



HAMILTON MOTOR CYCLE CLUB INC

MARCH 2018



**MITCH REES
GETTING AIR
AT PAEROA!**

**NOTICE:
AGM
MARCH 1ST!**

“AIMS AND OBJECTIVES:

TO PROMOTE MOTORCYCLING FOR THE GOOD OF MOTORCYCLING”

**THE OPINIONS AND VIEWS OF THE CONTRIBUTORS ARE THOSE
OF THE INDIVIDUAL AND NOT NECESSARILY THAT OF THE EDITOR
OR THE HAMILTON MOTOR CYCLE CLUB INC.**

HAMILTON MOTOR CYCLE CLUB INC COMMITTEE MEMBERS 2017/2018

PATRON	Bruce Delaney	Mob: 027200 3484	Ph: 839 7722
PRESIDENT	Phillip Duthie	Mob: 02102939231	Ph:
SECRETARY	Sharon Martin	Mob: 027 6869925	Ph:
TREASURER	Steve Parker	Mob: 022 0964067	Ph: 858 2334
	e-mail: info@hamiltonmcc.org.nz		
BAR MANAGER	Tim Hedges	Mob: 0221964280	Ph: 824 7088
CLUB CAPTAIN	Mark Hatton	Mob: 0274 856 843	Ph: 856 7076
EVENT COMMITTEE	Bazza McNair		Ph: 855 8162
	RayCox	Mob: 022 3400118	Ph: 853 7495
	Matt Robb	Mob: 021 216 8232	Ph:
	Tim Hedges	Mob: 022 1964280	Ph: 824 7088
	Tane Dempsey	Mob:	
	Pete Commons	Mob: 022 410 9400	
TRIALS	Barry Nichols		Ph: 855 4891
CLUB HISTORIAN	Terry Stevenson	Mob: 027 2225656	Ph:

WEB www.hamiltonmcc.org.nz
Facebook www.facebook.com/pages/Hamilton-Motorcycle-Club-Inc-NZ
Photos on Flickr www.flickr.com/groups/hamiltonmcc/

NEWSLETTER CONTRIBUTIONS

Contributions are what makes this newsletter entertaining.
 Get yourself some fame or notoriety by writing something for us!
 I love to get them by email at hmccnews@gmail.com
ATTENTION: Deadline is 6:00pm the FRIDAY FRIDAY FRIDAY before clubnight please.

CLUB NIGHTS

First Thursday of the month, doors open 7.30pm

COMMITTEE MEETINGS

Tuesday nights, one week prior to Club Night, starts 7.30pm

CLUB EVENTS INFO LINE PHONE 022 380 5122

LIFE MEMBERS

Hugh AndersonR..... 853 2711	Doug McLaren 021 575006
Mike ChildS,D.....Australia	Steve Parker (F).....S,D,F..... 858 2334
Mark HattonS,R,D,F.... 0274 856 843	Trevor RoseT,R..... 855 9523
Doc HollidayS..... 843 8368	Bruce WeeksS,R..... 839 2325
Roy LongS,R,D,F..... 825 4874	Mike WebbR..... no, you can't
Neil McCabeT,S,R..... 829 9383 bother him with
 your opinion

HMCC President's Report Feb'18



Hi again everyone.

I hope that all those at the club rooms on Thursday for Mike Webb life membership had a great night and had lots of good questions to ask him. My apologies for not being there but myself and some club members were heading down to Ruapuna for Sound of Thunder race meeting and unfortunately dates couldn't be changed-total buggy but so be it.

Well done to all the club members who raced at Pearoa on Sunday, I know that it ended in tears for some but thankfully no-one was to seriously hurt.

The trials team held round 1 of the HMCC Championship last Sunday and the results are in this magazine. They are also running a demonstration ride at the National round at Hampton Downs (see later in mag).

Lock in April 22nd as the clubs annual Quine road hill climb is booked in for then and it's always a good day out for club members.

Please also remember our club is again hosting the final round of the NZ Superbike series at Taupo on the 17th and 18th of March. Ass always volunteers will be needed, and a few more as the international track is being used, so get your hands up and help as it should be a great final round.

Also some great news and developments ahead for our Winter series but you'll have to wait till club night when all will be revealed. Until then happy trails and see you on Thursday.

Cheers Frilly

NEXT CLUB NIGHT

1st March

Doors open 7.30pm

ANNUAL GENERAL MEETING

Yes that time of year you can have your say on who goes on committee! And other important stuff.

We'll try not to keep the bar closed too long!

HMCC Hosting Round 4 NZSBK

Important stuff here:

Volunteers!

It takes around 40 people to run this thing, and we like to source as many from the Club as possible.

1) Pit Lane Crew - 10, mostly recruited already, but I am looking for the Bike Recovery Crew of 3 people

Contact Steve 022 096 4067 if you are available.

2) Flag Marshals and Runners - we need 24, plus spares for relief duty. We are about half way there. Looking to firm up the list after Round 3 is done and dusted this weekend.

Contact Ray 022 3400 118 if you are not already on his list

Accommodation available in bunk room, or camping.

Saturday Night BBQ

We'll put on a big BBQ for helpers and others Saturday evening

Prizegiving Sunday Night

There will be a proper Prizegiving at a venue in Taupo, keep that in mind if you are interested

A quick look at what's coming up

17 and 18 March - HMCC are running the Taupo leg of the NZ Superbike series.

22 April - Quine Road Hill Climb - start tuning up those bikes

27, 28 and 29 April - End of Road Rally - 3 days, do last years ride without the snow. Herbertville, Gentle Annie, and camp up on the plateau.

If there's a snow warning - maybe we'll go to the top of the Coromandel eh?

Trials - see the 2018 calendar at the back of the magazine.



NEW ZEALAND SBK
www.nzsbk.co.nz

2018 NEW ZEALAND SUPERBIKE CHAMPIONSHIP

PHOTO COURTESY ANDREW WOODS/SHOOTING STAR

ROUND ONE
MKZ PERMIT #17040
MIKE PERO MOTORSPORT PARK
RUAPUNA 6-7 JANUARY 2018

ROUND TWO
MKZ PERMIT #17041
LEVELS INTERNATIONAL RACEWAY
TIMARU 13-14 JANUARY 2018

ROUND THREE
MKZ PERMIT #17042
HAMPTON DOWNS MOTORSPORT PARK
WAIKATO 3-4 MARCH 2018

ROUND FOUR
MKZ PERMIT #17043
BRUCE MCLAREN MOTORSPORT PARK
TAUPO 17-18 MARCH 2018

PROUDLY BROUGHT TO YOU BY

SUZUKI **CTAS LIVE** **HONDA** **COROMANDEL RACING** **MKT** **PIRELLI**

HMCC WINTER SERIES

Some great developments have been happening behind the scenes

We have a great new development, Kawasaki NZ is coming on board as Series Sponsor, and we are having the middle round at Hampton Downs!

