



# ***AMCC Riders' Briefs***

*The official magazine of Auckland Motorcycle Club, Inc.*

## **AUGUST 2023**

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**The views, thoughts, and opinions expressed in all articles published within AMCC RIDERS' BRIEFS are solely those of the author of that article, and are not necessarily those of AMCC.**

**Cover: Teretonga Park (Southland Sports Car Club)**

## PRESIDENT'S REPORT – AUGUST 2023



Hi Everyone,

What a year !!

As I was preparing to write this report, word has come through that we have lost another member from our Volunteer family. Jeff Bloor tragically passing away suddenly and unexpectedly, today at home. Jeff was one of our valuable and dedicated Flaggies, and a popular and respected member within that community.

AMCC extends our sincerest condolences to Jeff's family and friends, and to the wider motorcycle community. We have lost too many from our fold this year.

There is lots going on, as we prepare for the coming season.

An extra event has been added to the Club Series – with a Round being added on the HD Club Circuit – for the JUNIOR classes only. So, they get an extra track configuration to race on, and an extra points round. To be held on 5<sup>th</sup> November, this meeting will include Buckets, (and Kayo's all going well). So, our Club Series now looks like this :-

### **2023-24 Suzuki – Auckland Motorcycle Club Series:**

*Only National Circuit Meetings are eligible for Suzuki Give-Away Draw Entry*

Rd 1	17 September, 2023	National Circuit	
Rd 2	15 October, 2023	National Circuit	
Rd 3	05 November, 2023	Club Circuit	<b>(Junior Classes Only)</b>
Rd 4	19 November, 2023	National Circuit	<b>(Final)</b>

Note: This event will not impact entries for the Suzuki give-away.

If you enter every Club Round on the National Circuit (being Rd's 1, 2, and 4), and take the start of (at least) Race One at each of those 3 Rounds, you're in the draw – which will be held at lunchtime, at Round Four.

There's also plenty of other activity going on behind the scenes.

Amongst the tasks, we're refreshing the AMCC Officials uniforms – so that all our officials will be highly visible at our events.

And we are looking to conduct some medical and Flaggies training, prior to the season commencing. Stay tuned for details.

Buckets are back in action this month at Tokoroa – 26 & 27<sup>th</sup> for Round Two of their Series.

And Pass Masters have a rider training day coming up on Friday 1 September, using the HD Club Circuit – and targeting Carl Cox Motorsport Cup newer riders (those in year 1 & 2 of Cup competition).

Ken will be there, with a pool of Cup mentors/trainers - to ensure everyone gets off on the best foot when the Cup kicks-off again on 17 September.

As always - please don't be shy to offer the Club your feedback, ideas, suggestions, and help. We welcome all the views and support that you bring to your Club.

Stay safe out there, on the streets and circuits.

Cheers,

**Philip Kavermann | AMCC President**

# MNZ Conference - Notes:



## **MNZ CONFERENCE 2023:**

The conference in Wellington was a little tame compared to previous years, Sue and I went down on Thursday night. Friday was going to have presentations from Aon Insurance and St Johns medical team, these were unfortunately both cancelled, so we just had to sign in and have a chat with those who came early.

On Saturday we caught up with Paul Stewart and Juniper White, who also came down as Observers. Then we started to get ready for several workshops held over the day.

First up was Women in Sport. This was very interesting, as at the moment 16 % of our competitors are women, mostly in off road, but in Road Racing we have 38%. This is great, but most of these are sidecar racers. MNZ has been encouraging more ladies to become officials, which is working well. Plus, there was discussion on increasing media coverage. Avalon (Biddle) Lewis has been doing a lot, especially on Sky Sports on TV, and their Facebook profile is much larger than our Governing Body.

We then have a very good presentation from our GMO and several other members who are involved with the FIM, and Oceania. Lots of things were put on the table, starting with how can we align ourselves closer to Australia, especially when it comes to racers crossing the ditch to compete, and license structure. There is work in progress to go back to how we had it before, when racers could compete on a New Zealand license, and insurance was sorted out easier.

There was discussion on how to get class structure closer, for both sides, to allow easier to use the same machine in both countries.

There was also discussion on getting the age for younger racers sorted, so that we are able to have juniors competing on both sides of the Tasman, starting at the same age. And more junior development programs. There was also lots of discussion on the Touring, Leisure market, and how we can get more involved through both the FIM and MNZ. This is a big growth market throughout the world.

The Officials forum was next, much was discussed, but not sure what the real outcome was. But there was good discussion on training, and having more in person training, as it was felt that this type of training is better. Newer officials can ask more questions, and also those who have been in different situations can put forward ideas so that others may find a different way of doing things. Also, more ladies to help when we need to check for safety gear, before racers head onto the track, especially when it comes to female competitors.

