



Spokesman

St George Motor Cycle Club Newsletter

May 2011

Honda Rjays Rd 3 6th August and RB 4 Hour 7th August Wakefield Park

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:
Gynea/Miranda Bowling Club
The Kingsway
Gynea.
2nd & 4th Wednesday each
Month at 8.00 p.m.

The Date's set, the Track's booked and Officials are being organised, all we need are the riders. Entry forms will be available well before the meeting and as usual with the Honda Rjays and RB 4 Hour points will be awarded to the overall point score tally for the series, but the RB points score doesn't count to the Club Championship. Unfortunately the Juniors won't be able to ride, so no 1 Hour or MRRDA series included. We have been working hard behind the scene trying to get the track and AASA licenses approved for Juniors, but like all things political it takes lots of time and it probably won't happen until next year.

At least the seniors can't complain about the lack of racing with 2 rounds run

already and the 2 Day meeting at Wakefield in August and another 2 Day meeting at Eastern Creek on 10 & 11th September, the problem might be worn out bikes and riders more so than not enough racing.

We have had Stinking Hot, Cool, sunny and Windy, now we head for Goulburn's wonderful winter weather for the next meeting, bring your thermal undies.

The website, emails and SMS's are now our main form of communication so check the website out when you get emails, or anytime to keep up with news and entry forms etc.

See you at Wakefield.
Weather Watcher ED

Below.

Gavin Mudie gets a little crossed up at the launch of leg 2 of the Clubsport races at Wakefield Park recently.



Dirt Track Round 3 Sunday 22nd May Round 4 -19th June and King of Nepean 16 & 17th July

Plenty of action has been happening and plenty more to come up.

The track is in great shape after the resurfacing and the fencing is all finished and the 400m track is being used for Flatrack teams racing (see opposite page) as well as speedway. A new water truck is being used which quickens up the time taken to water the track, so there is less down time, and we have new transponders and timing equipment to get accurate and real time read outs of lap times and race times.

If you have been racing Dirt Track this year you would know all this, if not get your Dirt bike set up and dust off the leathers or nylons and come and join the fun.

The aim is to provide as much racing as you can stand in a day and as much as allowed by the weather and stoppages.

Our Club championship has lots of different classes and allows your old chookie and new thumper to compete

against similar machinery.

The King of Nepean is coming up and is a 2 day extravaganza of Dirt Track with some of the top Australian riders competing for the title “**King Of Nepean**”.

The series is a 7 round series and usually runs one a month with a practise day on every 2nd Saturday of the month.

The days are run alternately by St George and Penrith MCC and Bankstown-Wiley park is getting involved to run Rd 7 for the first time this year.

The new electronic system St George have introduced means if you have entered and we have your mobile number we can let you know if the track has been rained out right up until Sunday morning of the race.

We have a new email system in place which gets messages much quicker to competitors and members and if the email doesn't go through then a SMS or fax will be sent and if

none of those get through the system will notify us to contact you by mail to update your details.

This magazine will be the **first** mainly **electronic magazine** to go on our website with an email message to notify all members that it is available to read on our site, and only if we don't have an email address or one of the previous situations occur that we will post a printed magazine to you.

So keep up to date and check the website regularly and your emails. The club is forging forward with this new system and will revolutionise the way we will keep in touch with most of our members.

You can always ask for a printed copy of the magazine if you prefer that but email notifications will be quick and cost effective for the majority of the club.

Catch you in cyberspace.
Electronic ED

Some action from the 13th March meeting at Nepean.
Photo courtesy of Lyn Harrison



St George Flattrack Team Debut

Sunday the 27th saw the Nepean Raceway host the 1st round of the inaugural 'Hard N Fast Flattrack Teams Challenge'. The St George Club team sponsored by Alltrades ASAP took on the Kenma sponsored Bankstown Wiley Park Blue Diamonds. The Alltrades ASAP Dragons put in a fine effort and were leading the points score until mother nature decided to cause a premature end to the days racing

with a heavy down pour of rain.

The concept of motorcycle teams racing has in the past provided this sport with many thrilling and exciting match ups and the creation of the Hard N Fast Flattrack Teams Challenge has indeed resurrected the 'Team' against 'Team' rivalry. Each team consists of up to 16 riders supporting all levels of riders with the creation of the Pro, Masters, Rookie and Junior classes.

