

# Spokesman

November  
2013



## Sydney Motorcycle & Scooter Show

The Club recently took part in the Sydney Motorcycle and Scooter Show held at Darling Harbour, sharing a stand with the MRRDA (motorcycle Road Racing Development Assoc).

The stand was one of the busiest stands at the show, and given that we weren't actually selling anything (or giving anything away!) it was great to have so much interest. The outlook is GREAT for Club Racing!!!

We took quite a few memberships over the 3-day event and have since received many emails from interested future racers and volunteers.

Thanks to the St George team members who spent their weekend manning the stand (Craig, Steve, Chris and Zara) and also to the MRRDA organisers, parents and especially the kids for being such great company!



Troy James gets comfy on Dads 400!



### CONTACT US – General

PO Box 249, Caringbah NSW 1495  
Email - [secretary@stgeorgemcc.com](mailto:secretary@stgeorgemcc.com)  
Website - [www.stgeorgemcc.com](http://www.stgeorgemcc.com)

### Membership

Email - [stgmembers@pnc.com.au](mailto:stgmembers@pnc.com.au)  
Post - PO Box 509, Penrith NSW 2751

### CLUB MEETINGS – All Welcome!

Held at 8pm on the 2<sup>nd</sup> and 4<sup>th</sup>  
Wednesday of each month at  
Gymea/Miranda Bowling Club,  
The Kingsway Gymea

### Phone

Bus. hours 02 9524 6456  
After hours 02 9540 5602  
\*NO CALLS AFTER 8PM\*

The St George Motorcycle Club extends an invitation to *members, sponsors and volunteers* to attend the

# 2013 End of Year Presentation

**Date:** Sunday 8<sup>th</sup> December

**Time:** From 11am

**Venue:** Gymea Bowls Club, 691 Kingsway Gymea

**FOOD & SOME BEVERAGES PROVIDED! BRING THE FAMILY!**

**RSVP by 1<sup>st</sup> December to [secretary@stgeorgemcc.com](mailto:secretary@stgeorgemcc.com) advising the names of those attending.**

## Down and Dirty ☹️

Our last round of the 2013 Dirt Track series was thwarted by the rain fairies....again! Unfortunately the track was deemed unsafe and the final round of Dirt Track had to be cancelled in the interests of rider safety.

We look forward to bringing you the dates for next years' Dirt Track series very soon.....

## ROAD RACE DATES .....

We are pleased to announce the following dates for the **2014 Honda RJays Road Race Series** (provisional):

**Round 1:** 1st February - Sydney Motorsport Park (incl MRRDA/Juniors round)

**Round 2:** 2nd February – Sydney Motorsport Park

**Round 3:** 2nd August – Wakefield Park

**4hr Relay Endurance:** 3rd August – Wakefield Park

**Round 5:** 6th & 7th September - Broadford VIC

**Round 6:** 8th November – Sydney Motorsport Park (incl MRRDA/Juniors round)

**Round 7:** 9th November – Sydney Motorsport Park

**We look forward to delivering another successful Road Race series in 2014!**

## **My name is Zara Griffin and I love being an official at motorcycle race meetings!**

My love of motorcycles started back in 1967 when I was finally big enough to reach the pillion pegs on my Dads' bike. I bought my first bike, a Kawasaki 200, when I was 18. My last bike, which I sold in 2006, was a Suzuki 650 SV twin.

I first started volunteering as an official in 1993 as a flag marshal. Being a flag marshal is great fun. As a flag marshal you get to see the action close up and play an important role in ensuring the safety of riders. Sometimes the days seem long, and the weather isn't always kind to us, but that's just the way it is.

As I gained experience over time I have also fulfilled roles such as race control communications, chief marshal, chequered flag, timing and pit exit. I even had a go as a grid marshal once, but that is obviously not my forte – too slow, so I don't volunteer (nor have I since been asked) for that role.

Over the years I've worked at motocross, superX, motard, trials and dirt track, but my first love is road racing. I do as many meetings each year as I can including the World Superbikes and MotoGP at Phillip Island in Victoria. I was in Shanghai in 2005 for their first MotoGP and I visited the Isle of Man in 2007 for the centenary and will again visit the IOM in 2014.

I love being a part of the team that runs successful meetings so that the riders can enjoy their sport in the safest and fairest manner. So much so, that I have also volunteered in the background in roles with my club, St George MCC and Motorcycling NSW, but that's another story.

I have also been involved with the MRRDA (Motorcycle Road Race Development Association) which started in 2007. It is a real thrill to see the up and coming stars get their start and hone their skills.

