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Café News

Doh!

I completely forgot to mention the Mallala round of the Australian Superbike Championship in the last issue. How about the Café Racers? Rotten tells me that 22 riders who started out in Brackets raced on the day, 14 of them in Superstock. And in the results? At the end of the 2 days racing, Paul Martinello stood in second place and Billy McConnell in third in the Superstock class. Martin Scott stood on the top rung in the Sidecar class with rider Neville Lush. Well done to everyone.

Please check your membership due date «Due_Date».

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

How do I renew – the whole story this time!

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.

The Social Event not to miss!

Quiz & Auction Night Friday 9th May at 7:00pm at the MSA Hall, 251 The Parade, Beulah Park. \$5.00 per person at the door takes you into the secret prize draw. The bar will be in operation, please bring a basket supper. The gear for the auction is of the usual high standard. Autographed knee scrapers from James Toseland, Frankie Chilli and our very own Steve Martin. A brand spanking new pair of Steve Martin's full trick race boots (he hasn't even worn them himself). An autographed pair of Karl Muggeridge's gloves. Framed poster size photos of World Superbike and Supersport riders. An Ibanez acoustic guitar donated by the Ibanez Guitar Centre (who else)! A JVC CD player. A bottle of 1999 Penfolds St Henri Shiraz. This event was bigger than Ben Hur last year and is sure to be a biggie again this year. Don't miss it. Get a table of eight people together, or come along and make one up on the night. Either way you'll be guaranteed a great night of quiz action (general knowledge, not bike racing) with all the fun of the auction thrown in. Call Rotten to book your table!

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.

What's fair and what can you do about it?

Last night I was reading an article in the latest AMCN about tactics the top riders use against each other. Blocking, colliding, intimidating all seem to be par for the course. They're playing for high stakes, so it's not at all surprising that there is a bit of that going on. What's interesting is the code of silence that surrounds it. None of the current riders will admit to it, while those who have stopped riding will.

This permeates down through all levels and is probably worse in Australia because no one will ever do anything for anyone. The ocker in me says that's not a bad thing in some ways. I do see two areas where it is a problem though. The first is that when you see that intimidation happening on the track, it's hard to say "I'm not scared. I'm good enough to take it." That becomes a barrier to entering competition, and is one of the reasons we introduced Bracket Racing. The second, is that riders see rule breaches and mumble and grumble about them, but either won't or don't know how to deal with them. This leads to disenchantment, feelings of "I can't beat them because they all cheat" and as a result people drop out of the sport.

Rules exist to ensure that we all get to compete on "a level playing field", but they are not self enforcing. To ensure that everyone is treated fairly there are procedures for lodging of protests and the subsequent handling thereof. Race meeting officials generally have a full plate and cannot be reasonably expected to detect every rule breach. If you genuinely believe that a rule is being breached by a rider, you are entitled to protest to the steward of the meeting. To prevent flippant protests, there is a fee charged for lodging the protest, it is at the steward's discretion whether the protest fee is returned after the hearing. If not, the fee goes into the state's general revenue, not the steward's pocket!

Bear in mind that it is not the steward's job to enforce rules during the meeting. That task lies with the Clerk of the Course, who is the senior official of the meeting. The steward's role is to oversee the conduct of the meeting, impartially adjudicate on any protests, apply penalties where appropriate, and then report back to the state's controlling body, in our case MSA.

A full explanation of the procedure is in the rule book under the title "Protests and Appeals".

Café Racer Club Trading Table – last month's bargain sold first day, be quick!

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. **\$7,000 ono**

Call Adam 8362 0724 or 0417 825 724

Michelin Pilot Race front 120/70x17 & rear 180/55x17. 80% tread. **\$250 the lot.**

Phone Martyn 0409 694312

Suzuki RGV 250: 96 model. Low Km's Good tyres, new chain. Registered to June. **\$5,000**

Phone Chris 8382 7514

RGV Race Glass used twice – no damage. Cost \$680. Sell **\$500**

Phone Chris 8382 7514

Conti replica mufflers suit Monster 600 or 750 **\$400 ono** Phone Clair 0417 764 309

Wanted:

Yamaha RZ 250/350 or similar steel framed rolling chassis for project. Cheap.

Call Brian 8340 0483.

Sunday Riders – meet at Lobethal Deli on Sunday 25th for 09:00 departure, home by lunch time, 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: 6th May, 20th May, 3rd June, 17th June

International Update

Glen Richards is living the life we aspire to (30/4/03)

Hello everybody, things are going good over here, just had a weekend off so I've been chasing Youngy around his motocross track. He's got a KTM250, I've got a CRF450 and he's got his very own track in the back yard. Youngy is running open days twice a week and the odd club meeting on it. Then the rest of the time we're using it. We do a bit of trials riding as well. I've got a GasGas 250 and Youngy has a Sherco 250 so we wobble around on them every now and then. Its Oulton this weekend, so hopefully I can challenge for a podium again. My bike has been working real good. It's so much fun to ride. We have about 10 to 15bhp more than last year, so the old girl lights up a lot more. Talk to you guys soon, cheers Glen.

A weekend to forget for Steve Martin (5/5/03 from Glenn Le Santo)

It was another weekend in Japan that will be best forgotten for Steve Martin after finishing 15th in race one and pulling out with an oil leak in race two.

It was never going to be an easy weekend at what is in effect Dunlop's test track, appalling weather on Friday and Saturday just made matters worse. "We had so little dry weather track time during qualifying that in race one my set up was way out," explained Steve.

His team worked hard during the interval to get a better set up for race two. "We changed just about everything, including tyres, ride height, springs, damping, you name it, we changed it," said Steve.

It was a risky strategy but one that could have paid off if it hadn't been for an unforeseen problem early in the race. "The bike was much better, it was competitive. But when my foot started slipping off the peg I realised I had a big problem, I looked down and there was an oil mist coming from the motor. I had no choice but to retire from the race," he said. Frustratingly for Steve the oil leak was caused by an engine cover fastener that had worked loose.

Steve now travels direct to Italy to prepare for the next round in Monza. "I'll be glad to get to Europe and forget all about this weekend!"

Have you reached out to a committee member lately?

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

Mac Park Timesheets and Photo's

Timesheets from the Easter meeting at Mt Gambier, are up on the club's website. Note that these are in riding number order, not finishing order. There's also a number of photographs of the pits and camp site courtesy of Bob.

Editorial Footnote

Saddened to note that Rick has stood down from the role of President. His business like approach and warm style will be missed. The committee have agreed to leave the position vacant until the AGM on the 15th of July.

Mac Park held many things for me. The high was the chance to ride there again. The new surface is good and in the main, oh so smooth. The low was that dramas with my exhaust meant that I only rode the Friday practice. Then, there was the opportunity to fulfil one of those long standing ambitions – to try my hand as a sidecar passenger. I found a new way, for me, to have a close encounter with terra firma when I fell out at clubhouse corner on the first lap, after I missed the changeover point after water tower. Martin Scott, who was right behind us swinging on Neville Lush's outfit, took me aside later and said, "I think you hung on a little too long". Then I had the sheer exhilaration of a further half dozen laps without parting company. I didn't make the cut as a sidecar passenger, but the positive from that was that I was able to help out the Mt Gambier crew by time keeping in the tower.

In the words of Forest Gump, "Life is like a box of chocolates, you never know what you're going to get". To me, that means make the most of the cards you're dealt.

Hattie :o)