



# HAMILTON MOTOR CYCLE CLUB INC

## APRIL/MAY 2020

The Government: Avoid public transport and wear a mask

Bikers:



**“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 2020/2021

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BAR MANAGER	Mark Hatton	Mob: 0274 856 843	Ph: 856 7076
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	Tim Hedges	Mob: 022 1964280	Ph. 824 7088
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	Steve Bridge	Mob: 027 5433960	
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WEB	<a href="http://www.hamiltonmcc.org.nz">www.hamiltonmcc.org.nz</a>
Facebook	<a href="https://www.facebook.com/pages/Hamilton-Motorcycle-Club-Inc-NZ">www.facebook.com/pages/Hamilton-Motorcycle-Club-Inc-NZ</a>
Photos on Flickr	<a href="https://www.flickr.com/groups/hamiltonmcc">www.flickr.com/groups/hamiltonmcc</a>

### Newsletter Contributions

If you've ever thought: ***"What Toss! I could write better than that! I have a better story / bike /stat than that"*** - then feel free:

email at [hmccnews@gmail.com](mailto: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 8.00pm

**CLUB EVENTS INFO LINE PHONE 022 380 5122**

### LIFE MEMBERS

Hugh Anderson .....	R.....	853 2711	Doug McLaren .....	021 575006
Mike Child .....	S,D.....	Australia	Steve Parker (F).....	S,D,F..... 858 2334
Mark Hatton .....	S,R,D,F.....	0274 856 843	Trevor Rose .....	T,R..... 855 9523
Doc Holliday .....	S.....	843 8368	Bruce Weeks .....	S,R..... 839 2325
Roy Long .....	S,R,D,F.....	825 4874	Mike Webb .....	R..... <i>And no,</i>
Neil McCabe .....	T,S,R.....	829 9383		<i>you can't bother him with your opinion!</i>



## Prezzo Report

Hi to you all, hope you are all staying sane through this lock down period.

For many it could be the chance to do that long awaited bike maintenance although getting out for parts etc is the big hurdle.

Well the centenary was put on hold as with everything else but we have set another date for Oct (Labour weekend) but as yet the nitty gritty hasn't been finalised.

The swap meet and bike show is still happening but again we are just waiting to get through this so that all parties

associated can sit around and nut it out.

Quine road hill climb also deferred till next year.

Our road race series is still being run, as is the interclub challenge with Auckland but dates will be set once we get feedback from tracks and other clubs.

Once again there will be no club night this month but we are hoping for June to be able to see other faces and share a beer together.

Good to see the Facebook page has been getting use so keep that up as are trying to generate interest in what we do and what we are about

### NEXT CLUB NIGHT

**MAY CLUB NIGHT  
CANCELLED  
JUNE To be Confirmed**

and it's a great forum that reaches untold amount of people, thanks to Troy Hedges who has taken the bull by the horns and has been posting some good stuff and also to everyone else joining in on it, keep it up please.

I guess the countdown to normality is on its way with level 3 upon us and the chance to get out and about comes with it yeha!

The first club ride may be the Mid Winter Dip mid June, so a great way to get back into it, maybe more will show up for it since we haven't been able to get out.

Club prizegiving is looking like July so again another great chance to get to clubrooms and mingle with you all, More info to follow so stay safe, get polishing and look forward to seeing you all.

*Filly*

## QUINE ROAD HILL CLIMB 2020

Swallowed up by the Virus, we are well past the ideal weather period now, so we will just skip the 2020 edition, and look forward to a fantastic 2021 version!

## END OF ROAD RALLY

Another one lost to the virus. Again, maybe we will just start planning 2021? But if you are really keen on a 2020 edition later in the year, let us know, maybe it could happen!

## ANZAC ROAD TRIAL

Bloody lockdown again!! Could be something we fit in later in the year

## HMCC CLUB ROAD RACE SERIES

Still in the planning stages .... waiting to see how things pan out once some sense of normality is regained. Again, be really good for the committee to hear from racers what they want.

