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Café News

March 2nd at Mallala

101 riders fronted the starter for the season's curtain raiser. Nearly as many bodies turned out to help. The weather was kind. The racing was good and there were few incidents. Scutineering ran smoothly in the morning, partly because of the number of helpers, and partly because we broke the back of the job during the Saturday afternoon. Bracket divisions 1 and 2 were fully subscribed (yahoo!) and the ladies had a strong showing again with 13 fronting the starter.

Rule changes played a part in the day, especially a new ruling from MA, which bans riding in pit areas at all circuits. As always our organisers looked for an alternative. We couldn't get a complete solution, but we were able to open the first pit entrance and allow riders to come back in the length of the turn one grand stand by keeping the area closed to spectators. This wouldn't have been possible except for the number of people who turned out to help.

Another rule to watch out for relates to loose hair. Beards are included. We've had a number of scans of the rule book, and it doesn't appear in this years edition other than under quad's rules. None the less our senior officials are insistent upon its' application. The rule is that hair which is longer than shoulder length must be contained either inside the clothing or under the helmet. The rationale is, as per many rules, based on secondary safety. In this case, the risk is of the hair (or beard) becoming caught in moving parts (e.g. wheels, chain) in the event of an accident. A number of people seem to think this rule is a bit draconian, but with the alternative being a potential scalping, it's not so bad. Just wish I had enough hair for it to be an issue.

Our treasurer says your membership due date is «Due_Date».

Is he's wrong, let him know and we'll get it fixed. If it's due, then best renew!

What about that web site?

The website (<http://www.caferacerclub.com>) has had a bit of an update again. You can get an entry form for the ASC, results from March 2nd (they were posted the same night) or grab an image of yourself in action – thanks again to Adam for the images (<http://www.afphoto.net>). The racing shots have been moved back under the Racing link to make them easier to find. We should have the Mt Gambier entry forms for the Easter meeting available soon.

I haven't seen the figures for February yet, but in January we had 760 visitors for a total of 19,700 hits! Google is the most popular search engine finding us. We had visitors from Czech Republic, US Military (scary), Seychelles, Japan, Denmark, Mexico, Brazil and Estonia to name a few.

Looking for a hot date or obscure part? Check here!

For Sale:

Conti replica mufflers suit Monster 600 or 750 \$400 neg. – phone Clair 0417 764 309

Wanted:

Sunday Riders – meet at Lobethal Deli on the last Sunday in the month for 11:00 departure, 2 hour ride, 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.

Look like you own the track 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.

A stubby of Pale Ale for \$2.00? I'd like to see that.

You can at a club meeting, 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).

Cheap bar (and the Café Racer of the Year is your barman)!

Next meetings: 18th March, 1st April, 15th April

An excerpt from Formula Xtreme re flaggies

"Do you reckon spending all day staring at every rider entering a corner they'd know something about a track? Chances are they've spent time at every corner, mere feet away from the action and can tell you where the top riders are braking, what the line is and what gear they're in when they enter the corner and more importantly, where you are riding differently. Where you gain, where you lose and where you can improve." How do you tap into that knowledge? Well you can ask them over a beer at the presentations or you could get out and work with them for a day or two and form your own opinion. If you want to have a look at the ASC round from close up, call Ronnie, now.

International Update

Is Dave Johnson a happy chappy? (27/2/03)

I am happy as at the mo and I will tell you why.

Glen Richards' and Paul Young's manager, Micky G, has taken me on board and sorted me a ride!!!

I have 2 brand new R1's with Rhencullen Race Products. I'M STOKED!!!!!!!!!!!!

I rode one for the first time today. It went really good and my team is happy as.

Steve Martin is smiling too! (6/3/03)

Australian Superbike racer Steve Martin showed the world he's one of the top WSB riders in the series after scoring his best ever WSB grid position and equalling his best WSB race finishes. In a great weekend of racing in very difficult conditions at the Ricardo Tormo circuit near Valencia, Spain, Martin took his DFX Racing Ducati to a best ever Superpole result and a fifth and sixth in the races.

In both races Martin had to battle hard with other riders to earn his championship points. In race one a titanic battle was going on between Pirelli-shod Steve Martin and Dunlop rider Regis Laconi. The two Ducatis exchanged sponsor stickers for a few laps before Laconi finally got the advantage in the closing stages, leaving Martin forced to settle for sixth. "Conditions were so different here this weekend compared to when we tested here just a week ago," explained Steve, "this meant many riders struggled to get their tyre choice right and that included me. By the end of race one I'd used up my front tyre and had to back off and let Laconi go and settle for sixth." It was a shame to have to let the Frenchman go because Steve had recorded a faster lap time than Laconi during the race.