Within the 'Dragons' Pro team Kieren Sproule was the stand out, returning from recent injury, the young rider was on maximum points and while missing his usual explosive starts Kieren did charge his way to the lead with some very entertaining passing manoeuvres. Another talented youngster Rick Garard displayed riding skills well above his age and is a rider to watch for the future. Justin Burdus and Lee Hunter completed the Pro team and maintained consistent finishes to reward his Dragons team with valuable points.



'Dragons' team mates Justin Burdus (378) and Kieren Sproule (111) challenge Blue Diamond rider Steve Coates (91) for the 'Hole shot'

The Masters class is a blend of experienced seasoned senior riders mixed with the youthful exuberance of up and coming younger riders. Peter Batkin and Peter Knight were the 2 experienced riders and were teamed with the young Clark brothers Morgan and Brodie. Peter Batkin just missed out on gaining maximum points and the two Clark boys certainly are quick learners as their lap times were getting better with each

heat race.

The Junior riders (13-16 years) put on a riding display well above their expected levels. Casey Heatley gated well but was unable to match the drive of the slider mounted Hunter Anderson of the Blue Diamonds. Matt Thorne rode exceptionally hard and had some great battles with young Jay Garard from the Bankstown Club. Shaun Heatley was not far behind the leading pack where he tried in earnest to score the best

points he could for his Dragons Team and often traded place with his Blue Diamonds nemesis Lauren Coates.

Due to the late rain causing the cancelling of the final race heats both teams shared the available 2 points, so that each team now stands with 1 point apiece. The next round of the series will be on the 15th of May at the Nepean Raceway and the St George Club welcome any riders or supporters along who wish to join, or get behind their team to cheer it on to victory.
signed
Flattrack Fan !!



Juniors Casey Heatley (28) & Matt Thorne (70) show how 'teams' riding work

One Day at Wakefield, One World Champion and One Hell of a hot day.

Who would have thought we would get a visit from a 2 time world champion, AMA superbike Champion and Australian Superbike Champion and ex 500cc GP rider and current World superbike rider to give some advice, wear our club shirt and wave the chequered flag for the Unlimited race.

It was very short notice to organise a Road Race meeting especially over the Christmas period when our club takes a break and people go on holidays, but with persistence and a lot of hard work from our very experienced Race secretary's Jan and Peter and others they managed to get our One Day Saturday meeting ready to roll on the first weekend in February. Now it was up to the riders to get their bikes and licenses ready and roll up bright and early Saturday morning for the 1st Round of the **HONDA RJAYS Road Race Series**.

Sydney just had one of the hottest weeks ever and didn't know what was going to hit it on Saturday with the highest temperatures recorded for 60 odd years and it was pretty bloody hot in Goulburn too, so I headed off Friday afternoon wearing the summer riding gear, full open mesh Jacket, Gloves, Kevlar Jeans and all vents open on anything that had vents. Funny enough I got to Bulli and it was cool with clouds coming in so I turned the *Air Conditioning* down by closing some vents, and as soon as I headed to Appin the temperature picked up and I turned the air conditioning up again, (vents open) and from that point on they stayed open.

I good run down through Broughton Pass, past Wilton and then on Picton Road before hitting the Hume Boreway for a little while until I went past Mittagong and turned off towards Sutton Forrest and it was "Ye Hah" back roads all the way to Goulburn.

One of my favourite back roads has a good surface, reasonable width and buggers all traffic and it gets and keeps your attention for it's entire length, with not much sign posting, plenty of trees to obscure your vision around corners and crests and with a

decent pace you better be paying attention or else.

My rate of knots kept creeping up as I noticed massive big black storm clouds in the exact direction I was headed so I stretched the throttle cables a bit more and more as the clouds looked like the Queenslanders had sent down one of their unwanted cyclones.

I finally got to the back of Goulburn and headed for petrol before I would have to bail out from the Triumph Sprint and swim the rest of the way into town.

I only had a couple of spits heading to the other end of town for the Motel I thought we were staying at and it looked like the big fella upstairs had opened the flood gates and drowned the Southern end of Goulburn. After I found out we were staying at the opposite end of town, I rode back down the road 500 metres to totally dry roads and after I had wet roads off and on all the way down but still hadn't had rain on me, I figured my luck was holding out.