Some class sponsors have been found, but we are looking for more, talk to Steve if you know of any potential sponsors

The poster, Supp Regs and Entry form will be drafted up over the coming month, keep an eye on the website, I will put them up if ready before next newsletter.

Dates are

May 13th Taupo (2.2km Track 2)

August 19th Hampton Downs (National Circuit)

September 22nd Taupo (2.2km Track 2)

Another great new development, we are starting a brand new class!

LAMS RACING

We have set up a set of rules for what will be known as the LAMS Class.

Thanks to Shayne Lawrey and Jay Lawrence for the idea and drafting the new rules, which will be posted on our website in a couple of days.

The gist of it, is a class for any LAMS approved bike, with no room for expensive modifications. You will only be allowed to update tires (road legal of course), levers, brake pads etc, and have to keep the motor in stock LAMS specification. This will be a great starter class, with a relatively low machinery and running cost. Things like tyre warmers and power commanders will be out of the question.

As all the LAMS bikes have a power to weight limit, there will be a wide variety of models that should all provide similar performance on track. Many of the models are available quite cheaply as insurance write offs, with only cosmetic damage, another way to get into the class on a low budget.

CLASSES

As per last year, we will run six classes, with 3 races each, time permitting.

Senior

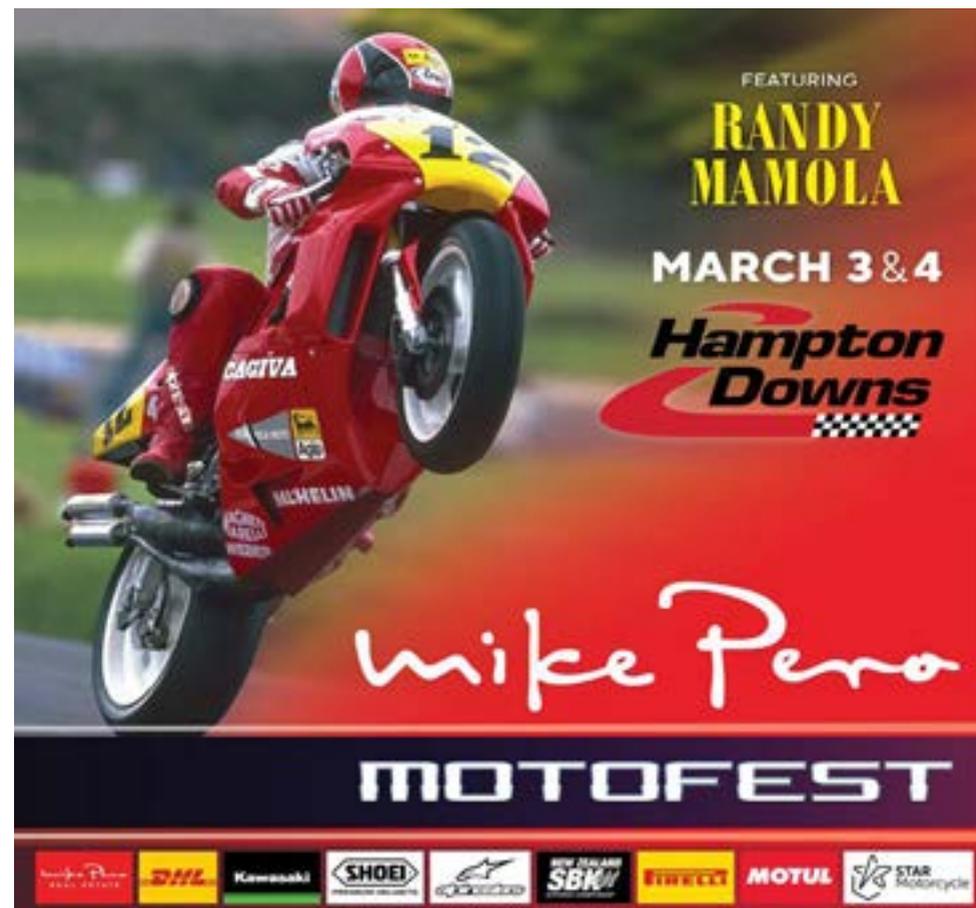
Intermediate

Junior

Post Classic/Classic

Supermoto

Clubman/LAMS



Randy Mamola, the original 'great entertainer' of motorcycle Grand Prix racing will headline the Mike Pero MotoFest spectacular at Hampton Downs from March 3-4. The American made his debut in international motorcycle racing in New Zealand in the early 1970s and went on to world championship Grand Prix racing success. Along the way he gained a legion of fans, drawn to his post-race antics that included wheelies, stoppies and throwing his gloves into the grandstands. The fans loved him for it and several riders, not least the great Valentino Rossi, have used the 'Mamola template' in subsequent years.

Mamola heads up a long list of legends attending the Hampton Downs event which will showcase all things motorbike. Here's the line up...

LEGENDS DEMONSTRATION SESSIONS

Enjoy demos from our legends twice a day over the MotoFest weekend. Our Legends will be reunited with machines from the past for exhibition sessions. Legends line up as follows: Randy Mamola, Steve Parrish, Aaron Slight, Graeme Crosby, Hugh Anderson, Kevin Magee, Andrew Stroud, Gary Goodfellow, Paul Bryne, Phil Payne, Jeremy Burgess and Shayne King.

SHOEI CLASSIC RACING

The event will feature Post Classic and Classic GP Racing.

NZSBK CHAMPIONSHIP – ROUND 3

Round 3 of the 2018 New Zealand Superbike Championship will be contested at the Mike Pero Motofest. With 10 classes, from Superbikes to Sidecars, the country's top motorcycle racers will battle it out on track, culminating in the prestigious NZTT title on Sunday afternoon.

KAWASAKI PUBLIC TRAIL RIDE

There will be a public trail ride (10-15km) on adjacent farmland, which will run for the entire two days of the event. This will be open to all comers. The track will be family friendly.

MOTUL TRIALS CHALLENGE

A temporary track will be built on site in the heart of the track for the inaugural MOTUL Stadium Trails Challenge, featuring eight of NZ's top riders.

FREESTYLE MOTO CROSS

X Games Superstar Levi Sherwood joins the Franklin Farm Freestyle Moto X team at Hampton Downs for the Mike Pero Motofest. Levi and two other local riders will take to the skies above the main skidpan with aerobatics on motorbikes. There will be three breath taking shows each day.

PIRELLI TRACK SESSIONS

Track time will be available for amateur riders and enthusiasts thanks to Pirelli! Riders will be able to purchase 2 x 15 minute track sessions on either day, along with their event ticket. Take in all the action and get amongst it!

STAR INSURANCE MOTORCYCLE SHOW

We are expecting a massive congregation of bikes at the track each day. The very best road bikes, Harley Davidsons and more. Bike show participants will have the opportunity to cruise the track each day and show off their ride.

ALPINESTARS LEGENDS DINNER

Celebrate some of classic moments on the big screen and a Q & A with the Legends on Saturday night.