Anyone watching the TV coverage, which gave Martin loads of exposure, would have witnessed Steve sliding both tyres like a dirt-bike racer through the tortuous twists and turns that make up the Spanish circuit. In race two the battle for fifth was a three-man affair. This time Steve Martin won an aggressive race-long duel with Gregorio Lavilla and Troy Corser to take a well-deserved fifth. It was Pirelli versus Michelin versus Dunlop as the three fought for supremacy. In the end Martin and the Pirelli-shod Ducati twin clinched it from Lavilla on the Suzuki with Dunlops and Corser on the FP1 triple enjoying the latest top-spec 2003 Michelins.

After such a great weekend Steve is really fired up for the next round back home in Australia. "It's not our best circuit, we've struggled there in the past but I'm enjoying my racing and I'm looking forward to racing in front of the Australian crowd."

Steve Martin is proud to be sponsored by: Pirelli, Ducati Sydney, Bilia Volvo and www.bikernews.co.uk

Glen Richards has been home for a visit

I didn't get a chance to have a chat with him when he surprised us all by turning up a club meeting, but I'm confident he'll have an update for us soon.

Have you reached out to a committee member lately?

President	Rick "Hollywood" Wilkinson	0411 444 400	richard@protectaprint.com.au
Vice President	Bob Hartvigsen	8100 6100	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

James shares his view from the commentary position

So ! ...the new season begins.

As interesting as it may be to notice those that have joined the fray, or 'up'ed their stakes in it, 'tis fun to note that the international contingent grows. Is it just coincidental or are international riders forgoing career moves on the eastern seaboard to race at Café Racer Club meetings?

It would seem that the approachability that we claim, the ease with which it's possible to participate and the encouragement and support that competitors can expect are not imagined. SA road racing does have something special going for it, ...residing in the people involved in it. Newcomers notice and remark on it with wide-eyed enjoyment.

...and new names to learn.

At the presentations after the racing Mr. Bob Hartvigsen put a caring arm around my shoulders and said, "Repeat after me; - Hart, - vig, - sen."

So I did. Then I said, "Repeat this; Hartvigsen, Vantagiato, Tuchyna – quickly, three times."

Bob looked thoughtfully at the floor for a moment, then smiled and said, "You did well mate."

...he might have been 'having a lend' of course !

Motorcycle Road Safety Forum

The SA Police have launched a new initiative towards motorcycle road safety. An initial working party will come together in June to discuss a wide ranging list of topics with the aim of understanding the cause of accidents and ways, other than punitive measures, by which they can be addressed. Attendees at this initial forum will be representatives from around 25 different organisations such as the Police, Transport SA, Accident Research Unit, Ulysses and Café Racer Club. We earned our position, as the representative of motorcycle sport, through our pro-activity with the Bracket Racing initiative.

This is a great step forward. It has always been our position, since the inception of Bracket Racing, that by making the sport accessible to street bike riders, we were contributing to road safety. I'll admit that 5 years on, it was beginning to look like we were flogging a dead horse. Some hard work by Rotten and Hollywood got us in front of the Police and the outcome is our inclusion in this working party. Earlier today I met with my three fellow co-ordinators, from the Police, Transport SA and Ulysses, and the workshop facilitator, to start planning the forum. If that meeting was anything to go by, I can guarantee we're in for some lively debate.

If you have something to say, there are a couple of ways to get your opinion heard. You can corner me for a chat and I will carry your contribution to the forum, or if you have access to the web, visit <http://www.motorcycle-safety.info> , which is a site dedicated to this initiative. The site has an on-line forum where you can log your comments and read those of the others who visit. By the time you receive this newsletter, I should have a link to the site from the Café Racer Club site also.

Speaking from the time when I was president of the lobby group FAM, 25 years ago, my time on the executive of Motorcycling SA and as a councillor to MA, this is a rare opportunity. Whether the topic is road marking, signage, gravel on roads, pot holes, speed limits, radar cameras or blind tin top pilots we want to hear about it. If you've got suggestions or issues, we want to hear them. **I urge you to speak your piece.** – Hattie

Editorial Footnote

I followed the lead in the Café News and, with a little assistance from Philcat in the form of a loan of his ST4 Ducati, met a few other Café Racers at Lobethal for a ride. We took a spin down Cudlee Creek, across to Gumeracha and Birdwood. A nice sociable ride together. Mary Rose summed it up for me when we stopped at Birdwood, expecting her to turn off. "I'm having too much fun. I can visit my brother any time." she quipped as we took off down a couple of back roads to Williamstown, back through Kersbrook to Chain of Ponds, down to Inglewood, Houghton and home.

I've really got to put those pieces in the shed back together again. I was nearly the same colour as my bike watching every one else having fun out there at Mallala on March 2nd.

Miles of road and rubber to burn. Ride.

Hattie :o)