I found my motel, got changed out of my riding gear and poured a stinnie of beer down my parched throat and settled in for dinner and more beers, life's good sometimes.

An early rise was on the cards as we had ship loads of stuff to do to get this one day meeting running so I arrived at the track, signed on and went to help out with scrutineering. The lines of riders bringing their bikes through at 7.00 to 8.30 with sweat drenching their shirts showed how hot it was going to be and how a lot of riders had not quite finished preparing their bikes being so early in the year.

After the riders briefing I went and checked that most officials in the Control Tower and pits had drinks because they were going to need them and then went and saw the friendly people at OZ EVENT PHOTO to see if they would supply me with a few photos from the meeting for our club magazine and website. They were happy to do so which meant I could put some recent photos in the next magazine I do.

Next job was very glamorous and something that is essential to keep our officials going all day, making lunches. Our hard working, under appreciated catering officer Alan had bought a bus load of food and drinks with him (10 cases of bottled water for a starter) and we had plenty of helping hands to prepare and provide a gourmet lunch for all officials.

Frantic signals from Zara our Pit lane controller attracted my attention, her head set radio was playing up and she wanted a new battery as practise and qualifying was well underway so I went searching for the spare batteries while still delivering drinks to some of our officials.

After finding the batteries with the "pick up ute" we worked out that the head set had a problem and not the battery and this was a common theme all day with the hired radios. When I took the batteries up to the Control Tower our "new" assistant Clerk of the Course Chris was chatting to someone there, after I explained to our "new" Clerk of the Course" Michael what was happening with the head set, someone asked who Chris was chatting to, I turned around and said Oh, that's Troy Corser.

I listened in to the conversation and it was fascinating to hear the stories of his recent testing at Phillip Island and Eastern Creek and a big crash at the island with the air box the only useable thing left from the bike after that one. He sported a massive bruise on his left arm, which could have been much worse, he told of how the front folded near the Hay Shed and as he fell he dragged himself around to go feet first on his bum into the gravel trap but hit one of the ripple strips and launched himself 60 meters (approx) through the air before landing.

When Chris had some work to do, Troy walked up to me and introduced himself (which blew me away) and we spoke lots about racing, and testing and I said that Ruben Xaus had a good ride this year, he said Ruben is fast and

should go really well this year, and when I mentioned as long as he doesn't crash much, Troy told me how many bikes he *totalled* last year, (12), that's without crashing and not totalling the bike, I wouldn't want his repair bill. I said Marco Melandri should go well this year but Troy said he is struggling a bit so far this year, and the Aprillia's are still very fast but couldn't get their gear cam drive approved so that held them back 2 or 3 horsepower.

I asked if we were allowed to know times from the recent testing and the time he said would be an outright lap record at Eastern Creek, but was a bit more coy about the Island and compared his times to the Aussie Superbikes as comparison without stating times.

At that point I had to leave to deliver lunches to the Track Marshall's and I thought what a genuinely nice bloke, that is the second time I've met him, once was in the pits at Assen when he raced GP's and he was just as friendly.

After the lunches were delivered I went into town with Alan to get more food and drinks for the afternoon presentation. Now normally it used to be a BBQ with free sausage and burger sandwiches, and then we tried pizza's for all, this time it was a munchie fest with savoury biscuits, olives, gherkins, pickled onions, chips, nuts, etc etc and free beer and we even had sparkling wine and OJ for the ladies.

While I was in town I got a call from Chris, he asked if I had my camera with me, and I said yes, so he suggested I go and ask Troy to wave a flag at the finish of a race for our club promotion.

I thought there would be no way he would want to do this, but after finding out he was coaching Sophie Lovett who was having a great meeting I went up the pits to ask.

Troy was just finishing with Sophie so I asked and got a very smiley photo of Troy, Sophie, and her bike. We chatted again as we walked down pit lane, he stopped in the TCR pits (Team Cullen Racing) which could almost be Troy Corser Racing and aren't they a professional looking outfit this year.