***To all the riders - I hope you enjoy riding with us at St George MCC. To all other officials – I look forward to working with you, and to parents, friends, pit crews etc – if you want to get involved and get really close to the action, become a volunteer official ... it's a hoot.***



**Zara** (right), pictured with **Kristi**, another of our regular volunteers.

Photo taken at our Broadford Round earlier this year.

## **NOTICE TO ALL MEMBERS:**

### **Review of the current Handicap Scoring System and format of the overall Honda RJays Road Race series for 2014.**

The Handicap scoring system was introduced many years ago to reduce the occurrence of tied results for the overall Honda RJays series. On the upside, the current Handicap system works, on the downside, the current system is complex, requires a lot of work to calculate, and can delay availability of results.

The Management Committee is currently looking at alternates to the Handicap scoring system as a way of avoiding tied results for allocation of prizes in the overall Honda RJays Series. The Committee is also reviewing the current format of the overall Honda RJays series (the overall placings), to ensure that it best serves the membership and the all-inclusive aims of the Club.

We welcome suggestions from the membership. Should you wish to forward suggestions for alternate methods of scoring or format, please do so in writing no later than COB 3rd December 2013. Submissions to be made by email: [secretary@stgeorgemcc.com](mailto:secretary@stgeorgemcc.com) or fax: 02 8026 8355. Suggestions will be considered at a meeting of the Management Committee and any changes advised in due course.

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## **The BIGGEST and the BEST!**

There is not much else we can say about the November rounds of the Honda RJays Road Race series at Sydney Motorsport Park other than.... **WOW! Close to 200 riders and 250 machines!**

Entries were at record levels and rider satisfaction was just as high. Our volunteers were keen, officials excited, and the spectators from the drags next door were just as interested in the spectacle as our own!

Unfortunately on the Saturday morning there was a crash in the Bears race that was bigger than normal, with 4 riders requiring assistance. All are recovered or recovering and have sent their thanks to the Club for the way the incident was handled.

We are a volunteer club but days like this certainly show that volunteer does not equate to amateur with grid numbers indicating that we are doing things right for our riders.

With the next round **only 9 WEEKS AWAY**, it's time to get back in the garage and set your toys up for another FULL weekend of racing on 1<sup>st</sup> / 2<sup>nd</sup> February at SMSP.

We look forward to welcoming the MMRDA to our next meeting, which will see good numbers on the South Circuit. Stand by for the entry form which if all goes to plan will be on the website before Christmas.

***Join us the END OF YEAR PRESENTATION to celebrate the success of our road racers in 2013!***

# Wallowing to Wollombi

As we came hooking in to a tight right hander the poor road surface turned diabolically bad, with just a patchwork of repaired tar left of the original road and plenty of pot holes, I let the bike run wide as the suspension and tyre tried to cope with the pounding from the pitiful surface and keep some grip, I managed to keep it on the black stuff and as I accelerated away I checked the mirrors and the bike following was having the same problems and unfortunately followed my line with the same result. I wondered how the rest of the group would cope with this corner when they came across it. The road continued in this manner for a while until we came across a brand new hotmix surface with all variety of bends thrown in and it was nirvana for a while as this winding country road weaved and twisted its way to Wollombi. The road did revert back to an older surface but still good in comparison to a lot of NSW roads and the fun continued until we arrived at Wollombi Pub for lunch.

We left Menai just after 8.00 and left 2 riders to catch up, as a flat battery needed to be replaced on one bike. We made our way through Silverwater and on the F3 expressway until the Berowra turn where we met the rest of the group which was made up of 4 Triumphs, 3 Ducati's, 2 BMW's, 2 Suzuki's, 1 Yamaha, 1 Honda and 1 Black Harley with severely scratched pipes & pegs. To my surprise we had 2, A grade road racers with us and they had recently taken 1<sup>st</sup> and 2<sup>nd</sup> at our 4 Hour endurance race at Wakefield Park, along with a mix of ex racers, fast road riders of all different ages, and 4 bikes made for all roads and off road, we were ready for anything NSW country roads could throw at us, almost.

The first section of the Old Pacific Highway is notorious for heavy handed law enforcement on very low posted speed limit roads, but oh! such a nice section of hotmix. We spent the first section down to the Hawkesbury watching the speedo more than the road and we saw one kind officer making sure we were safe and no chance of going 11 k's over the speed limit, falling off and killing ourselves. The rest of the way to the Road Warriors Café was subdued and cruisey and we arrived to a throng of motorcycles parked everywhere at the café. While some ordered coffee, I didn't like the queue and the long, long wait for the order to be filled, so when most finally had their coffee there were 2 riders still waiting for the staff to catch the pig for their bacon and egg roll. They told us to continue and so we headed off to combination of turns to Peats Ridge and the Wollombi Road, stopping at each turn so we didn't lose anybody.



