

Café News (bumper edition)

The Quiz Night

What a cracking success the quiz night was! A near capacity crowd at the MSA hall had some fun and games (what were all those women doing with their hands in the men's trousers?). Fantastic motorcycle and football memorabilia, wine, poster prints and general goods went under the hammer. Well done to Aaron, our auctioneer, for keeping the pace of the auction up and interesting. And there were some absolute bargains had at the fall of the hammer. Our thanks to all those who contributed gear for auction, especially Rotten for the memorabilia and Damir for the prints. The winners? Hattie's Heroes made it two in a row. We'll be looking to complete the hat trick next year.

Please check your membership due date.

Contact me if you disagree. Renew if you're due!

Sign me up, baby!

You can renew at a club meeting, or you can send the \$25 by cheque or Money Order to Post Office Box 704, Prospect East SA 5082. Membership forms are available from the website if you want to sign up a friend or update your address details. No web access? No problem, call Clair Bear and she'll mail one out. We want you to stick with us as we build a better future on and off the track.

Where's the action?

Just lately it's been at the club meetings. We've had some lively debate among the members about where the club is going, particularly in the area of Bracket Racing. I am excited to see how many of our members believe so strongly in the format of the class. After 7 years of nurturing it, it's great to see the riders taking ownership, and wanting to keep it just the way it was built. The key topic under debate has been the use of tyre warmers. The members at the May 6th meeting were adamant that there will be no tyre warmers used in the class and that they will self police, using protests as their ultimate weapon if all else fails. Good on you, guys and girls!

Rather receive Café News by email?

I'd rather send it to you that way, too! If you're still receiving it by snail mail, send me a note at webmaster@caferacerclub.com with your email address, and the next issue will come to you by email. While you're on the web, don't forget to check the club's website www.caferacerclub.com for the latest entry forms and updates.

When's the next race meeting?

Mallala on July 12th and 13th. It's a 2 day race meeting promoted by the Café Racer Club in conjunction with the AVA and the HMCRRSA. The first day is open competition and the second is round 2 of the South Australian Road Race Championships. On the Saturday we have provision for 3 divisions of Bracket Racing, plus Ladies Brackets, with a full suite of Open Competition classes. Sunday will feature 2 Divisions of Brackets, Modern and Historic Championship classes and Sidecars. You can enter for either or both days. If you haven't received an entry form, contact Rotten Ronnie, quickly, places are already filling fast.

You want some extra practice?

Mallala is often available on Saturdays for practice, but on track time is limited as the track time has to be shared between cars, karts, open wheelers and bikes. The club has booked some mid week practice dates to give our members that extra edge. Numbers are limited to ensure that you get plenty of time and space. Coming dates are 10th July (maximum 16 riders \$170 including Airfence levy), 5th September and 21st November. Book with Rotten Ronnie.

You know what you can do with that membership card? I'll tell you.

Take it to **The Golden Triangle**. That's the restaurant in Hindley St, just West of the Morphett St intersection. Your host Luke, one of the infamous pickled Potters, will be pleased to give you 10% off your meal on presentation of a current membership card (and the food is excellent!).

Blistering Bike Bargains aBound

Yamaha YZF750SP Set up for Bracket Racing plus road gear. **\$4,500ono**

Les - 0408 859 301

Rear Sets to suit ZX9R (98-99) Six months old. Will also suit ZX6R (probably)

Contact Marty 0412 312 902 or can be seen at Bills Motorcycles (see Phil Green)

Leathers Walden Miller as seen on bracket racer number 35 **\$400**

John Snoad - 0418 828 912

Metal Lathe 3ft Bed, Mill, Power Hacksaw

Gordon Myatt – 8261 5839

Yamaha R1 Raceglass \$350, Arrow exhaust system to suit R1 **\$700**

Darren 0422 982 047.

Ducati 996/998 Raceglass full set **\$600**

Bob Hartvigsen - 0417 897 374

Kawasaki ZX6 fairing Raceglass **\$400**

Chris Dignam - 0410 595 272

Honda CBR900 2000 model 9,000km's young. Offers.