LEGENDS

RANDY MAMOLA: the teenage tyro who tore up New Zealand race tracks in the 1970s is coming back after a successful career that includes 13 World 500 Championship Grand Prix wins. New Zealander Mike Sinclair helped Mamola to seven of those race wins and was instrumental in many of his 26 other GP podium finishes. Randy finished second in the World 500 Championship four times and quips "I can't put a star on my shoulder and say I'm a world champion, but I've stood on the Grand Prix podium with three different tyre manufacturers—Michelin, Dunlop, and Pirelli—and four different makes of motorcycle." Since retiring from racing in 1992, Mamola has spent countless hours raising money for the Riders for Health charity as well as working as a MotoGP television commentator and one of the riders of the Ducati Two-Up bikes used to give celebrities a taste of MotoGP action. Randy will ride a Suzuki RG500 owned by Stuart Avant and Tom Dermody in the Legends Parade.

STEVE PARRISH: a close friend of former English GP star Barry Sheene – who gave him the

'Stavros' nick-name after the 'Detective Stavros' character in the TV show 'Kojak' – Parrish is a man of many talents. He won the British 500 Championship in 1976, spent a season in grand prix racing as Sheene's Suzuki team-mate in 1977, won the British 500 Championship again in 1978, the Shell 500 title in both 1979 and '80 then spent five years as team manager for Loctite Yamaha in BSB during which the team won four championships. Truck racing then took his fancy and he won five European and five British championships in the big rigs and remains the most successful European truck racer. A BBC radio commentator turned television commentator, Parrish has called MotoGP races as well as British Touring Car, British and World Superbike races and is one of the faces of the Isle of Man TT coverage. A qualified pilot, Parrish has commented for the Red Bull air racing series and tests various vehicles and racing machines and is an expert witness for motor racing incidents. He also held the Guinness Book of Records world record for the "Fastest Speed Achieved in Reverse" (136 km/h) using a Caterham. With journalist and broadcaster Nick Harris, Parrish co-authored Barry: The Story of Motorcycling Legend Barry Sheene. A notorious practical joker, he staged a major fire-cracker incident in a brothel in Macau that saw him banned from the territory. Then there was the ambulance he sometimes used to park on double yellow lines with the doors open in visits to his local bank, not to mention the fire engine he used to hose down the inside of a friend's packed public house on a Sunday afternoon. Apart from parading an RG500 Suzuki owned by Paul Edwards, Parrish will also host the AlpineStars Gala Dinner on Saturday night.

GRAEME CROSBY: One of the most talented motorcycle racers to come out of New Zealand, Crosby could literally race anything, winning on machines as diverse as production Kawasaki 350 twins and 750 two-stroke triples, Kawasaki Z1 Superbikes as well as purpose-built racers – Yamaha's TZ350 twin, TZ750 four, Kawasaki's KR750 triple and Suzuki's RG500 square four. Crosby shot to stardom in the New Zealand Marlboro International Series in the mid-1970s racing Ross Hannan's Yoshimura-Kawasaki Z1 Superbike amongst the purpose-built racing machines. The 1000cc four-stroke always gated well so Crosby was often in the thick of the action in the early laps until the racing machines got into their stride. But at Wanganui there was nowhere to hide so Croz was in the thick of the action all race! It was the same on the tight Sydney circuits – Amaroo and Oran Parks. It was like seeing a Touring Car giving F1 cars a run for their money –and the Aussie crowds lapped it up. After one particular Oran Park outing, the back of the ute used for the victory lap was full of beer cans 'donated' by spectators. It was no different in Japan when he practiced for the first Coca-Cola Suzuka 8-Hour – popping monos on the Moriwaki-Kawasaki Z1 down the hill into the Spoon Corner, with photographers three deep to catch the action. Same thing in England after the Poms discovered what Australasian Superbike racing looked like, dubbing Crosby's riding style "sit up and beg". Except he didn't do any begging: Suzuki had a contract in front of him before the 1979 season was out. It was hard to contain the larrikan. With a contract to wear the Swiss-made Kiwi brand helmets, Crosby turned up with a t-shirt bearing the legend: 'the English may have the culture, but the Kiwis have the polish' around the outside of an image of a Kiwi shoe polish tin. His short international career saw Croz win the Coca-Cola Suzuka 8-Hour, the Daytona Superbike race, the Daytona 200, Imola 200 and the Isle of Man TT, putting him in a club of one.

HUGH ANDERSON: he dreamed of racing the Isle of Man TT from the time he got hold of English motorcycle newspapers as a primary schoolboy. He not only attained his dream but exceeded it beyond anything he could ever have thought possible as a youngster. Bumping and sliding around the public road 'tracks' of New Zealand in the 1950s turned out to be a great training ground. Nothing he encountered in Europe was as tricky. From struggling privateer, Anderson was elevated to factory rider by signing with the then fledgling Suzuki Grand Prix team to race their 50 and 125cc two-strokes. Fortunately he had great mechanical sympathy and could coax the most from these fast but fragile machines, winning no less than 25 world championship GPs from 1961 to 1965 as well as four world championships. Possibly his stand-out performance was the September 5, 1965 GP 125 GP at Monza where he lapped the field almost twice; the second to fifth place finishers were lapped once, everyone else was two laps down at the end of the 126 km race. Stressed by the number of riders being killed

or maimed on the dangerous European race tracks, Anderson walked away from road-racing and went back to his roots – travelling around Europe racing scrambles machines. He had suggested Suzuki develop a line of off-road racers as early as 1962, and in fact tested a twin-cylinder 250cc machine in New Zealand for the Japanese factory – “a road bike with knobby tyres.” After some erratic development, Suzuki had Anderson test another bike in Japan in late 1965. Suzuki beavered away and on May 28, 1967 Anderson was the first rider to finish a world championship motocross GP on a Suzuki. The factory immediately asked him to join their motocross team. With a banged-up knee and other niggles, Anderson did not feel he was able to do justice to a factory contract and suggested they sign Swede Olle Pettersen. Two years later Petersen finished third in the World 250 Motocross Championship on a Suzuki and two years later Joel Robert and Sylvain Geboers took the first and second in the world 250 title for Suzuki –eight years after Anderson’s first suggestion to the Japanese factory. Years later he was one of the driving forces behind the establishment of Classic racing. His autobiography Being There is a must-read for anyone interested in New Zealand racing in the 1950s, and GP racing in the 1960s.