After last years series struggled to attract sufficient riders, we have shaken things up a little for this year., By keeping the 3 rounds close together, and with the final round being near the Suzuki Series, we should be able to pick up extra riders. We are also going to include Sidecars, as they have had the chance to finish their winter rebuilds.

Three rounds still, the first on the usual Taupo 2.2km circuit. The second probably the same, and the final on the full International Taupo circuit.

Dates 6th September. 4th October (to be confirmed), 15th November (also still to be confirmed).

## CENTENARY UPDATE MAY

### *Centenary Dinner.*

The big news is that we have pencilled a new date of Labour Weekend for the Centenary Dinner. October 24th. Providing most restrictions have been lifted by then obviously. As we are expecting 100-150 people, we will have to check the rules on gathering closer too the time.

We haven't been as far as negotiating with the Classics Museum yet regarding the show, or the Classic club regarding the Swap Meet, I am sure they will happen but maybe not on the same weekend, it is a waiting game.

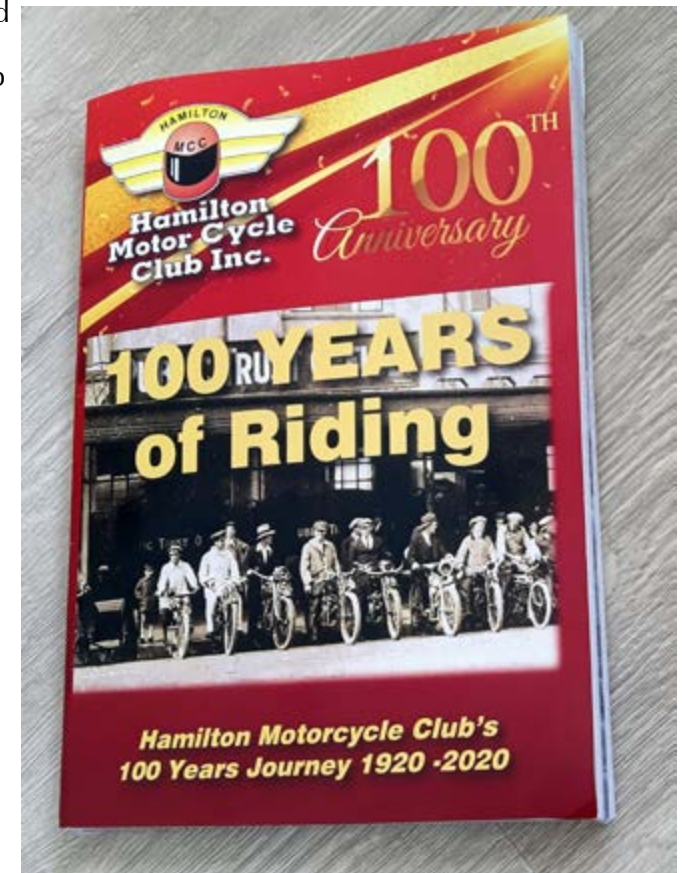
Hopefully our show of artworks and bikes at the Waikato Art Museum will still happen as scheduled, that should be in October too.

The rides that we had planned should fit in with that Labour Weekend date too.

### *The Book.*

The extra month afforded by the lock down has enabled us to polish it up and fill in a few blanks, in fact more info has just arrived in my inbox as I type this.

We are going to print it this month so it will be available soon to those that have ordered it. You are mad if you haven't, it is over 300 pages of fascinating history, well worth having.



# Centenary T-Shirts

Designs have been finalised, and will be produced in this fabulous range of fashion colours!

All for the princely sum of just \$24!

We would like to get pre-orders, so you can ensure you get yourself the exact colour and size combo you wish for, as we do not want to hold a lot of stock, but we will have some available on Easter weekend for the dis-organised.

After that, you will have to wait until we have enough orders to run another batch, so best you get your orders in quick for the first run.

Order through the Website.



