practise on Friday as well.

On Sunday the aim is to run a **Junior 1 Hour Race** in the morning and then the **4 Hour Teams Race**. The final make up of the Racing will be notified to you as soon

as we sort through the formalities and as always there will be great racing and plenty of it.

The location of the circuit always makes winter seem more noticeable, but a jacket for the pits and some thermals under the leathers and you will feel like Springs sprung early. As mentioned last newsletter, Licenses from Motorcycling Australia will be accepted.

Entries will be out soon with all the details so keep an eye on the post. See you there.

Ed

**Below:** The Juniors were ready to go racing at Wakefield, but unfortunately Michael Lockart (69) was a bit to keen and jumped the start big time in Leg 1.



## Race Report: Honda Rjays RR Series Rd 1 Wakefield Park 17-18 April 2010

### SO MUCH FUN WAS HAD BY SO MANY

Morning mist, beautiful fine days and comfortable Autumn temperatures greeted about 150 riders as they contested the first round of the 2010 St George Motorcycle Club's, Honda Rjays Road Race Series at Wakefield Park Raceway last weekend. It may be a Series run by a Club but nothing is low key or held back.

This is a Professionally run race meeting with Races spanning many Classes including Unlimited Superbike, BEARS and Juniors. The racing was always hotly contested and National level Lap times were recorded in all Classes.

Saturday was a brilliant and sunny day for Testing. Riding the SPORTSBIKE-DUCATIONONLY Ducati 999S, rider Peter Martin used the opportunity to get up to speed after a seven month break between Race Meetings. Old tyres and lots of laps were the order of the day with a best time of 1:10.02 recorded. With many of the Competitors meeting for Dinner

that evening, the challenge was put on the table for each rider to nominate how much time they would drop on Sunday, Martin nominated 1:06.

With both Unlimited V Twin and BEARS Classes entered, Sundays 8 races were always going to be a test. Martin Qualified 4th in Unlimited V Twins Class (21st overall) and 10th in BEARS Overall heading towards his target with a best Qualifying time of 1:08.989. After the first Unlimited race (4th Twin and 19th Overall - 1:07.680) and first BEARS race (9th - 1:07.307) Martin was encouraged that better than 1:06 was realistic with seat time yet it was clear the 8 race plan was too ambitious. It was decided to concentrate on BEARS only. Unfortunately muscle cramping in each of the remaining three races made further time reduction impossible and better finishing positions more difficult. In the end Martin's best time of 1:07.30 had been reached just .30 from his nominated target. So much fun was had by all competitors with Greg Eppis (KTM RC8R) leading the BEARS points from Damian Sutton

(Ducati 1098) and Garry Peake (Triumph 675).

### RIDER COMMENTS:

PETER MARTIN #21 "It has been a long time between race meetings and I really enjoyed being on the bike again. The atmosphere was terrific, relaxing and great fun. The racing was full on and unrestrained. I am amazed by the number of laps available from a Bridgestone Slick, very impressive. The SPORTSBIKE-DUCATIONONLY Ducati 999S worked perfectly all weekend with only minor changes needed. The Ducati is truly an amazing bike."

"Thank you also to Michael and Craig of Bridgestone Tyres for the Tyre Changes and to the Sutton Family for helping me get out for each race, thank you also to Dean Yagan for stirring the KTM Vs Ducati 'Top Twin' feud. My biggest thanks goes to the Flag Marshals and the Officials - thank you all for your effort and great contribution to our sport".  
Sportsbike.

Below. The Sportsbike Ducationonly 999S ridden by Peter Martin



This article was submitted by Sportsbike. If any Sponsors or Race Team wish to contribute a story about a race meeting or their experience at our Race Meetings, please email the story with a good quality photo if possible, to Rob at [prophotography@optusnet.com.au](mailto:prophotography@optusnet.com.au)

## Race report Nepean 23<sup>rd</sup> May

It is easy to sit and write a race report when the God's of Dirt Track Racing provide us with the basic necessities in which to enjoy a perfect race meeting. I am but a man of simple pleasures, and to have a racing surface such as the one that graced our needs on Sunday was truly a divine gift. Added to the richness of the perfect race meeting were the people that populate not only the riding ranks but the officiating ranks as well.