KEVIN MAGEE: described by Team Kawasaki Australia boss Neville Doyle as “the most naturally gifted Australian racer since Hansford,” Magee came to attention racing a Ducati Pantah prepared by Bob Brown in Australian Superbike events. The 600 was bored and stroked to around 750cc but it was still an air-cooled two-valve twin racing against 1000cc fours. Magee embarrassed many more fancied riders and Warren Willing was quick to sign him into the Australian Marlboro Yamaha Superbike team. In the 1986 Coca-Cola Suzuka 8-Hour, he and team-mate Mike Dowson took their Aussie Superbike to second outright against the purpose-built Japanese factory endurance machines. At year’s end, Yamaha sent two factory YZR500s to Australia for the Swann Insurance Series, one for Rob McElnea, the other for Magee. He had never raced a GP machine but by the second round of the series at the Surfers Paradise track, Magee won. The following weekend he repeated the process – shadowing McElnea to finish second in the first race, then pouncing and romping away to win the second. In three wild-card 500 GP appearances in 1987, Magee crashed out of the Japanese GP, qualified second alongside a surprised Wayne Gardner at Assen and finished tenth in the rain before finishing on the podium at the Portuguese GP. In between he and an injured Martin Wimmer won the Coca-Cola Suzuka 8-Hour – the first time a Yamaha had won the legendary event. Signed for Kenny Roberts’ Lucky Strike Yamaha team for 1988-89, Magee started out strongly, beating Eddie Lawson to win the Spanish 500GP at Jarama. But he struggled to adapt to the Dunlop tyres and compared to his compact team-mate Rainey, he was too big for a 500, his shoulders, knees and elbows sticking out in the wind stream. The USGP at Laguna Seca in ’89 was to be a turning point in Magee’s career. After finishing fourth he pulled up on the cool-down lap to do a burn-out for the crowd. Behind him Bubba Shobert was congratulating Eddie Lawson on his race win, came around the corner and ran smack into the rear of Magee’s Yamaha. That ended Shobert’s career and a year later, let go by Roberts and racing a Suzuki, Magee was high-sided out of the seat and crashed down on his head, his Shoei helmet absorbing the impact but Magee had a bruised brain and had to be kept in a medically-induced coma for more than a week. That effectively ended his grand prix career. In recent years Magee has provided track tests of sports bikes for Australian magazines and is currently a television commentator for Fox Sports Australia. Magee will be riding a YZR500 Yamaha grand prix machine owned by Stuart Avant and Tom Derody.

AARON SLIGHT: after racing 250 Production in New Zealand and Australia, Slight tried his hand in Formula 1 motorcycle racing in Japan on a Bimota YB4 with the YSP Meiji Super Angel team in 1988, impressing Team Kawasaki Australia team manager Peter Doyle who signed him to race in Australia in 1989 as team-mate to Rob Phillis. Runner-up to Phillis in the 1990 Australian Superbike Championship, Slight took the title in 1991 and also took a clean sweep of all six races in the Pan Pacific Championship on the TKA ZXR750. Next it was off to contest the Superbike World Championship, first as team-mate to Phillis, then American Scott Russell. Slight won the first race of the 1992 season at Albacete in Spain but it would be 18 months until

his next Superbike win, at Monza, Italy. More importantly, he and Russell won the 1993 Coca-Cola Suzuka 8-Hour in July 1993 – the only time Kawasaki has won the race in the event’s storied 40-year history. Switching to Honda, Slight won the 8-Hour again in 1994, teaming with Texan Doug Polen. The final hour was intense, Slight battling his super determined former team-mate Russell every inch of the way, winning by just 0.288 of a second – the closest finish in the event’s history. Making it a hat-trick, Slight teamed with Japanese Tadayuki Okada to win the 8-Hour in 1995, making him the only rider to win three in a row at the prestigious race. While the Honda RC45 was competitive in the 8-Hour, it struggled in the Superbike World Championship, Slight going winless there for 30 races before taking the top step on the podium, at Albacete in 1995. His task was made no easier by Englishman Carl Fogarty racing the dominant Ducati 916 and its later versions. Slight always maintained that if he and Fogarty were to race the same machine, he would beat the Englishman. He got his wish in 1996 when the cocky Englishman joined the Castrol Honda squad. The record shows Slight finished ahead of Fogarty 14 times; Fogarty beating Slight eight times. But in the ’96 championship chase it was Australian Troy Corser who came out on top –on a Ducati – with Slight second and Fogarty fourth. Slight was probably the most consistent rider of his era and had Honda sorted the handling of the RC45 earlier Slight may well have been world champ. In his ten-year world championship career, he finished third in the title chase four times, was second twice and finished sixth in his rookie year and fourth in what was to be his final full year (1999). Cruelly, he suffered a cerebral haemorrhage while in Sydney testing the new Honda RC51 at Eastern Creek and had to undergo cranial surgery. That kept him away from racing for the first three rounds of the 2000 championship and when he returned he never quite found his previous form and retired from racing. Ironically, 2000 was the year Fogarty, the man who had stood between Slight and world championship success so many times, ended his career after a crash at Phillip Island. The closest Slight came was 1998 when he finished just 4.5 points behind the Englishman. A last lap incident with a lapped rider at Phillip Island cost him 11 at least 16 points; a blown engine while in leading Fogarty in the second race at Monza cost another 20 points, then there was a the start line pile-up at Laguna Seca which knocked him out of a decent points haul. However, Slight can look back on a career that saw him take 87 podiums, 13 race wins and eight pole positions in world championship racing, not to mention his unsurpassed Suzuka results.

STUART AVANT: after deciding to give up ambitions of playing hooker for the All Blacks, 17-year-old Avant was one of a group of talented Christchurch teenagers who set New Zealand race tracks alight in the early 1970s and also tried his hand in Malaysia and Indonesia where he was one of the first to race the then new square four rotary disc valve Suzuki RG500. Teaming up with his childhood friend Christchurch mechanic Mike Sinclair, Avant raced the Australian TT at Laverton near Melbourne in 1976. In the 500cc race, he stunned masses of spectators by passing multi-world champion Giacomo Agostini and pulling away at half a second a lap. He was robbed of a fairy-tale win by poor quality fuel supplied at the track – the Suzuki engine seizing four laps from the finish. Back in Christchurch Avant was surprised by a telegram from Diemme, an Italian GP team asking him to join them. His Tommy McCleary-owned Suzuki was freighted to Italy and he and Sinclair flew off to go racing in Europe. Avant was suddenly in the big time – world championship GP racing. In his first GP he surprised by finishing seventh at Le Mans then went on to grab a fifth-place finish in Austria – in the days when up to 60 riders were entered, and the fastest 40 from qualifying made the grid. At Mugello, Avant engaged in a race-long duel with American Pat Hennen before vomiting inside his helmet and finishing seventh. In Sweden he qualified fourth fastest and led for eight laps but a lack of fitness saw him pushed back to fifth at the end. In Finland his front brake pads glazed and he crashed, suffering internal bleeding. From there it was back to London to convalesce at former world champion Phil Read’s Surrey mansion. Still an impressionable youth, Avant got swept up in Read’s night-clubbing lifestyle, including meeting the Rolling Stones, before returning home – to a mayoral reception in Christchurch. It went to his head a little and before the 1976-’77 Marlboro Series got underway, Sinclair decided he’d had enough and went trout fishing. Stuart returned to Europe and grafted his way through two more seasons of British and world

championship racing before racing in Australia for the 1978 season, clinching the national 500 championship as well as winning the Australian 500 GP at Bathurst. He switched to a Yamaha TZ750 for another year in Australia before returning to England with backing from BP, racing his own Suzuki RG/B500s during the early '80s, contesting GPs, international and national races. His crowning achievement was the 1982 North-West 200 he won from Joey Dunlop and Mick Grant. In his final years he worked as a development rider for Suzuki GB in its development of a revolutionary aluminium honeycomb frame was a test rider for Motorcycle Mechanics and also helped develop AP's carbon brakes. Avant had his last competitive ride at Bathurst 1985 at age 29 then settled in Sydney, opened a car tyre retail business which he worked hard to make the biggest in the Bob Jane Tyres chain. He maintains a close interest in world championship racing and along with Queenslander Tom Dermody has begun collecting some of the race bikes of his early years. If Stuart was to write a book on his life as a struggling privateer, it could be called 'Running On Empty,' as he experienced the highs and the crashing lows. Through it all he managed to maintain a cheerful demeanour, is never short of a quick quip and remains very well connected in the grand prix scene.