White



Polo Grey



Coal



Light Blue



Sage

T Shirts Orders - State colour choice White, Coal, Sage, Light Blue, or Grey Polo

Colour  Size  Quantity

Colour  Size  Quantity

# Hamilton Motorcycle Club 2020 Trials Championships Round 2

Results of last Trial before lock-down:

Date: 01/3/2020

	Place	Name	Machine	Laps				Total
				1	2	3	4	
Expert	1	Flynn Godsell	GasGas	37	28	27	16	108
Expert	2	Phil Shilton	Beta					DNF
Intermediate	1	Kevin Gundry	GasGas	11	11	4	7	33
Intermediate	2	Grant Thwaites	TRS	16	15	11	3	45
Intermediate	3	Peter Boetcher	Vertigo	13	13	13	9	48
Intermediate	4	Colin Downs		18	15	18	6	57
Intermediate	5	Colin Godsell		32	19	21	21	93
Sportsman	1	Peter Osborne	Vertigo	12	8	4	6	30
Sportsman	2	Nigel Shilton	Beta	6	13	3	12	34
Sportsman	3	Roger Mahoney	GasGas	18	16	6	7	47
Sportsman	4	Francis Sydenham	Vertigo	12	13	12	11	48
Sportsman	5	Peter Ladyman	GasGas	23	23	12	15	73
Sportsman	6	Steve Armistead	Vertigo	23	31	23	26	103
Sportsman	7	Jim Finigan	4RT	33	29	31	26	119
Sportsman	8	Jim Henderson	Ossa					DNF
Social	1	John Vineet	Scorpa	3	3	5	6	17
Social	1	Marcus Robinson	GasGas	26	15	7	12	60

# Suzuki Tri-Series 2019, a BEARS Point of View

By Steve Bridge

**Round 1 December 8<sup>th</sup> and 9<sup>th</sup> 2019, Bruce McLaren Motorsport Park Taupo.**

Once again a great turnout of spectators despite the predicted poor weather. Good fields of 30 plus entered most classes, in fact 48 in F3, F1 with only 15 or so but a top class field. Most of them within 3 seconds of the leader Damien Rees who broke the lap record in qualifying. A good number of international riders including three Frenchmen, Morgan Govignon brought over a very special French built Voxan 1000 V Twin, one of only two factory built racebikes from the early 2000's, built for the battle of the twins racing series in Europe but now competing in the BEARS/Sport bike Class.



Also Xavier Denis on a 675 Triumph, and an ER6 Super-twin in F3 which he had raced at the Isle of Man. The other French rider was the female sidecar rider Estelle Le Blond, with her Suzuki 600 F2 outfit, the Belgium Frank Claeys was the swinger for the pair. The pair were the dominant force throughout the meeting beating the local LCR's F1 outfit, their recent exploits at the Isle of Man also proving their racing pedigree.

Four sidecar outfits from Australia were also in the series.

It was great to see Lee Johnson back again on a BMW putting in some very quick laps throughout the series. However, outgunned by the current British Superstock Champion rider Richard Cooper riding a Suzuki GSXR 1000.

I was running the BSF Racing Ducati 1199 Panigale in the BEARS/Sportsbike Class.

Filly had entered the BFS racing Ducati 696 in the BEARS/Sportbike F2 class. It was great to have Jared and Mikey pit crewing for us as there was plenty to do, sorting a few issues with the smaller bikes and changing tyres etc. The 1199 ran like a dream, I was so amped up in the first race I jumped the start so knew I had to push real hard to try and salvage some points after the 20 sec penalty I was going to receive. I had a good race dicing with Ash Payne riding his GSXR750 and managed to win by a very small margin. I was surprised to still end up with a 3<sup>rd</sup> place after the penalty. The next race I had a poor start making sure I didn't jump it again, I worked my way through the field from 4<sup>th</sup> to sit on Ash Payne's tail until about lap 7 of 10 and took the lead for a comfortable win.