Adam 8362 0724 or 0417 825 724

Kawasaki ZXR750 '95 spec' White Power suspension. TKA kitted engine including close ratio gearbox. 95 Hallam small port head. 39mm Keihin flatslides. Marvics, Brembo disks, ISR six piston callipers, carbon fibre airbox, snorkel and battery unit. TKA exhaust. Braced frame. Adjustable clamps. Mountains of spare parts. **\$6,000ono** Adam 8362 0724 or 0417 825 724

Carbies - Mikuni BDSR 36mm downdraft kit carbies from 1998 ZX-6R. Near new condition (very low miles) with perfect slides, diaphragms, needles, jets, etc. Has K-Tric sensor (Note: not needed for track work). Perfect as a quick change set rather than messing around with removing float bowls and carb tops etc. to change settings. **\$500 firm**. Alec - 0410 628 750

Rims - front (3.5 x 17") and rear (5.5 x 17") lightweight rims complete with brake rotors, cush drive, spacers, sprocket hub, sprocket and rear axle. All in exceptional condition. Off 1998 ZX-6R but easy fit to other brands with modified spacers (if required) or slot right into a ZX-6. Rims come complete with Dunlop 207GP Stars fitted (80% front, 50% rear). Perfect as a second set to protect your race rubber for race day. **\$990 firm** (will consider late model RGV250 rims - preferably with rotors - as part trade).

Alec - 0410 628 750

Wanted:

Fridge Mechanic – to hopefully resurrect the bar fridge at the clubrooms – James 0401 298 718

Sunday Riders – meet at Lobethal Deli on Sunday 29th for 11:00 departure, Boxing Day pace.

More classifieds . Just email them to webmaster@caferacerclub.com, post them to the PO box, or bring them along to a meeting.

Stand out in the crowd with genuine Café Racer Club gear

Embroidered Caps	\$15.00	Stubby Holders	\$5.00
Polo Tops & Singlets	\$25.00	Stickers (1 large & 2 small)	\$1.00

All available at club meetings.

Best bar prices in town are at...

Café Racer Club meetings! 8:00pm on the first and third Tuesday nights of each and every month at the Velocette MCC clubrooms 74 Drayton St, Bowden (South of Hawker St) where the rather second hand Café Racer of the Year is your friendly barman.

Next meetings: 17th June, 1st July (have a birthday drink with me), 15th July AGM

Café Racers abroad send in their reports

Dave Johnson (22/5/03)

Thruxton Round 3 was a good meeting for me, although I had never seen the place before. I ended up qualifying in 11th position which I was real happy with as I was on race tires for both sessions. My team doesn't have the budget at this stage for me to come in and slam qualifying tires in all the time like all the big teams in front of me so qualifying doesn't really mean a heap to me just as long as I'm on the front three rows so I can get away with the fast lads.

In the race I managed to get a good start and was in the battle for 5th. There was a move just about every corner so it was a good fun race. I ended up in a four way battle for 6th with a few laps to go with me in 7th. John Laverty and I went all the way to the line with 0.05 of a second between us but he just got me so I had to settle for 7th which I was over the moon with anyway!! I was also the first non Suzuki in a Suzuki dominated class which was good.

Next round moved on to Oulton Park. I raced here last year on a 600 so at least I knew which way the track went unlike Thruxton. I ended up qualifying 10th. I was quickest at one stage in the first session but when the boys start pulling in for qualifying tires I drop down pretty quick!!

The race didn't quite go to plan. I got a bad start and had to make some real desperate moves on the first lap but I only got up to 8th by the end of it. I wanted to get in with the leading group but that didn't work. It turned out to be a race long battle for 7th between Darren Mitchell and myself. With two laps to go I made a move on Mitchell and straight away pulled away until got around to Cascades turn 3. I spun up the rear a little too much this time and I was spat clean over the top at 100mph doing a full forward flip landing on my back. When I stopped tumbling I was pretty dizzy so I ran to my bike started her up and tried to ride away, then found out that the forks were bent and the front and rear wheels were shattered!!! That was the end of my race.

With only 10 days to repair my number one bike before Round 5 at Knockhill in Scotland, we ended up converting my spare bike into the number one and left the pile of bent bits, which once was my number one bike, back at the work shop.

Knockhill is another track I haven't seen before so I didn't really know what to expect. As soon as we arrived it was wet so I had to learn the track in the wet and cold conditions through practice.