GARY GOODFELLOW: a hugely talented cheeky young motocross star of the 1970s, racing in New Zealand, Australia and Europe, Goodfellow moved to Canada in the early 1980s and was running a major dealership in Vancouver at the age of 24. It was then he took up road-racing on Suzukis, winning many races in Canada and contesting selected rounds of the US AMA Superbike Championship. A professional racer for 20 years, he was ranked fifth in world motocross and scored eighth place in the inaugural World Superbike Championship despite contesting only a handful of rounds. He also won 11 championships in Canada and represented North America in the 1987 Trans-Atlantic Championships held in England, finishing third overall in the series behind Kevin Schwantz and Wayne Rainey. Gary was also a test pilot for the John Britten development team in New Zealand for three years and was very unlucky not to win the 1987 Coca-Cola Suzuka 8-Hour, leading from the halfway point until five minutes from the end when co-rider Katsuro Takayoshi ran off and got stuck in a sand trap. By the time he had got out, Kevin Magee had taken the lead, and the win – Goodfellow and Takayoshi relegated to second. At Sugo in Japan in 1988, Goodfellow became the first New Zealander to win a World Superbike Championship race and also scored Suzuki's first win in that series. Remarkably, he achieved that with a broken bone in his foot and had to be helped off the Yoshimura-Suzuki GSX-R750. Goodfellow will be riding the number one Britten V1000 from the Kevin Grant stable.

ANDREW STROUD: best known for his races on the Britten V1000, the now 50-year-old has raced a wide range of machines in New Zealand, Australia, the USA and around the world. Starting out as a 250 Production racer at the same time as Aaron Slight, Simon Crafar and Tony Rees, Stroud managed to stretch his career to 2013 when he finally hung up his helmet. He began racing in 1986 and won his first national championship in the 250 Production class just two seasons later following a season-long battle with Slight. His career took off from there. As a shy 19-year-old he surprised the Australian racing scene by racing the Shanton Apparel Yamaha FZR1000 to second place in the fiercely contested Arai 500 kilometre endurance race at Bathurst. Stroud had never seen the daunting six kilometre concrete wall-lined Mount Panorama circuit before he showed up to practice for the 1988 race and on a Production class bike fitted with a race exhaust, he slithered around in the wet early part of the race and then as he got used to the track, he made his way forward to finish second, behind the Marlboro Yamaha Dealer Team's FZR1000 Superbike run under the management of Warren Willing with Mike Dowson and Mick Doohan sharing the riding. Then it was off to the USA to race endurance events before joining Graeme Crosby on a Moriwaki Honda for the 1988 Coca-Cola Suzuka 8-Hour race. It was there that he was recruited by a Japanese team and for the following decade he travelled the world, racing full time for various Superbike and Grand Prix teams, as well as winning national titles in the United States and also racing at the Isle of Man. He also took a record nine New Zealand Superbike Championships and four Formula One title wins in a row in the popular annual Suzuki Tri Series before a crash at Manfeild

prematurely ended his 2012 campaign. On the world stage he contested 41 World Superbike Championship races, 20 World 500 Championship races, four Suzuka 8 Hours, the Isle of Man TT and three 24-hour World Endurance Championship events. His quietly-spoken laid-back demeanour off-track masked a very determined competitor – the results speaking for themselves. Now he enjoys watching two of his sons following in his footsteps. Andrew will ride the Kevin Grant-owned Britten V1000 in the Legends Parade.

RICHARD SCOTT: Wanganui-born Richard Scott rose to prominence in Australian Production racing, stellar performances on an unfancied Yamaha XJ750 – including winning his class in the 20-lap Production race at Bathurst in 1982. This attracted the attention of Warren Willing who signed him to race an XJ900 Yamaha for the Toshiba Yamaha Team. Willing's faith was re-paid when Scott won the 1983 Surfers Paradise Three-Hour on the shaft-drive machine. He was in contention in the Castrol Six-Hour six weeks later but tangled with some lapped riders and crashed, got going again and finished fifth. Proving his adaptability, he was given a Yamaha TZ250 to race in Australia, finishing second at Bathurst –his first time on a GP bike. Scott went on to clinch the Australian 250 Championship in 1983, contested over six rounds across the Wide Brown Land. He also turned in some dazzling rides on a Ducati TTF2 600 in Australia. Back on Production bikes, Scott took back-to-back wins in the Australian Castrol Six-Hour race in 1984 (Yamaha RZ500) and 1985 (Yamaha FZ750). A move to England saw him racing a Ron Grant Honda-prepared VFR750 in the Superstreet series in 1986. He finished second in that to Kenny Irons (Yamaha FZ750) who was racing in the Steve Parrish-managed Locktite team. Grant and Kiwi Paul Treacy then built up a Honda RS500 GP machine from spare parts at Honda GB and Scott won first time out on this, at a European Championship race at Donington Park. He bought the bike back to New Zealand for the summer and swept all before him, setting a lap record at Wanganui's Cemetery Circuit that remained unbroken for 24 years. In 1987 he raced the modified VFR750 in the Trans-Atlantic Match Races as part of the British team and was the top points scorer for them. Two weeks later he was back on the RS500 for his first World Championship Grand Prix, at Jerez in Spain. He finished 10th there. At the Monza round he was approached by Kenny Roberts with an offer to take over the Lucky Strike Yamaha YZR500 in place of the injured Mike Baldwin. It did not start well: Scott high-sided toward the end of a 30 lap test in Yugoslavia, banging his head and chipping a tooth. Then in qualifying at the Salzburgring, he was brought down when another rider crashed right in front of him. A broken – but not displaced – hip was the result. He was patched up and raced the next day but he was not in good shape. He says he thought he would "ride through" the problems he was having but riding a factory four-cylinder 500cc two-stroke was not the environment for convalescence. By season's end it was all over. In recent years he dabbled in Post Classic racing with a Bob Toomey prepared GSX1100 Suzuki and won the International Challenge at Phillip Island but with nothing left to prove he called it a day.