As you may have gathered, the 2<sup>nd</sup> round of the St George Dirt Track series was one of those events that I rank up there with,.....oh I don't know, let's say the beginning of time!, yes the beginning of time, I think this is a good assimilation as every race meeting we stage from here on in will be compared to that day hence forth. There, I have said it, I know that is a bold statement but I do not believe I was the only one that felt this way as I was joyously informed so by more than a few departing participants.

The days highlights?, well there were many. The 250cc 2 stroke races were without a doubt the closest racing with the lead changing many times per race between Justin Burdus, Peter knight and Oly Smith riding the lovely Rhonda the Honda. These boys displayed great skill and respect to each other by making great passing moves around the outside of each other whilst ensuring the highest degree of safety and sportsmanship.

The Senior 4 stroke classes were an epic battle between riders such as Keiren Sproule, Darren Webb, Luke Trail and the golden Greek Manuel Hliounakis as they battled it out race after race, Keiren did have the honour of parting company with his machine and of all places right in front his mother, who was dutifully per-

forming the flagging duties of turn 4, golden rule there Keiren, don't bingle in front of your Mum!!.

The slider class had some, how shall I say, more matured members of our racing fraternity, all 4 riders (who will probably agree with me) are maybe just a year or 2 passed their younger wild and mortgage free years. But in saying this, after watching the rejuvenated Matt Sagguss, who incidentally was ranked Australian number 2 in the Long Track discipline fly around the track in the spectacular slider style and being shadowed by the relatively youthful Andrew Pitt I can only deduce that age has not necessarily slowed them down (maybe just the healing of soreness the next day).

The junior classes are both growing in numbers and rider quality, the stand outs for this class must be the 2 young Garard boys Oscar and Jay. With their machines set up in the American flat track style these boys have every one watching in amazement at these 2 young riders enter the speedway turn at the most incredible speeds with nay the slightest hint of backing off the throttle. Such is the speed of Jay his lap times would have easily placed them mid field or better in a seniors race and he is only 12 years old and on a 150cc machine.

Young Justin Erickson who in only his 2<sup>nd</sup> dirt track ride was no doubt the biggest improver within the 85cc junior ranks, Justin was just trailing behind the confidence growing Shaun Heatley who also had some great races with the consistent Leigh Saggus. The racing between Shaun and Leigh had both of their parents watching proudly and cheering both of the boys on.

The 65cc class stand out was easily Stephanie Coates who has gained confidence through the rule change allowing the riders their tyre of choice on the smaller junior machines, Steph attacked the corners with great gusto and I witnessed a couple of good slides that had even her Dad wide eyed with amazement.

The junior 125/250 class although lower on numbers show we have some talented riders coming through the ranks. Ex motocross rider Josh Howells still dominates this class but the ever improving Lauren Coates and Casey Heatley are closing the gap on Josh. The condition of the track allowed these budding racers to enter the turns with incredible speed and exit in classic Dirt Track sideways action.

A special mention must go to our newest and youngest riders that come and enjoy our race days, we now have Nippers (4-7 years) riding out on the short speedway track during the days breaks in racing and young Charlie Garard and Lincoln Knight did enough laps to wear both themselves and their family out, so to them both we say welcome.

I could honestly go on with many more paragraphs of praise to the riders and Officials but it would be remiss of me not to sign off without a big thank you to the Nepean Motorsport Club, who with the help of people like Tony Garard gave his own time on a Friday to come and work on the track to make it the wonder that it was.

Yours dutifully  
Dirt Track Wannabe

### NEWS

Our Patron Syd Jackson has a new Great Grand Daughter, Madison. Mother, baby and Great Grandfather are all doing well.

The Club has a whole new range of clothing with 2 Jackets, Twill & Nitro Shirts, Polo Shirts, Caps, Computer Bags, and Sports Bags, all with Club Colours (Red, White & Black) and club Badge. The items will be shown on our website and will be available at near cost for all club members & families.

Do you have any club equipment, old club trophies, paperwork, stored at your place because we now have a storage facility to put them in. Please contact any committee member to arrange delivery.

We have a new Membership secretary, you will find her address and email on the front page

## Navigating to Nattai

After a slow run up the pass we turned right and stopped to wait for the rest of the pack to arrive. As we sat on the edge of a corner, the rest of the group road up the road and straight past without a glance.