The first qualifier was wet but starting to dry and the rain looked as though it would hold off. Glen Richards was out in the Superbikes just before me so he told me to use a wet front tire and a dry rear. Early in the session the track was still wet but in the last few laps there was a good dry line so I could get the power on hard with my dry rear tire. My last lap was my fastest which put me 5th on the grid only 0.05 off the front row!!

The second qualifier was a lot wetter so I stayed 5th on the grid for the race.

As I woke up on race day it was wet!! SURPRISE SURPRISE!! It rained up until the start of my race and the track looked to be drying pretty quick but the rain looked like I was coming as I looked toward Edinburgh so we went for the wet tires front and rear. I got away to a half decent start in the race but after a few laps the track was nearly full dry!! I rode as hard as I could, sliding everywhere!! I could hold massive full lock slides coming out of the hairpin onto the straight!! It was good fun but I was going backwards with all the lads on dry tires flying past me until lap 8 when the rain bucketed down!! I was sort of happy but by this time my tires were just about down to the canvas so it was still slippery as!! I caught up to most the guys on dry tires and ended up battling to the line with a local hero and finished in front of him in 7th.

I'm really happy with the way things are going this year. My manager, Micky G, is talking to teams about next year already!

Steve Martin (5/6/03 from Glenn Le Santo) TWO SIXTH PLACINGS FOR MARTIN

Throughout the Friday and Saturday qualifying sessions Martin's name was never absent from the top ten leader board including holding fourth position until the final stages of the Friday qualifying session when he was relegated to a notable eighth position.

Unable to improve on Friday's qualifying time due to the wet weather, Martin spent the second qualifying practice on Saturday testing different tread patterns for the Pirelli wet weather tyres.

A threatening sky meant it was declared a wet Superpole. Although, it was in dry conditions that Martin secured the sixth grid position, a second row start, and only 0.223 seconds adrift of fourth position. "I only had three qualifiers so I couldn't complete all of the twelve laps, every time I went out I was able to improve on my previous time, I just needed one more tyre and I am sure I would have made the first row".

The opening stages of race one Martin was able to hold his grid position and looked as though he could match the pace of the riders in front, and started to close the gap on Laconi and Walker. However, the warm temperature started to take it's toll and after the first ten laps the rear started moving around. Losing touch with the riders in front Martin settled into a lonely ride for sixth position. "I was happy that I could match the pace of the other riders at the start, but I couldn't maintain it, so when I saw I had over seven seconds to the next rider I decided to just maintain the gap and conserve myself for the next race". Race Two saw Martin in closer company with a string of riders in tow, although never quite close enough to challenge. It was a strong consistent race that enabled Martin to take the chequered flag and another sixth position. "It was a lot harder but definitely a more enjoyable race, I had to make some passes at the start and although I was able to make a small gap of about 3 seconds, I knew that they weren't letting me get away that easily, luckily I managed to hold them off until the end".

"I really appreciate the efforts of my team, although sometimes the boys like to run things pretty close to the limit, at Monza they had me running out of fuel on both of the cool down laps, here at Oschersleben the

officials were testing the cut out switches as we entered the pits. My mechanics firstly dropped my bike on its right side breaking the clutch lever and then on the left side snapping the brake lever to get the engine to stop!”

Final Qualifying	Race One	Race Two
1. Hodgson 1:26.907	1. Hodgson 1:27.982	1. Toseland 1:28.009
2. Chili 1:26.942	2. Chili 1:27.972	2. Hodgson 1:27.734
3. Toseland 1:27.199	3. Toseland 1:28.213	3. Walker 1:28.432
4. Walker 1:27.574	4. Laconi 1:28.581	4. Laconi 1:28.576
5. Laconi 1:27.741	5. Walker 1:28.961	5. Xaus 1:28.571
6. Martin 1:27.797	6. Martin 1:28.896	6. Martin 1:29.214

Have you reached out to a committee member lately?