TICKETS

Tickets are just \$24 for the next seven days only! The Mike Pero MotoFest will showcase all things motorbike – click here <https://hamptondowns.com/hampton-downs-motofest/> for a full event overview.

TOWN 2 TIMBER

CHARITY RIDE

SATURDAY 10TH OF MARCH

RIDE ROUTE: Hamilton - Pirongia - Wairopia South - Putaruru

Raising Funds for the Waikato Westpac Rescue Helicopters

The ride starts at the Waikato Commerce Club in Collingwood Street

Registration \$20 per person

Registration from 9am with the ride to depart at 10am

The ride will finish at Putaruru Primary School where the school committee will be holding a fund raising lunch

This ride is organised by :

The Surf 2 Surf Rescue Services Charitable Trust

surf2surf.rescueride@gmail.com

TR20 Update - return to Italy

Ciao Tutti,

TR20 Superbike team here, and its confirmed were heading back to Italy!

To continue our knowledge, information and performance, this time with the world known Gabro Racing team !

If you own an Aprilia & you don't know about Gabro & his ECU magic.. you need to check this out, and find him on Facebook

www.gabroracingteam.it

Gabro has been kind enough to give us a discounted ride, but there are still many financial costs we have to cover, from covering the bike needs, to mechanics (Jo can focus on everything else this time around, to bring you greater videos), fuels, tyres, entry fees, etc.

They all add up and not to mention the exchange rate that keep going against our favour at the moment..

We are going to be based near Roma, where Gabro lives & works, and we will be piloting the Tuono we won on last year, this time it will be an even more special bike, being it being modified to a Gabro special 1100 V4,

We will contend the naked bike in amongst full fairing Superbikes & top class riders, so we will stand out for sure not only in bike aerodynamics but by being the only Kiwi in the field.

We are working ourself to the ground to raise the funds ourselves, but with not a lot more that we own to sell, and time shortening up, its no easy feat.

Our newly opened workshop is constantly flowing with bikes to service, prepare and set up for our valued customers, we barley have any time to work on our own bikes.

Any contribution towards assisting get this talented Kiwi Duo back to Italy is greatly appreciated!

We intend to head off in early May, being our first race is May 20, we will be there for only 3 months, due to work commitments back in NZ and visa restrictions..

Funds & exchange rate depending, we are aiming to cram in 4 to 5, maybe 6 race events in that short time.

We have a givealittle page up and running if you would like to contribute to it,

We also have our video patreon blogs still going, so join up today for a small or large (your call) monthly fee, that in turn we get & all helps with the racing expenses.

<https://givealittle.co.nz/cause/tr20>

www.patreon.com/TR20

If you want to book your bike in for a service, or need parts or advice, let us know.

We can remotely advice or help, Or even arrange bike transport to service you bike, so there is no stopping work.

We are suppliers of Shorai Batteries, RST Moto gear, AGV Helmets, as well as MT & Zeus, Pirelli Tyres, Tsubaki Chains, Supersprox, EBC Brakes, Sena Communications, Red Line Synthetic oil, Ipone Lubricants and more.

Grazie Mille

Kind Regards

Dillon & Jo - TR20 Limited

Motorcycle Performance Workshop - Tirau

388 State Highway 5, RD2, Tirau, 3485 New Zealand

Office 021 877 217

Workshop 021 179 1188

Website - www.tr20.org

Facebook : TR20,

Instagram : tr20nz,

Patreon video blog : TR20

You Tube : TR20 Superbike Race Team

A promotional poster for the Landspeed New Zealand Association. The background is a black and white photograph of a long, straight road stretching into the distance under a cloudy sky. The text is overlaid on the image. At the top, the word "Landspeed" is written in a large, bold, italicized font with a motion blur effect. Below it, "New Zealand Association" is written in a smaller, bold, italicized font. The main text reads: "LANDSPEED TRIALS FEB 10th SAT, 2018. GOUDIES RD, REPOROA FOR CARS AND MOTORBIKES". Below this, it says "5.8KILMS OF ABSOLUTLY STRAIGHT FLAT ROAD. USED FOR NZ LANDSPEED RECORDS FLYING 1/4 MILE, USING TAG HEUER TIMING. CERTIFICATE ISSUED. CONTACT. PRESIDENT JOHN SECCOMBE. MOBILE PHONE 021961766". At the bottom, it says "To promote and fascilitate Landspeed Racing in New Zealand and Overseas EMAIL: john@flyingmile.co.nz REGISTER NOW POSITIONS FILLING FAST www.landspeed.org.nz or facebook search nzlandspeed".

Date: now on 8th April

About Landspeed New Zealand Association

A new national association and events to showcase the maximum speed discipline of landspeed racing means there is a New Zealand record book open and awaiting fresh entries.

Absolute speed will be the goal for an expected field of about 40 Kiwi car and motorcycle enthusiasts at a new landspeed record event in February.

The inaugural speed trials to be sanctioned by the newly formed Landspeed New Zealand Association is set for Saturday February 10 and will involve a return to record-breaking attempts on the 5.6km of straight and flat tarmac road at Goudies Rd, near Reporoa.

The association was founded in 2016, primarily through the efforts of Auckland motorcycle racer John Seccombe, who wanted to create opportunities for Kiwis to compete in landspeed events without the cost of travelling to Bonneville or other overseas venues.

After an unsuccessful attempt to organise a landspeed event in 2013, it was determined a separate governing body was the best way forward for the sport.

Three years' work rewarded Landspeed NZ with achieving incorporated society status

in 2016 with Seccombe elected president.

The committee includes several competitors and crew members with many years of experience racing at the Bonneville salt flats.

The association has its own rules, insurance cover and event safety plans and is separate to Motorsport NZ and Motorcycling NZ. The goal is to run at least two events each year with plans to secure a South Island venue as well as to promote the success of New Zealand competitors at international events.

February's event will be an opportunity for national land speed records to be set across multiple car and motorcycle categories with the focus not only on outright contenders chasing speeds in the region of 350km/h but also multiple class records for bikes, sidecars and cars.

The association has completed a full survey of the quarter-mile (402m) course — with 2.6km of run-up and braking zone — at Goudie's Rd and has purchased TAG Heuer certified timing equipment to provide the required accuracy for the two-way record attempts.

"Until now, there has been no organisation whose sole existence is to organise and support landspeed racing in New Zealand," said vice-president Mike Wilkins.

"Many records are available to be beaten and we are going to provide official events where people can attempt to do that."

Wilkins is campaigning one of the fastest machines that is expected to appear in February — a 235kW Kawasaki Ninja H2R ridden by his son Scott that has reached 330.5km/h at the Cliffhanger speed trials near Gladstone.

"It's as much about the racer who has a \$5000 budget and wants to break a class record as it is about the big-bore machines that can reach 350km/h," said Wilkins.

The outright New Zealand landspeed record was set in 2012 at Ohakea Air Force Base by Aucklander Eddie Freeman who clocked 355.485km/h with his specially modified Lamborghini Gallardo Superleggera.