I think the Cullens asked Troy to come and coach if he had some time

and he made the effort to come down on one of his few weekends off in the year and he was also going to front up for the PCRA meeting the next way as well, now that's keen. Troy excused himself to go and speak with Jan in the Race Secretary's office and I thought he is so polite as well, so I got a club shirt organised for him to wear and did a few practise shots with our usual starter/finisher Craig while we waited for the Unlimited race. The race looked like a fight between Glen & Jason Cullen (Team TCR Honda 1000), Grant Hay (Shock Treatment Honda 1000) Roland Kruck (Yamaha 1000) and Angus Reekie (KTM Racing KTM 1200).

Phil Lovett (Lovetts Earthmoving) didn't bring his bevy of Ducatis as usual and instead was riding a KTM 990 while waiting for an RC8R to come, and his daughter Sophie wasn't on her 1198s either but a Lovett's Earthmoving Yamaha 600 and was cleaning up the ladies class, showing the 400's the quick way around Wakefield and kept improving during the day.

Colin Lewis on a Yamaha 600 kept getting faster and faster all day and ended with a lap of 1.03.894 which is about a second off what appears on Wakefield's website as the lap record, even though I have seen times faster than that at our meetings, four

outright wins and a great time, not bad for a C grader. Michael Lockart ((EPL International Kawasaki 600) has moved up from the juniors and continued to improve as he posted 4 outright 2nd's but still has a little way to go as far as lap times go but he still beat Paul Grant-Mitchell (Kawasaki 600) whose an A Grader in all races.

The Unlimited's ran with the V-twins as well and this made them interesting races especially with brother against brother fighting it out for the wins with Glenn taking all wins and Jason three, 2nd's and a 3rd, while Grant Hay was in the mix fighting for the wins but ending up with one, 2nd and two 3rd's and a DNF which put him behind Roland Kruck in the final points tally. Angus Reekie was riding fast even though he hasn't been Road Racing long I suppose riding SuperMotard as well as he has done previously has helped. Glenn did the fastest lap of the day at 1.01.27 while Jason built up to a 1.01.46 and Grant did a 1.01.56 before he DNF'd in leg 4.

The 600 class was a Colin Lewis (Yamaha 600) riding demonstration has he easily won all four races by up to 7 seconds and kept lowering his lap time each time out to end up with a 1.03.8.

(Cont page 6)



Our Celebrity Flag waver of the year **Troy Corser**

One Day at Wakefield, One World Champion and One Hell of a Hot Day (cont)

Michael Lockart has recently joined the seniors and showed his Junior form was no fluke as he raced to 2nd in each of the 4 races beating all A & B grade racers. Paul Grant-Mitchell raced to two outright 3rd's while Nick Marsh and Sophie Lovett scored a podium each. Sophie qualified ninth, got to 5th in the first race, 4th in the next 2 legs and snatched a podium (3rd) for the final leg so maybe Troy's coaching was paying off as she easily won the D Grade class.

Roland Kruck (Honda 1000) didn't qualify too well for the Unlimited & 600 Clubsport/Retro but that didn't hold him back for long as he blasted into the lead and lead every lap of every race winning each race by around 4 seconds and a best lap time of 1.02.9. Gavin Mudie (Suzuki 1000) and Joel Hughes (Yamaha 600) slugged it out for the 4 races with Gavin taking three 2nds and a 3rd while Joel on his 600 wasn't far behind and managed to get in front for one race and took all the other

podiums.

The 400's included the Ladies, 250cc Mono and Single Cylinder races and Sophie Lovett just blew off the smaller 400's at the start and stayed in front for every lap of every race. Meanwhile the 400's were having a close battle between Michael Burgess (Kawasaki 400) and returnee to racing Pat James (Honda 400). Michael definitely had the fastest bike but I'm not sure whether it was power to weight ratio or just horsepower, but Pat rode is bum off to stay with and harass Michael for the first 2 races before Pat's bike had a dummy spit and refused to run properly. Dave Abbott (Honda 450) and Kym Jessop (Honda 400) took the other podiums. Sophie's fastest lap was 1.07.0 while Michael's was 1.07.6. The BEARS looked like it was going to be exactly the same result for every race until the last race when Damien Sutton (Ducati 1198) pulled out a corker to pass Angus Reekie