Filly was in the same race and did well in his class and beat a number of riders on much more modern and powerful machine in the F2 field.

F2 produced some great racing with David Hall breaking the lap record trying to catch the leader. Shame though, they only got one race in as race two being there first on Sunday was red flagged on lap 3 with Rogan leading due to the rain coming.

The Saturday race in F3 was a bit controversial as the poor call up timing left at least a dozen of us having to start from pit lane. During this wait a leak from my carburettor was

spotted so I missed the race.

On Sunday we were lucky the rain cleared and the track dried. The Veearma was handling beautifully through the corners but was flat under acceleration. I couldn't even stay in the slipstream of bikes I should have been equal to. I later found my ignition timing had slipped and it was retarded a bit like me in the next round ha ha. Nevertheless I managed to pull off a fifth placing after a good race with Zak Fuller in his first ever race aboard the SV650 pro twin.

Due to my lack of straight line speed I was looking forward to the predicted rain as was Frilly.

Well the rain hit us alright, soon after lunch but far worse than we expected. Very heavy thunder right overhead and wind gusts so strong they had to declare the meeting over. Bummer!

The potential points from that BEARS race I missed could have made a big difference at the end of the series for me.

We were saddened to hear that afternoon during packing up that a motorcyclist pillion had been killed when the bike hydroplaned, hitting some flooding at Reporoa and colliding with a truck.

A harsh reminder to be very cautious or even pull over when these flash downpours hit.

## **Round 2 the following weekend was at Manfield.**

Jared and I went down for the Friday practice. You only get one practice session on the Saturday then the next round is qualifying so very little setup time if you don't attend the



Friday track day.

The weather was good but windy, I qualified 2<sup>nd</sup> on the grid in BEARS and came away with two seconds and a DNF.

I had some issues with stability under brakes into turn 1, with the tailwind and extra speed I ended up deep into the gravel trap during the second race. The Veearma was running better in the first race, I worked my way up to 4<sup>th</sup> and was pushing hard to get past Matt on Gavin Veltmeyer's very trick chrome-moly SV650 for a podium.

Too hard though as I lost the front at Higgins while lining up a tow down the back straight on the last lap. Tim Jared and I fixed the bike up for the second race during which I noticed the front carb overflowing again, the only way I could get it to stop was to alter the float height, which had bad consequences as the bowl was getting sucked dry halfway down the straights, this was very frustrating and I was pushing very hard through the corners to make up the loss on the straights.

A few laps in I outbraked Jacob Stroud into Toyota (Turn1), but went a bit deep and he came back under me on the exit, we were side by side heading around towards Splash. I was eyeing up a pass up the inside into that sharp left hander and went really hot, when I hit the brakes to pull out of the move the front end crossed up and washed out. I was slammed into the track on my shoulder and head, the bike and I rolling from track to grass and then back onto the track again. Luckily I was not knocked out and jumped up and ran off the track, thanks Zac for avoiding me.

So there was some major repairs to do before Wanganui. A leaking float jet I found to be the problem with the Veearma carbs, I borrowed one off my brother Chris and was glad that I had Glen make a second set of body work for the bike painted and ready to go before Wanganui.

Xmas day and the usual breakfast at Chris and Emmas, with Dad and kids to open presents.

### **Round 3 Wanganui.**

Dale arrived at 10am, Jared informed me that he would get a ride with Catherine and Troy

so we were off. Arriving mid afternoon to setup pits and get the bikes scrutineered. Pillow (Mark Perry 87), had saved our usual spot arriving the day before as usual. We had the luxury of staying at Tim's half house, great the neighbours weren't having a party this year so we had a good sleep until the 5.30 alarm went off.

The weather was great and qualifying went well,



*Dwayne Bishop (48) and Steve Bridge (294)*

*Jordan Burley (23)*

*Steve Bridge (294)*

*Robert Stokes (91)*

pole position on the Panigale and BEARS/ Sportsbike Class, and 4<sup>th</sup> on the Veearma in F3, outside of row 1, a good spot to be starting for turn 1 exit.