Acting President	Bob Hartvigsen	0417 897 374	eprom@bigpond.com
Secretary	Clair “Bear” Bulte	0417 764 309	kcbulte@dodo.com.au
Competition	“Rotten” Ronnie Cashman	0417 809 377	rcashman@bigpond.net.au
Social	Shelley Hartvigsen	0407 897 374	eprom@bigpond.com
Treasurer	Chris “Mr Hattie” Peake	0401 710 607	webmaster@caferacerclub.com
Committee	Steve Cooper	8285 1012 (AH)	atocha@ozemail.com.au
	Damir Ivka	8265 0896	focalvsn@senet.com.au
	Paul Murray	8389 5602 (AH)	muzza@senet.com.au
	Richard Stanley	8370 2053 (AH)	richard.stanley@rgh.sa.gov.au
	Shaun Woolley	8325 2807 (AH)	alisonshaun@optusnet.com.au

Fame and Fortune beckon

Ever thought about a position on the committee of the greatest motorcycle club in the world? We’re looking to change the roles to reflect the work that needs to be done, and to fill them with people who are looking to contribute to the sport. Most importantly, we need people who will commit to attending meetings and putting their collective shoulders to the wheel.

So, to help you prepare your resume for presentation at the AGM, here’s a description of some of the positions on offer on July 15th.

President

The leader of the pack. Historically our club president defines the mood of the club, setting the direction in which we progress. Formal role is to chair club and committee meetings and to represent the club. A very hands on role.

Vice President

An assistant and fallback for the president. The vice president can fill the role at any time where the president is either unable or unwilling to act.

Secretary

A traditional role and one of the cornerstones of any organisation. The secretary’s job is to conduct the correspondence of the club (i.e. regularly clear the Post Office Box, mail out Café News, entry forms etc), record what happens at club and committee meetings in a minutes book, record decisions of the club, and report back at meetings.

Membership Secretary

One of our new roles. The task is to recruit new members, maintain records of membership (currently about 230 members, details are all assembled in an Excel spreadsheet), issue membership cards and answer membership related queries.

Competition Secretary

A busy role at key times. In preparation for race meetings and practice days, book dates for the track, ensure other supporting services (e.g. flag marshals, ambulance, time keeping) are booked, work with the treasurer to prepare budgets, prepare supplementary regulations and entry forms for presentation to the Road Race Committee for approval and then organise printing and distribution, receive entries, assemble them for the programme, plan the schedule of events, manage activities. The competition secretary is normally one of the club's representatives on the MSA Road Race Committee which meets at 8:00pm on the second Wednesday of the month.

Assistant Competition Secretary

Another new role. Help the competition secretary out with all of the above.

Sponsorship Co-ordinator

On top of all that race meeting planning and organising, we have to find sponsors for our events and/or the club as a whole. This is another new role, and our vision for it is as a largely creative one, finding opportunities for us to enter into arrangements, which result in promotion of the sport, the club and it's members. Generating income to help us keep the cost of promoting events down, making it cheaper for riders to enter.

Treasurer

This year's turnover will approach the \$50,000 mark. That means that we will now need to register for GST, prepare BAS statements and keep a watchful eye on how the regulations around this area affect us. The role requires preparation of budgets (with the Competition Secretary), receiving the clubs funds, preparation of invoices, receipts and financial reports (again we have a spreadsheet set up to assist), banking, estimating and drawing cash floats for events. While we continue to co-promote race meetings with other clubs, there is also negotiation of terms and reporting of final outcomes back to joint committees.

Assistant Treasurer

The increasing turnover of the club and the correspondent graduation into the world of GST reporting suggest that the treasurer's role will require some assistance to handle the day to day requirements.

Web Master

Keeping the club web site up to date and tidy. Ensuring the latest entry forms, results, photo's, Café News etc are published in a timely manner.

Editorial Footnote

An old Chinese curse goes "May you live in interesting times". My 25 years with the club has certainly been interesting. We've toured, scratched, raced, crashed, partied, lobbied, celebrated and mourned together. At present we're organising a 2 day race meeting, preparing for an AGM, planning the 2004 racing calendar, looking for a way to celebrate the club's 25th birthday, searching for a fridge mechanic to coax the bar fridge at the clubrooms back to life, participating in the motorcycle road safety forum and running what can only be described as a rapidly growing small business with 230 odd shareholders, our members. Committee members of clubs inevitably wind up time poor. Is that reason to avoid being on the committee? Quite the reverse. Being time poor makes you think and organise more effectively for all the things you do. It is sometimes a bit of a struggle to attend meeting after meeting, but the reward lies in the mind never being still. Television, the opiate of the masses, has never really got a hold, other than for the MotoGP and Superbike telecasts.

Being cursed isn't so bad.

Hattie :o)