(KTM Racing KTM 1200) right on the line to win by one hundredth of a second. Every other race Angus won by less than half a second so it was close up front with Phil Lovett chasing down 3rd each race. So after some munchies, drinks and presentations everybody packed up their sweaty bodies, bikes and gear, and headed back to a sweltering Sydney. We thought it was hot in Goulburn when I rode down from Mittagong into the Sydney basin the heat got so intense I had to Zip the Jacket up to stop the air burning my skin, and it only cooled down slightly as I headed for the coast before heating back up again as I came into the southern outskirts of Sizzling Sydney. Next trip to Wakefield will probably be freezing cold, or not, who knows with that place. See you there. Sweaty ED

2010 St George Motorcycle Club Presidents Report

I wish to start of my report by personally thanking the hard working and ever supportive committee members, this core of dedicated personnel are the backbone of the St George Motorcycle Club. Any idea of a race day, whether it be Road Racing or Dirt Track will never come to fruition without this group of highly talented and experienced members who donate their valuable time and energy so that you, the rider, can enjoy your chosen sport. Modern Motorcycle Road Racing within NSW has been experiencing lean times, St George as a Club are trying hard to once again raise this thrilling and highly entertaining spectacle back to the glory days of old. In 2010 we were able to successfully provide 5 club rounds of the ever popular Honda RJays Road race Series which were well received by both riders and supporters alike. 2011 has already got off to a flying start with the first round of the Honda RJays series already

run and won at Wakefield Park, with another 5 rounds of racing locked into this year's calendar. I must make mention that 2011 is the 10th year that Honda have been the major naming rights sponsor of our successful Road Race series. Ten years is a long time for any company to sponsor any sporting event and to proudly state that as a club, we have Honda willing to place their good name and reputation to our race series is a very high accolade. The Dirt Track fraternity is showing solid numbers growth, our members are putting in plenty of hours to prepare and maintain the Nepean Raceway track surface and surrounds so as it continues to be one of the leading Dirt Track facilities in Australia. It is this dedication and grass roots support that has borne the increase in riders numbers to our Club events in both Senior and Junior levels. 2010 saw the St George Club invited to put on a Flat Track riding display at the an-

nual Bankstown Bike Show, this display was a great fun family event which gave an opportunity to sell both the club and the sport to an appreciative crowd. So successful was the 2010 demonstration that we have been requested to again put on the display for this year, to which we are raising the standard of the display by inviting several Australian Title holders and International riders along to showcase their talents. 2011 is shaping up to be a very busy year for the club, whether it be on the black tar or the loamy soil, we have a very dedicated team putting all of their efforts into providing the best motorcycle race day that we possibly can. In return, we expect nothing but smiles and willingness to line up and do it all again next race day.

Yours In Motorcycling

Greg Heatley

St George MCC President

Go Go Go Karts

September 29th saw St George run our fifth annual Go Kart night, and for the third year we went to the indoor circuit at Revesby called IndyKarts. This event is growing every year with 21 entries this time, although one of the clubs' fastest riders wasn't there. More about him later.

This year the track layout had changed with the pits now infield. At the drivers briefing we were told of some improvements since last year. One being if you were using the karts in manual mode, shift points up and down the gearbox were signposted, based on the shift points of the current lap record holder. Another improvement? was you could check your lap times on a computer screen between the single lane right hander and the fast left sweeper. The only problem I saw was, if you had the time to read the screen you were either going slow or your were crashing!

With 21 starters, thanks partly to the Hunter family and friend (a total of 5),

we broke into 3 groups of 7. The fastest group would go out first, although only 5 considered themselves fast, so Michael R and Chris B made up the 7.

A new timing system would now give an average lap time for your session, as well as your lap times. Session one saw one of last years top guns, Steve T recording the fastest lap, followed closely by Greg H .04 slower, then Lee H.

Session two had 3 of the 7 starters being ladies, not quite enough for a ladies class. Not saying the ladies don't have class, but Stacey H gave mum Stephanie H a driving lesson with Lee H's girlfriend Nanette slow to start with, but got faster. Earl H was 2nd fastest after Stacey, with Casey H hot on his heels.

Session three was the last group with Robbie S quickest, Tom W second and Andrew third fastest.

The next three rounds saw everyone's times come down as the new layout became second nature.

Round 7 would be the fastest seven on the night, but with Casey being so close in times to the fastest 7 and with some fast talking, the venue operators prepared another kart to allow 8 in the final.