The official record for motorcycles stands at 307.51km/h. At the other end of the scale, records that could potentially be beaten include those for bikes as small as 50cc and 125cc displacement — records standing at 121.10km/h and 194.74km/h.

Information about the association, and updates on speed trials are available at [landspeed.org.nz](http://www.landspeed.org.nz)

Go to <http://www.landspeed.org.nz/>

On the day advice

Bring water and hats or some sort of shade to go between two bikes to sit under. John was there recently doing prep work temps were 40c grass temperature, 35.9c air, 47c road temp, and 60c on roof and dash of my car ! Parking is in paddock, so bring metal or wood or plastic to go under bike stands.

Spectators

PS - Spectators free, but appreciate a decent donation to Reporoa Playcentre that will be there helping out - something like \$5 per person

Quine Rd Sealed Road Hill Climb Tahuna (near Morrinsville)

Sunday
April 22nd
2018



Course length approx 1.1km. Flattish start into moderate uphill, tight corners, very little straight. Well suited to classics, post classics, motards and 'clubman' riders. Clubman is for Road legal and registered bikes.

Pre-entries only, no entries on day. MNZ licence required. Day Licences available.

Entry fee \$80 per rider. (You can ride more than one bike, but still only get same number of runs)

Compulsory pre practice track walk for ALL riders after briefing.

Classes for Open Race (unregistered, tyre warmers etc) Open Road Legal (Genuine road bikes, road tyres, no tyre warmers). Clubman (For a bit of fun on whatever you have), Motard, Post Classic, Classic, and Liteweight (under 300's).

No prize money, trophies for fastest time of day in Open and Road Legal categories.

Entries close Sunday 15th April.

LIMITED TO FIRST 40 ENTRIES.

Each rider will get a minimum 1 familiarisation/practice run and 4-8 timed runs if time permits.

Bikes and riders gear as per MNZ rules. Permit No. TBA

Sign on 8.30 Briefing 9.00, Compulsory track walk 9.30 1st run (practice) 10.30.

Quine Rd will be signposted off Morrinsville to Tahuna Rd. (Tahuna accessed off SH27)

Enquiries to Steve Parker 022 096 4067.

Entry form can be downloaded from website when available, or ask at: info@hamiltonmcc.org.nz

Check our website regularly for updates.

www.hamiltonmcc.org.nz



HAMILTON MOTOR CYCLE CLUB INC

Paeroa pics



Steve Bridge
Jordan Burley



Zurrin Wiki
Rob Whittal





Dave McArthur/Tony New

Mitch Rees



Nick Kampenhout



Look back at the February club nights



Usual February club night featured the new Kawasaki retro inspired Z900RS, turned a few heads!

Mike Webb Special Night

We had a special extra club night on February 22nd, to induct Moto GP Director and local boy, Mike Webb as a Life Member.

Mike has a long history with the club, and has never forgotten his roots.

Mentored by the likes of Laurie Love, Hugh Anderson, and especially the Late Gary Wendt. Instead of just giving Mike the standard Life Member pin, we gave him Gary's one, still pinned to Gary's hat, a very special moment for Mike, he will long remember. Thanks to Sharon for making this happen!

He gave us a very informative insight into behind the scenes at Moto GP, kept the audience very interested and engaged.

The original Z900 shown in the photos is in fact part of Mike's private collection of early Kawasaki's, it was great to see it alongside the new one, thanks Scott from Hamilton Motorcycle Centre for bringing it down again.



NORTHERN TRIALS CALENDAR 2018 Ver3a

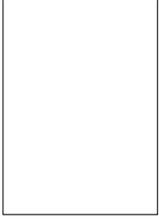
Date	Event	Venue	Event Manager
January	7		
	14		
	21	Pukekawa	Ray
	27/28	Wellington	
February	4		
	11	Waihi	Gary/Colin
	18		
	25	Pukekawa	Ray + Ray
March	3/4	Alex.round-cancelled	*Tony Perkins*
	11	Whakatane	Team Whakatane
	17/18		
	24/25	Hawkes Bay	
April	1		
	8	Coopers	Steve
	15		
	21/22	Jensens Omanawa	Francis & Co
	29		
May	6	Long view farm	Jim
	12/13	Manawatu	
	20		
	27		
June	2/3/4	Kaikoura 3 Day	
	10	Rotorua Phillips	Team Te Puke
	17		
	24	McKenzie's	Barry
July	30/1	Taranaki	
	8		
	15	Arthurs	Jim
	22		
	29	Maddix	Team Tauranga
August	5		
	12	Kents	Tony
	19		
	26		
September	1/2	Maddix Park/ Saunders	Team All/ Colin + Team
	9		
	16	Kents	Scott
	23	Muir's / BLN	Team Te Puke
	30		
October	7	Singhs??	Sharn/Barry
	14		
	20/21/22	Christchurch	
	28		
November	4	Andersons	Tony
	11		
	18		
	25	Weirs	Steve
December	2		
	9	Roberts	Team Tauranga
	16		

Coordinators
BOP Nigel Shilton 07 5761692 Francis Sydenham 0274956236 Kevin Gundry 0275442700 Grant Twaites 021732283 Andy Anderson 079296330
Waikato Barry Nicholls 0211418115 Tony Perkins 027 274 1237
Auckland NZCMRR) Ray Charlton 09 846 8736, (WMCC) Andrew Meisner 021 104 9380