The first BEARS race was not a good start to the day, 2 restarts due to crashes in the first laps meant they had to can the race and move on.

The F3 class was fun, a good battle with Bruce Telford on the 550 V Twin Motard, I ended up making the pass stick and came home in 3<sup>rd</sup> place. Same in the second F3 race but better lap times. I'd pushed Zac Fuller all the way but he kept his cool, we reeled in the leader Leigh Tidman by the end but ran out of laps to make a move.

In the BEARS final race I got a good start on the 1199, to hit Turn one first but ran a bit deep, this let Sam Willacy through with that fast sweep across from the outside number four grid start, but this also baited Ash Payne to also outbrake himself only a lot worse than me, he overshot, ending up at the back of the field.

Pillow got by me on the drag at turn 2, and we had some great fun, I pushed past him up the inside into the S's, and made some ground up on Sam but the back markers worked in his favor and I had to settle for second.

Ash had an amazing ride to come through the field to fourth and clinched the title from me.

Pillow hung onto third but me mate Dwayne Bishop was unfortunately almost taken out at the start by an out of control Kawasaki which hooked him up and held him back from what would have surely been a second placing overall. So once again I finished just one position ahead me mate in the series, first last year but second this time round.

There was some great racing in the other classes which I didn't get to see until TV3 Sunday Sports.

Apart from the Robert Holden in which Pillow Bish and I got to play with some 600 boys. Jordan Burley getting past me a few laps mid race.

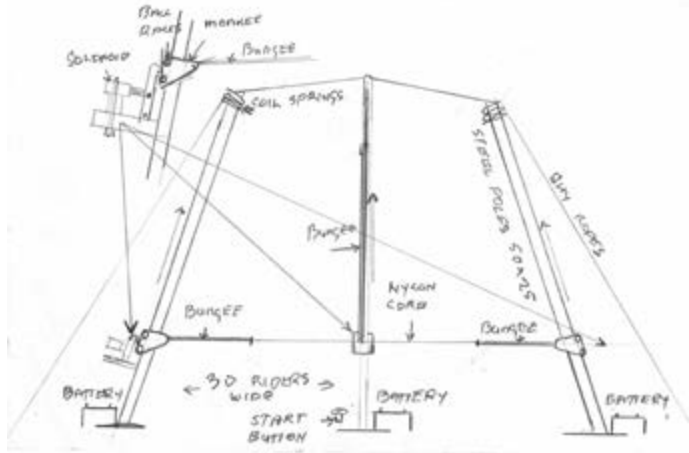
The Rees boys had a good meeting. Damon should have won the big race but was unfortunately balked by back markers, and Richard Cooper took the outside line passing him for the win, he also took the top spot overall in the superbike class.

Thanks to the club and it's many members who have shown their support throughout the series and of course BSF Racing, Pirelli, SBS, Putoline, F1E, Dave McDonald, Tim and Jared Love for excellent pitwork and sharing knowledge.



# Some Excerpts from the Centenary Book ....

## The Club's New Start Gate - 1976



There finally came a time when a failsafe starting gate was required for The Clubs off road events. As the riders became ever more competitive so false starts, using the drop of a flag, became ever more frequent.

Trials rider and starter Trevor Rose, who was always prepared to tell a rider what he should not be doing, got tired of the situation and set to and built a starting gate that the riders could not beat.

At the first event it was used it proved something of a novelty and perhaps was not given the respect it deserved.