Oh Gosh! I said, I've got to turn around and catch them before they disappear up the back blocks of Wilton. So I chased them and got them turned around one by one before we had to send out the tracker dogs.

Besides almost losing most of the group then, we still had a fantastic ride on our day trip To Nattai. We had 9 bikes and 12 people front up for the 8.00 am start at Heathcote along with a big mix of bikes and riders, we even had a push bike rider turn up, but I didn't give him much chance of keeping up though.

A Yamaha FZ1 piloted by an experienced rider with a Yamaha Cruiser of some description, came along, with 2 Hondas of Shadow 750 and F4 600 variety, a lone Suzuki Boulevard and BMW R1100s joined the 3 Triumphs, with a 900 ?, one 955 and one 1050 Sprint ST's. A couple of pillion passengers came along for the fun and made up the extra numbers.

We left Heathcote and headed down the old Highway and with the group stretching out, we then had to plan our turn carefully at Bulli, cruise out to Appin and make sure all the riders headed down and

up the pass where we come back to the previous scenario.

Another pass kept everybody busy for a while before we came to the trickiest turn of the day where we headed out a very little used back road to Menangle. I don't know if any other rider had been along this road before, but it was the sort of road that had them preparing and puckering for anything. It's bumpy, twisty and with bugger all traffic and it's a good open road diversion with a reasonable fun factor that's different from the normal route.

We headed back along Menangle Road for a while where we weaved and swerved around the twists and turns and eventually headed for Picton and a cuppa and snack at one of the many cafes there.

After we had finished, we fired up close to a thousand horsepower and headed down the road 50 meters and turned right to another open country back road, that sorted the group out a bit. It's a more open road with a few tricky corners and some of the less experienced riders dropped back a lot, while we all got great visuals from the scenery. There were another large group of bikes going the opposite way, so this is a popular road for the weekend warriors, along with plenty of other open roads in the area. We made our way to Oakdale, and

waited for the group to arrive for our last turn before our final destination, Nattai or Lake Burragorang. After a few more twists and turns we got to the entrance of the lookout area and found some humungous potholes that almost sent my pillion into orbit. The lookout area itself has changed completely since last time I was there and the view is definitely better but a lot less parking. That didn't really worry us as there were bugger all people there, so we wandered around had a look, took some photos and said our goodbyes as everybody would go different ways home.

It didn't take long for people to turn off this way and that as everybody lives in different areas and wanted to go home different ways.

We were back home about 2.00 pm even with a new diversion on the way home, so it was a fairly short ride and one that everybody enjoyed I think.

I've got an idea for the next ride, but if anybody has any ideas for a new destination, via out of the way roads, please let me know. '

I'll let everybody know about the next ride, if your on my email system, or in the magazine and website, so keep riding and stay upright.

Trumpy

### Right

A wide range of bikes, riders and pillions came along for our Nattai Ride. Most of the riders hadn't been along a lot of the roads we went on but they all ended up where we were supposed to, just.



## Go Karting Report

“RECENTLY” St George MCC held their annual Go Kart social night, at the Indy Karts Indoor Track in Revesby. This was our second year at this venue. I think the reason or reasons we came back are:

Its indoors,  
Its run by a motorcyclist by the name of Baker, and  
The Go Karts have Honda 1100cc engines with a gearbox. – OK maybe one too many zero's there.

This time around we had 18 starters, some had been with us last time, some it was their first time and some had been here for practice before our night. We had many father & son, or in Greg H's case “sons” (he brought all 3!). We broke up into 3 groups of 6 for practice. Most of the hot shots couldn't wait to get some laps under their belts. But first at drivers briefing, all was going well, until Rob W kept contradicting our host saying the briefing was different from last year. After the briefing we went trackside for some more instructions. Rob W again chipped in saying the track was differ-

ent from last time.

There is always controversy on which kart is the fastest, who would have done a faster lap if it hadn't been for a slower driver etc etc, so the Committee decided that the fastest 6 drivers on the night would compete against each other in the last session, no excuses!

Each session went for 10 minutes in which you can complete 24 or 25 laps and be absolutely bugged.

The first group had some fast guys from last time and first timer Michael R who took time to get used to the kart and the track, with Craig J and Dave J circulating in the 24 second mark. God only knows how often they came to practice before the night as they only live the next suburb!