Father and son teams of Steve & Tom and Greg & Casey also made the fastest eight.

Watching from the sideline, just missing the cut were Alan S, John M (his first time), Peter, Shaun and Doug.

The final was won by Rob W on 24.23 with Craig, a non club member .9 of a second slower. Third fastest was Robbie.

As mentioned earlier one of the clubs fastest riders was not there but hopefully Kevin Curtain will make it next time.

Speaking of next time, a suggestion was made that we go to Dapto Kart Track for a one hour teams race.

Watch this space Ok stop watching and read on, or maybe we'll come back to IndyKarts.

Crispy Bacon

**NEXT GO KART NIGHT WEDNESDAY 31ST AUGUST AT 7.00 PM
INDY KARTS 9 FITZPATRICK ST REVESBY**

Secretary's Report 2011

I will start this years report by congratulating the Club as a whole & the management team in particular for another great year, where we just kept on running well run & well supported race meetings, despite some hurdles that where put in our way. The manner in which we handled these circumstances once again showed me what a great bunch of people we have here.

To consistently run such "professional" race meetings, year in & year out, is a credit to the sport & the St.George Club & it's members. The Honda Rjays Road Race Series has once again been a resounding success with large numbers of riders supporting the series at both Eastern Creek & Wakefield Park.

Our dirt Track Events at Nepean have stepped up another notch this year ,thanks mainly to the tireless work of Peter & Greg , and the large army of volunteers that have helped to upgrade track safety & facilities, for both riders & officials. This year we will be doing it all again, with meetings planned for Eastern Creek & Wakefield Park and I am confident again that they will have great support from both sponsors & competitors.

We will again be heavily involved in the running of most of the dirt track events at Nepean again in 2011, with the "King of Nepean" again the highlight. This years events, with recent track surface improvements should be better than ever, for both

riders & spectators.

The clubs web site continues to grow & flourish with over 20,000 hits since last year. Great to so many members using the site to access information, entry forms & to order the vast array of Club gear we have available to members. As usual, any members with suggestions to improve the service we offer with the site can call any officials of the club or email, fax the suggestions.

Congratulations to all riders who have competed in the clubs events during the year & thanks to the other clubs whose members compete in our events & whose officials give of their time in the successful running of these events.

Steve Wyres

TREASURERS REPORT
For year ending 31ST December, 2010.

I have much pleasure in presenting my 7th annual report as treasurer, this one for the year 2010. However, there is not much I can say as I have been more of a stand-in for this past year.

Thanks go to Peter Snow who is the one who puts in the "hard yards" and keeps a close watch on our finances.

Club membership is now handled by Membership Secretary Zara Griffin .

All I can say that memberships still seem to be growing. We now have over 700 members in the club. Increasing the fees last year

has not hampered memberships in any way.

Our Road Race meetings surprised us. We feared the economic situation might have created a difficult time for us but results show that we were able to come out on the right side of the ledger. Thanks must go the competitors for their support.

Peter Snow completely handled the Dirt Track meetings this year. Going from reports given after each event I feel that they were successful.

The big step taken this year was the purchase of 126 timing trans-

ponders. Personally I think it is great to see. All our long hard work over the past few years, keeping the meetings within budget so that the finances remained on an even keel, we now have a great asset than can be used for many years to come.

I also, once again wish to thank Syd Jackson, Peter Snow, Chris Baker and Steve Wyres for all their help and support throughout the year. As I certainly needed it a few times.

Jan Blizzard,
Hon Treasurer

Club News

- Sunday 22nd May Dirt Track at Nepean had only 71 entries and 1 Big crash which slowed proceedings for a while, but the new water truck made up some time by doing lap record pace. We were a bit short on officials as well but managed.
- Canberra is running the Australian Dirt Track Titles on 13-14th August
- MNSW has paid a retainer to a Liaison Officer to look for suitable places for Race Tracks in NSW and to speak to councils about getting them approved.
- **Go Kart night, Wednesday 31st August 7.00 pm at Indy Karts 9 Fitzpatrick St Revesby.**
- We have 504 Financial members as at 25-5-11 and 1038 names on our data base. People need to write in or email to resign from the club or there name stays in our books as a non-financial member, plus we have officials and other non members on our list.
- An officials "Refresher Seminar" is being planned, if you are interested please contact a committee member.
- A senior club official and other prominent people have spoken to the NSW Minister of Sport about Junior racing in NSW, It will happen but the wheels of bureaucracy turn slowly.
- The Good Friday Bike Spectacular at Bankstown Trotting Club is going to get bigger and better next year, stay tuned.