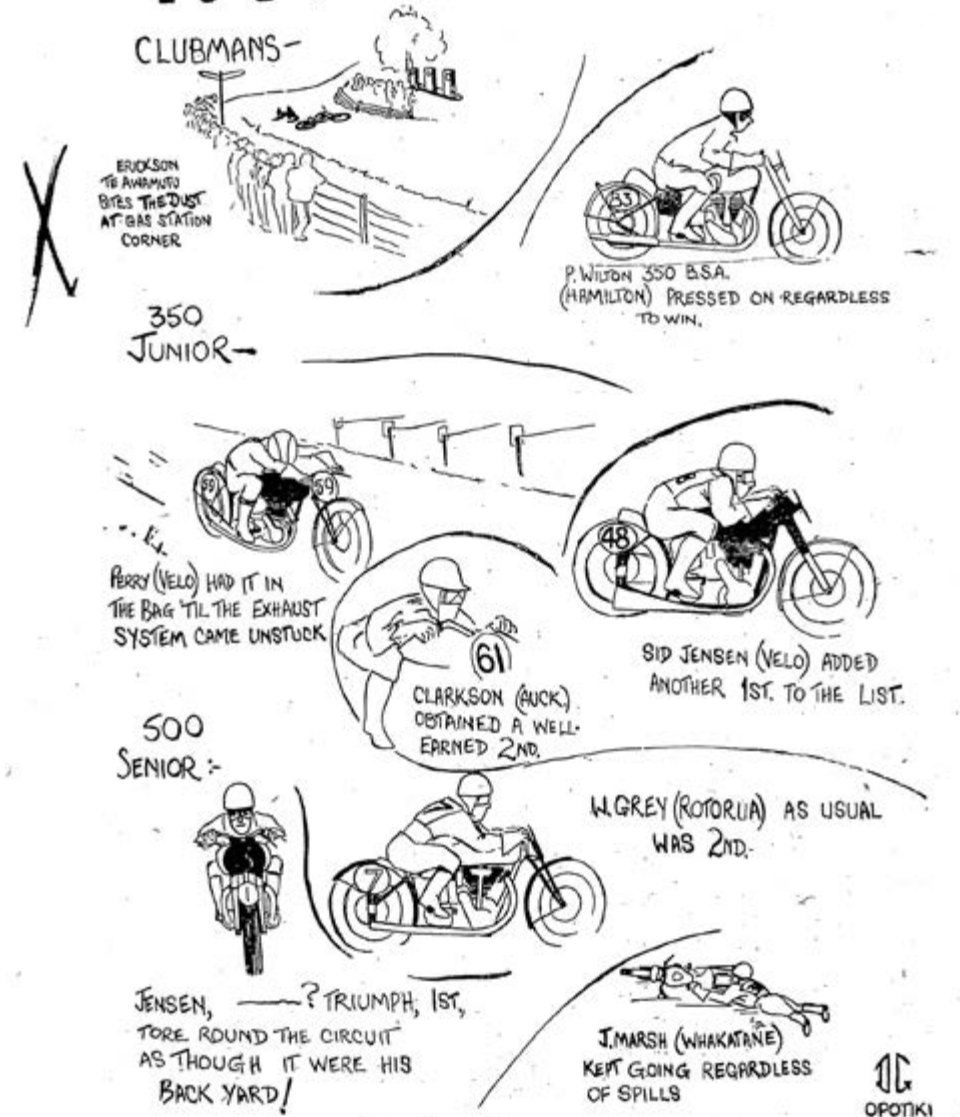
The riders who tried to beat it had their front mudguards removed and some had the peaks of their helmets whipped off but the biggest catch of all was New Zealand Champion Gary Goodfellow. Gary did not lose his front mudguard but the rope caught him around the neck and as he was pulled back by it he pulled the throttle wide open. The bike reared in the air doing a complete cartwheel leaving a rather disorientated Gary flat on his back with a rather severe rope burn. There were no more false starts. Trevor felt, and rightly so, that his creation was a complete success.



Gary Goodfellow getting caught up in the new starting gate at the Church College event featuring Gaston Rahier.