Once on the Wollombi road a sensible 100kph speed limit meant we could at least get some air into the radiators and clear the sinuses. We continued at a steady pace and with some traffic, but not much, the ride became more enjoyable until we hit the section described at the start of the story and then just tried to get through that bit with rubber side down. Once at Wollombi pub we got together, discussed the ride, checked out the bikes, had lunch, watched 60 odd immaculate VW Combi vans pull up for an organised Show & Shine meeting, and there was hardly a hippy to be seen among the group.

After lunch we continued on to Broke where the road can get very tricky with tightening radius turns, narrow roads, and varying surfaces, Toyota Camry race car drivers

screaming past in the opposite direction and plenty of vineyards and no time to stop and taste their results. After 2 turns we were on the Putty Road, famous for bends, little traffic, bush everywhere and fun for bikes. Everybody rode at their own comfortable pace and with the Harley in front of me I thought it would be a slow trip, but what entertainment he provided trying to get that porky beast around corners. Harleys go all right in a straight line but point them at a corner and they scrape, **wallow**, weave and leave deep gouges in the bitumen when punted spiritedly.

This was one of the better handling Harleys I've seen but the antics of the rider first leaning the bike, then putting the knee out, then sliding his bum off the seat, then when he still ran out of ground clearance the shoulder would drop and the last of all the elbow would be pushed to the side and even then the thing was grinding pipes like he owned a steel foundry. It was a fascinating experience watching this accomplished rider man handle the beast through the twists and turns of the Putty.

In between all of this, there was a budding young racer driving his basic Jap ute at speeds Mark Webber would have been proud of, once he was overtaken by a few riders he upped the pace to "scary" and would put the thing into corners with the arse drifting wide and bouncing out of corners, at this point I backed off gave him plenty of room for when, or if, he put it in the bushes. Much to his credit he kept it on his side of the road and reasonably under control and stayed with the bikes up front until he decided that this is the spot he should turn off and hit the dirt side road at speed. That made me happy as we could get on with our ride without worrying whether this bloke would carve some poor punter up.

The half-way house is no longer a house but a burnt down pile of scrap and we stopped further on at the Wombat Café or something, but they don't sell fuel, so make sure you fill up before you start on the Putty like I suggested to the Harley rider at Broke, lucky I did as I doubt he would have made Singleton with the big polluter guzzling gas by the bucket full. After the stop and refreshment we headed towards Colo Heights and received nice friendly high beam flashes of welcome from the local Highway Patrol, then we found a nice section of road up the hill from Colo river and had a bit of fun before tell tale signs of civilisation appeared again at Singleton and the boring, tedious run home.

Riders dispersed in all directions and the ones from the Shire had the most to do, but a wide run down Northern Road, Bringelly Road and Heathcote Road made it a little less unbearable and we finally arrived home on dark at around 5.00 pm after leaving home at 7.30am. The trip included about 450 K's and heaps of variance in the roads, but as one rider described it as "Sensational", I think everybody was tired, but happy with the ride.

Points will be awarded for this ride but as I can't remember all the people who came along, if you are a club member and haven't received points, let me know and I may (or may not) put your name in the Touring Championship Pointscore.

#### **Touring Championship Pointscore.**

Gus Bridges	Suzuki GSX 1300	987*
Hanna Whiteley	Triumph Hot Seat	962
Rob Whiteley	Triumph Sprint ST 1050	962
Michael Rooke	Yamaha FZR 1000	512
Tim Morris	Triumph Sprint GT 1050	495*
Steve Roach	Ducati Multistrada 1200	450
Tom Roche	Harley (Big, Black & Angry)	450
Roland Kruck	Honda VFR 1200	450
Stefan Olk	Triumph Daytona 955	267
Mathew Bolton	Suzuki GS 500	267
Peter De Zwart	Honda 125 & Suzuki GS 500	245
Chris Baker	Toyota Coaster Driver (Sometimes on 2 wheels)	186
Zara Griffin	Toyota Swinger	186
Craig Johnston	Toyota Joy Rider	186
Alan Smith	Toyota Comedian (and Craig knocker)	186
Peter Snow	Toyota Navigator	186
Rob Whiteley	Toyota Assistant Navigator (and Auto correct)	186

\* Denotes lucky dip bonus points awarded.

See you next ride!

**Trumpy**