NERRIGA OR NOWHERE

A while after we left the town we turned in to a private road where we waited for the rest of the riders to catch up, once they turned in to the road I looked ahead and saw a flat, straight, wide section of road with a good surface and nothing in front of us.

I looked to the rider next to me, smiled, put my head down, revved my bike a few times and grabbed a handful of throttle dropped the clutch to the slip point and launched it. I slipped the clutch till I thought I was past the wheelie point and let the clutch engage fully and then the front wheel popped up a foot or two and stayed there till the tachometer hit red, and I changed gear. Now I reckon the wheel didn't pop up in 2nd and 3rd but my start line buddy reckoned it did but at this point I wasn't too worried about the front wheel as I was travelling in a straight line so my main concern was red line, change gear, red line, change gear, check the mirrors, Oh! there's somebody there, so I gave him room and as he came alongside we both decided that since the private road disappeared not much further on it might be time to back off.

Now normally we don't have the usage of a private road for a bit of fun, but we were lucky to be invited for a quick look at one on this ride and I'm sure all the participants enjoyed the experience.

The start of the day was anything but exciting as we meandered down the Princes Highway with the rest of the traffic and we caught up to a bunch of cars which included a Porsche following some "turnkey" travelling between 60 and 80 kph in a 90 zone through the Berry Bends, stupid thing was, "it" was doing 65kph when "it" came across a speed camera and *jumped on the brakes*. We were happy to reach, Nowra fill up and head west for back roads for the rest of the day. The road to Nerriga starts off as Braidwood Rd, then becomes Turpentine Rd and then Nerriga Road and goes past HMAS Albatross and the Aviation museum and it is now fully tarred all the way to Nerriga, which is half way between Nowra and Goulburn in the middle of nowhere. The road starts out wide and open with long curves and a nice hotmix surface and with very few cars let

alone trucks using the road it is basically smooth as. It starts to tighten up the further west you go until you get close to Nerriga where it gets very tight. The roads still very new with no centre line for a lot of the way and the sign says some loose gravel on the road, so caution was needed but we didn't notice much loose stuff at all. We passed lookouts for waterfalls over rivers and finally you hit the pass where the road really tightens up as you climb up and down a nice tight section of mountain pass with a new surface and great bends and head into Nerriga. Everybody loved the road it was well worth the trip just for that part of the day.

There's not much at Nerriga besides the pub and some makeshift copy of Ned Kelly on a tree stump, so seeing we arrived an hour before lunch was on, we decided to head to Shallow Crossing and leave the Ford Mustang club that had just arrived on their own. The Shoalhaven River at this point is not massive but does flow a lot of water and in flood can send torrents of water over the causeway and bridge and as it's very wide at this point you don't go across if it's over the causeway. We stopped and had a look at where the Winter Rally used to be held on the banks of the river and headed off to The Loaded Dog at Tarrago for lunch.

The road still has a few kilometres of dirt and it's rutted with some loose gravel but relatively easy to negotiate except if you gas it up and have a cheap top box on, then the top box may decide to abandon ship and act like a soccer ball at speed, which funnily enough happened to one of our intrepid travellers. After we rescued the contents of the said box and donated it to the local wildlife we continued back on to the tar and more great country roads.

Keep the pace up and the roads out here are fun and exciting and you can almost miss your turns if your not on the ball, so we just managed to stop and turn for the Tarrago turn and not head to Willeluma, then as someone else decided to take the lead we went flying past another turn we were supposed to take, and we all had to nail the front tyre into the road to stop before we ran onto some rough dirt road. A quick "u'ey" and a left turn had us back on track and belting into

Tarrago to sample the fine dining at "The Loaded Dog".

Most of us got our meals quickly but one had to wait and wait for his, when it finally came out it looked liked the two big round things on his plate had just come off the local prize bull and been cooked and covered in gravy. Apparently they were rissoles but the name of the dish was called "Dogs Balls" in reference to the pub, but if the dogs around there were that big I wouldn't be going into any back yards.