PHONE LIST - MEMBERS to 28/2/2018

David	Aitchison	R	George	Lane (F)	R	027 381 88084
Chris	Andrews	R	Daniel	Laughlin	R,S	021 133 7304
Mike	Andrews	T	Shayne	Lawrey	S,F	021 521 944
Andrew	Ansell	R	Nicole	Leonard	R	021 130 1679
Rory	Antony	R	David	Lewis	T,S	07 871 9311
Stephen	Armistead	T	Mike	Lind	S,R	825 5333
Josh	Arthur	R	Hayden	Lockhart	R	021 163 0940
Bryan	Ashdown	R	Geoff	Long	S,R	0274 751 116
Tony	Ashdown	R	Jared	Love	R,F	022 414 5431
Sean	Bateman	R,S	Aaron	Low	R	021 825 394
Stephen	Bates	R	Kerry	Lowndes	T	
Tim	Beatson	R	Roger	Mahoney	TD	09 534 8090
Grant	Bennett	R	Steve	Manning	R,S	021 165 8890
Peter	Blackburn (F)	R,S,D	Mantell	Martin	R	027 4457550
Hamish	Boyd	R,S	Sharon	McArthur	R,F	027 686 9925
Chris	Bridge	S,R,F,D	David	McArthur	R,S,D	021 0223 3593
Steve	Bridge	R,S	Sean	McClumphia		
Stuart	Brown	R,S	Chris (Mac)	McKay	S	027 299 3382
Peter	Bryant	R	Bruce	McLeod	S	021 029 79011
Richard	Burdus	T,S	Shannon	McMurray	S,R,D	022 416 4250
Ian	Burke	R	Barry	McNair	S	021 031 7219
Nick	Burke	R	Bob	Mead	S,R,D	027 6999 596
Warren	Burke	R	Maurice	Mehalski	S,R	
Jordan	Burley	R	Miller	Miller	S,R	022 317 9941
Cabrol	Cabrol	R	Scott G.	Miller	R	021 795 676
Chris	Cain	R	Craig	Morgan	R	021 621 281
Bill	Cameron	S,R,D	Gary	Morgan	S,R,D	027 497 0865
Aaron	Carmichael	R	Iain	Morton (F)	T,F	856 5565
Greg	Cassey	F,T,D	Jeff	Morton	S	021 100 8793
S J	Cavell	R	Ezra	Nelson		027497320
Warren	Chalmers	S	John	Nelson	TD	027 497 7318
Kerry	Chapman	R	Tony	New	R, D	07 570 1399
Lewis	Clark	R	Barry	Nicholls	R,D	021 141 8115
Graeme	Cole	R	Ollie	Ollershaw + Christie Pyne	T	022 354 5018
Nick	Cole	R	Shaun	Parker	R	858 2334
Adrian	Collins	R	Michael	Patchett	R	027 2608012
Pete	Commons	R	Leigh	Paulin	R	022 043 5256
Tim	Cooppy	R	Craig	Peebles	S,R	027 2977 687
Doug	Cornes	R,S	Alex	Perival	TSRD	027 779 5553
Regan	Cover	S	Tony	Perkins	T	027 274 1237
Adrian	Cox	R,S	Dene	Perry	S,R	021 426 996
Ray	Cox	S,R	Matt (Fred)	Peters	R, S	027 277 5020
Grant	Cullen	R	Phibbs	Phibbs	R	021 522 024
Dave	Curran	S,R,F	Elvis	Piggot	S,R	021 0293 7971
Mike	Daeses	R	Gerard	Pijlers	R	027 933 4740
Steven	de Groot	S,R,D	Martin	Ploeg	R,D	02 505 8820
L.M.	De Lacy	R	Nick & Wendy	Prisk	R,S	021 404 443
Chris	De Fiori	R	Geoff	Readings	R	021 677 475
Tane	Dempsey		Dave	Reed	R	021 1888 925
James	Devlin	S,R	Ian	Rees	R	027 381 2670
Ray	Diprose	R	Damon	Rees	R	027 9009
Grant	Dodunski (F)	R	Mitch	Rees	R	021 791 989
Kendal	Dunlop	R	Tony	Reichenbach	RSTD	021 228 9827
Matt	Dunlop	R	Matthew	Regan	R	
Phillip	Duthie	R,D	Grant	Robb	R,S	021 216 8232
Wade	Duthie	R	Matt	Roper	R	021 221 1175
Ben	Dyson	R	John	Rosendaal	R	027 326 9981
Chris	Dyson	R	Ben	Ross	R	021 110 5230
Dennis	Edwards	S	Shane	Rowe	R	027 247 3002
Rob	Edwards	R	Duncan	Rowland	S	027 289 2600
Glen	Eggleton	R	Tony	Roydhouse	R	027 752 2473
Matthew	Eggleton	R	Nick	Rutledge (F)	S	0274 926 612
Grant	Erskine	S,R	Les	Ryan	R	027 200 8692
Tom	Evans (F)	T, D	Thomas	Saiger	R	
Scott	Findlay	R	Harst	Sainsbury	R	027 329 5757
Rosemary/Scott	Foley (F)	S,D	Andrew	Sawers	R,S,T,D	021 297 5366
Russell	Galloway	S	Dave	Sheridan	T	960 9438
Luke	Godsall	R	Peter	Simmons	R,S	022 659 0430
Carlos	Godsworthy	R	Stuart	Singh	T,R,D	021 0244 6769
Richard	Gorham	RSTD	Shaun	Smith	R	022 4288112
Jeff	Gray	T	Rob	Steve	S	849 2820
Campbell	Graying	R	Steve	Snowden	T	021 1333418
David	Hamilton	R	James	Spreadbury	RSTD	021 708808
Stuart	Hamilton	S,D	Ken	Sproule (F)	S,R,D	8493100 wk
Scott	Harland	R,S	Barry	Stamm		
Andy	Harper	R	Roman	Terry	S,R,F	027 22656
Charles	Hedges	R	Roger	Stringfield	R	09 524 5782
Tim	Hedges	R	Andrew	Stroud (Family)	R	855 3161
Tony	Hirini	R	Jacob	Stroud	R	022 196 4775
Bruce	Hodge	R	Jesse	Tarr	R	0275757414
Graeme	Hooper	S	Hamish	Taylor	R	021 827 217
Karl	Hooper	R	Shane	Taylor	R	027 226 2127
Kevin	Hooper	R	Shane	Telford	R	021 179 1188
Patrick	Izod	S	Dillon	Turner	R	021 130 8041
Leon	Jacobs	R	Bill	Turner	R	021 428569
Jason	Jakes	S,F	Graeme	Underwood	R	021 330469
Nathan	Jane	R	Liam	Van den Barg	R	
David	Jansen	R	Jon	Van den Berg	S,R,F	027 884 8122
Darryl	Jeffs	S	Jon	Vincent	S,T,F	856 0068
Barry	Jelaca	R,S	Martyn	Walker	R	0274 147700
Daryl	Jones	T	Steve	Walter	S,R,D,F	827 8484
Jette	Josiah	R	Shaymus	Watson	S,R	020 4028 8930
Russell	Josiah	R	Finn	Webster	R,S	027 699 3466
Nick	Kampenhou	S,R,F,D	Flea	West + Trish (F)	R,S,T	027 499 0992
Ashley	Keeling	R	Gary	Whitall	R	0274 771 358
Joshua	Keeling	R	Robert	Whyte	R	021 024 55269
Jake	Keller	R	Mark	Wiki	R	027 227 8037
Stuart	Kerridge	S,D,E,T	Jesse	Wiki	R,S	027 278 7006
James	Killalea	T,S,D	Shane	Zurini	R	027 7878 2150
Traci-Lee	Klmac	S	Zurini	Wortman	R	027 262 0443
Nikie	Kyle	R,S				
Aaron	Lambourne	R				
Nigel	Lambourne	R				

Hamilton Motorcycle Club
 P.O. Box 416,
 Hamilton 3240



Coming Events

Thursday	1	Mar	Club Night - Doors Open 7:30
Sat/Sun	3-4	Mar	Round 3 NZSBK at Hampton Downs - MOTOFEST
Sat	10	Mar	Town to Timber Charity Ride
Sat/Sun	17-18	Mar	HMCC running NZSBK final round at Taupo
Thursday	5	Apr	Club Night - Doors Open 7:30
Saturday	8	Apr	Landspeed/Reparoa
Sunday	22	Apr	Quine Road Hillclimb
Fri-Sun	27-29	Apr	End of the Road Rally

Club Website: www.hamiltonmcc.org.nz