A neat summary of the 1949 Hamilton 100 races, from the NZ Motorcyclist magazine

## 1949 'HAMILTON 100'



# A couple of mystery machines to identify.

Could be a chocolate fish at the bar for the first correct answer



## PHONE LIST - MEMBERS to 28/2/2021

First Name	Last Name.....Interests	Phone No	Evan	Hansen .....
Hugh	Anderson.....	853 2711	Jim	R. 021 022 41856
Mike	Child.....Australia		Graeme	Henderson ..... T ... 07 823 6888
Bruce	Delaney ..... S F....	027 200 3484	Karl	Hooper ..... S ..... 027 227 4719
Mark	Hatton..... S R D F....	0274 856 843	Nick	Kampenhout..... S R ... 027 283 6790
Doc	Holliday..... S.....	843 8368	Nick	Kampenhout..... S R ..... 021 545 996
Roy	Long.....	825 4874	Scott	Lascelles ..... S R 021 754 090
Neil	McCabe ..... T S R.....	829 9383	Shaun	Miller ..... S R .... 022 317 9941
Doug	McClaren ..... 021 575006		Michael	Parker..... R ..... 022 365 0980
Steve	Parker.....S D F....	022 096 4067	Tony	Patchett ..... R S .. 027 260 8012
Trevor	Rose.....S T D.....	855 9523	Martin	Perkins ..... T ..... 027 274 1237
Mike	Webb ..... R.....		Greg	Platt ..... R S D..... 027 505 8820
Bruce	Weeks ..... S.....	839 2325	Blake	Power..... R S D.....
Mike	Andrews..... T....	027 334 3371	Horst	Ross ..... R ... 021 906 931
Andrew	Ansell..... R....	022 125 3119	Peter	Saiger..... R.....
Stephen	Armistead..... T....	021 179 2370	Blair	Sheridan..... T ..... 027 3328 333
Peter	Boettcher..... T....	0220 600 330	Carl	Skelton ..... RS . 021 2988 526
Andrew	Boldero ..... RS .	022 429 7262	Chris	Smith ..... R S .. 027 584 7086
Hamish	Boyd ..... R S....	021 1399 545	Barry	Smith ..... R S .. 021 023 66503
Ray	Diprose..... S.....	021 384 729	Roman	Sproule ..... S R D..... 021 475 506
Matthew	Farrell..... T D....	021 246 2226	Andrew	Stamm.....
Scott	Findlay..... R.....	021 432 775	Martyn	Stroud (Family) ..... R..... 855 3161
Matthew	Foot..... R S .	022 431 4962	Steve	Vincent ..... T F..... 856 0068
Zak	Fuller ..... R.....	07 824 6747	Robert	Walter ..... S R D F .... 0274 920 095
Jeff	Gray..... T....	021 234 2502	Shane	Whittall..... R.. 021 024 55269
Michael	Hamilton..... R S.....	021 661 737		Wiki..... R S.... 027 278 7006

### HMCC SUBSCRIPTION RENEWAL

**2020/21 SUBSCRIPTION due 1st March**

*HAMILTON MOTORCYCLE CLUB INC, PO BOX 416, HAMILTON*

SUBSCRIPTION FOR THE YEAR ENDED 28/2/2021 \$40.00 (Email newsletter) \$50 (Posted Newsletter)

NAME: .....

ADDRESS .....

..... Post Code .....

Mobile Ph: ..... Landline .....

EMAIL: .....

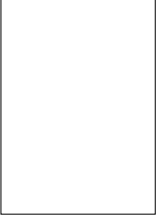
Send my newsletter email only:  \$40 Post a paper copy:  \$50.00

**NOTE; YOU WILL BE DELETED FROM OUR MAILING LIST IF SUBS NOT RECEIVED BY END OF APRIL. PAY BY POST OR IN PERSON AT THE CLUBROOMS ON ANY OPEN NIGHT.**

**You can now Pay by bank transfer to Hamilton MCC 03 1555 0063886 00**



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



May 7th                      Would've been Club Night, but NOT  
June 4th                      Possibly first Club Night since lock-down?  
June 21st                      Road Ride Mid Winter Dip - Whangamata to be confirmed

Club Website: [www.hamiltonmcc.org.nz](http://www.hamiltonmcc.org.nz)

## **Coming Events**