The second group took to the track after studying the first group, with Chris B, Peter B and Rob W all into the 24 second timeslot.

Group three was a Heatley affair with Greg, Casey, Shawn and Justin; with Greg easily into 24 second laps.

By this stage we all had had a go, and debate was rife as to which was the fastest kart, although we were told they are

all the same – they were all red.

The next session things started to get fair dinkum with 4 of the 6 on the track breaking into the 23 second mark, with Steve T recording a time of 23.71. The other 2 in the group were timed at 24 dead and 24.05- very close.

Session 5 saw Steve W, the only one in this group to get into the 23's, although less than one second covered all 6.

Session 6 had Michael R take 2.5 seconds off his previous time.

By this time in the evening our hour was up, but with a little negotiation we had ourselves another 30 minutes.

Time for the fast guys to put up or shut up. And boy was this fast and furious and gone in less than 30 seconds, in fact 23.10 seconds achieved by Steve T – Well Done!

As usual everyone had a great time. We'll be back again on September 29<sup>th</sup>, come along have a drive or just cheer as we slide and sometimes crash our way around.

Crispy Bacon

### FOR SALE

#### 1990 CBR 400

The 400 is an Ex Team Cullen race bike and has been used very little over the last 5 years since I bought it after the Cullen's moved out of the 400 class. It comes with spares, including wheels.

Price \$4500

Contact

Leanne

Ph 0432375538

(If anybody want to advertise, a race bike, road or dirt bike, product or shop facilities, anything at all please contact Rob at this email.

prophotography@optusnet.com.au



### Upcoming Social Events

Go Karts are organised for Wednesday Night 29th September. Diary It.

We are looking at a new venue for the Presentation and Picnic day in Nov/Dec, Date TBC

<b>ST. GEORGE MCC - 2010 Club Calendar</b>
--

27th January	Club Meeting	
10th February	Club Meeting	
Sat.13th Feb	Practice Day	Nepean
24th February	Annual General Club Meeting	
27/28th Feb	World Superbikes	Phillip Island
10th March	Club Meeting	
Sat.13th March	Practice Day	Nepean
24th March	Club Meeting	
28th March	<b>Dirt Track Rd. 1 ( Penrith)</b>	Nepean
31st March	5th Wednesday	
Sat. 10th April	Practice Day	Nepean
11th April	<b>Dirt Track Rd.2 (S.G)</b>	Nepean
14th April	Club Meeting	
<b>17/18th April</b>	<b>Honda Rjays Series Rd. 1</b>	<b>Wakefield Park</b>
28th April	Club Meeting	
Sat. 8th May	Practice Day	Nepean
9th May	Mothers Day	
12th May	Club Meeting	
23rd May	<b>Dirt Track Rd. 3 (S.G)</b>	Nepean
26th May	Club Meeting	
9th June	Club Meeting	
20th June	<b>Dirt Track Rd. 4 (Penrith)</b>	Nepean
23rd June	Club Meeting	
30th June	5th Wednesday	
Sat. 10th July	Practice Day	Nepean
14th July	Club Meeting	
<b>17 &amp; 18th July</b>	<b>KING OF NEPEAN - National Open</b>	<b>Nepean</b>
28th July	Club Meeting	
<b>31/7-1st Aug.</b>	<b>4 Hour Endurance Race</b>	<b>Wakefield Park</b>
11th August	Club Meeting	
Sat. 14th Aug	Practice Day	Nepean
25th August	Club Meeting	
8th Sept	Club Meeting	
Sat.11th Sept	Practice Day	Nepean
19th Sept	<b>Dirt Track Rd. 5 (St. Geo)</b>	Nepean
22nd Sept	Club Meeting	
29th Sept	5th Wednesday <b>Go Karts</b>	Revesby
Sat. 9th Oct.	Practice Day	Nepean
13th October	Club Meeting	
16/17th Oct	World Moto GP	Phillip Island
23/24th Oct		
27th October	Club Meeting	
31st October	<b>Dirt Track Rd. 6 (Penrith)</b>	Nepean
10th November	Club Meeting	
Sat. 13th Nov	Practice Day	Nepean
<b>13/14th Nov</b>	<b>Honda Rjays Series Rd. 3</b>	<b>Eastern Creek</b>
24th November	Club Meeting	
8th December	Club Meeting	
22nd December	Club Meeting??	