Suitably refreshed we left the Old Porsche club and a few other bikers there and headed to Goulburn and the run home. Just before we got into Goulburn we turned towards my secret back route, and we had to stop and get everybody to sign confidentiality agreements, not to reveal the route to anybody under threat of severe pain or being locked up with the Tarrago Dog that donated his private parts for our mates lunch.

Agreements signed we headed at a brisk pace through the twists and turns and crest and curves of the wooded forests of the Southern Highlands until we finally had to succumb and exit on to the Hume Boreway for a while. And what a load of fun that was, once we were past Mittagong the traffic just stopped, but luckily we have narrow 2 wheel conveyances unlike the teeming masses of lemmings in their multi wheeled cages we were able to navigate our way through the seething throng of steaming stink boxes and be directed off the highway towards Yanderra and Yerrinbool. This looked like a recipe for disaster so instead we turned the other way and went through Hill Top and Thirlmere and found little traffic and good roads all the way to Picton.

We headed on Picton Road and then Wilton, Broughton Pass, Appin Road, and back up to where ever home is and a welcome relief to get our arses off that seat, our legs straight and a nice cold beer.

It was a full day as I thought, we left at 8.15 am did 532 k's of unbelievably good roads and back at 5.30 pm. and I was quite pleased to ride the recliner and operate the remote as the Portuguese GP was on that night. Yeeha!

Trumpy.

ST. GEORGE MCC - 2011 Club Calendar
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SAT 5th Feb	St. George - Rd1 Honda Rjays NSW Clubman Championships	Wakefield Park	
23rd February	Club AGM Meeting		
9th March	Club Meeting - New Venue	Gymea Bowling Club	
Sat. 12th March	Practice Day	Nepean Raceway	
Sun. 13th March	Dirt Track - 1st Round (St. George)	Nepean Raceway	
23rd March	Club Meeting - New Venue	Gymea Bowling Club	
26/27th March	St. George - Honda Rjays Rd.2 NSW Clubman Championships	Wakefield Park	
3rd April	Dirt Track - 2nd Round (City of Pen)	Nepean Raceway	
SAT 9th April	Practice Day	Nepean Raceway	
13th April	Club Meeting	Gymea Bowling Club	
27th April	Club Meeting	Gymea Bowling Club	
11th May	Club Meeting		
SAT, 14th May	Practice Day	Nepean Raceway	
22nd May	Dirt Track - Rd. 3 (St. George)	Nepean Raceway	
25th May	Club Meeting		
8th June	Club Meeting		
19th June	Dirt Track - Rd. 4 (City of Penrith)	Nepean Raceway	
22nd June	Club Meeting		
Sat. 9th July	Practice Day	Nepean Raceway	
13th July	Club Meeting		
16/17th July	King of Nepean	Nepean Raceway	
27th July	Club Meeting		
Sat. 6th August	St. George - Honda Rjays Rd.3 NSW Clubman Championships	Wakefield Park	
Sun. 7th August	RB Endurance 4 Hour Race	Wakefield Park	
10th August	Club Meeting		
Sat, 13th Aug	Practice Day	Nepean Raceway	
21st August	Dirt Track - Rd. 5 (St. George)	Nepean Raceway	
24th August	Club Meeting		
31st August	IndyKart Night	Revesby	
Sat 10th Sept	Practice Day	Nepean Raceway	
10th Sept	St. George - Honda Rjays Rd.4 NSW Clubman Championships	Eastern Creek	
11th Sept	St. George - Honda Rjays Rd.5 NSW Clubman Championships		
14th Sept	Club Meeting		
25th Sept	Dirt Track - Rd.6 (City of Penrith)	Nepean Raceway	
28th Sept	Club Meeting		
Sat 8th Oct	Practice Day	Nepean Raceway	
12th October	Club Meeting		
15/16th Oct	World GP	Phillip Island	
26th October	Club Meeting		
30th October	Dirt Track - Rd. 7 (B.W.P)	Nepean Raceway	
9th November	Club Meeting		
Sat, 12th Nov,	Practice Day	Nepean Raceway	
23rd Nov	Club Meeting		
27th Nov.	Picnic & Presentation Day	TBA	
14th Dec.	Club Meeting		