I asked about gear bags for officials, as in the room only two other officials had seen the bag that I take to meetings. And I suggested that we need a logbook for Flaggies, and possibly for photographers, and also better training for them, so we are all on the same page. And that they feel valued.

It was also discussed about time between moving up grades, especially around the grade 3 to 4, and the number of meetings that are done during this time period.

Then the fun began, Road Racing.

Andy had a great presentation with lots of robust discussions over all aspects of the sport.

First thing was that a lot of people - both racers and officials - don't really understand the rules and due process,

including conduct at the track and on social media. And that we all should show respect for each other. And how can we encourage more racers to get involved at a national level.

The Road Race Commission has expanded, with Andy as the Chairman, and several others helping with various aspects of the sport, from Technology to Junior Development. This is starting to send the sport in a positive direction.

Suzuki has offered to help with the 150 class, with a very good deal on the purchase of their GSX150. This is part of the junior development programs.

The 300 class will remain the same with a Ladies Cup being introduced within the class, a great incentive for ladies in the sport.

There was discussion on the ProTwin class and the next generation of machines. This will be left alone for the next 3 years.

Sidecar will still be both F1 and F2. There will be movement in the F2 class, with modern long bikes being able to compete with Gen 2 engines, and similar ECU and Dash as the 600 solo classes.

600 Super Sport, the discussion on Gen 2 Machines, these machines will have to run a Solus Dash, and Programmed ECU. This unit is what is being run in America, Britain, and several other countries around the world, and is working well. The reason behind this move is that 600 sport bikes are not being manufactured anymore.

Super Bikes will be the same, but with the introduction of an integrated class for older models, and this may be called Formula Sport, more on this soon.

At the moment this season's NZSBK calendar looks something like this:-

December - First two rounds of the Suzuki Series, don't forget the Cemetery Circuit

January - Two rounds in the South Island

February - 300, 600 and 1000 only, are part of the Burt.

March - Moto Fest and the final round at Taupo. These two rounds will have some added attraction.

There was discussion on the Commercial Reality of the sport, from how can we make it more entertaining. This will help to bring in spectators, who will then help with sponsors. This we hope will help lower costs.

Track safety was discussed and there will be safety plans for all tracks in both Islands. This will then need more Flaggies and corner runners to help pick up fallen machines. For this to happen we will need to up-skill all our volunteers, and as discussed in previous meetings, we will need to verify the skill levels of the orange army. This can only be a big bonus for everyone.

There will be more information coming on the MNZ website soon. There was discussion on how well the various clubs in the country have a development class, like our highly successful Carl Cox classes, and MCI running the 250 class as well. There will be more information available soon about junior development programs, including the Kayo Cup machines. This will be available from MNZ soon, including a complete training program.

Sunday morning before the AGM. We had a presentation on the Junior Development programs, and how we can start working with them. They are part of what MCI uses, and look very helpful for upskilling returning riders, as well as junior's who wish to start circuit racing, and machine preparation as well.

Then to the AGM. This was very uneventful, with Mac Mcleod our new president, who took over from the departing Paul Pavletich.

The new Board looks to have a lot of work ahead of them, to move us forward for the future of our sport, which won't be easy, especially the way the world is going when it comes to motorsport and using fossil fuels.

It was great to see our late Dennis Sampson honoured by the Board, and Juniper read a lovely tribute to Dennis. This was very moving for lots of people.

For me overall it was good to listen to others, and how they are managing the different ways they deal with issues, and how some have very different ideas on the rule book.

**Chris Costello**



Here are my comments from the AGM.

Chris was the delegate so really it will be his report that will be presented at the club AGM next year.

### **MNZ CONFERENCE 2023:**

Saturday morning was the **Secretary Workshop**.

There is going to be a new Incorporated Societies law coming into effect around Oct, so it is something for us to watch for.

Surprisingly some clubs have a very poor constitution, or have let it lapse, so some have work to do.

Some clubs are not sending in their official's names and contacts, so the office doesn't know who to send documents or other material. I felt pleased to know that we do everything by the book.

Thanks must go to some of the Executive for driving these processes.

MNZ to look at getting a common Incorporated Societies template for clubs to use.

It was suggested that when a person applies for a license, they pay the club fee at the same time. This did not gain approval - mainly from the office.

The MNZ office would prefer everything being done on the MNZ App, however they did acknowledge people's skills with using the App.

The office has a new lady join the team. Tash is a friendly lady, so this should help with the work load in the office.

Next was the **Officials Workshop**,

There are around 500 officials - with about 20% being women. Craig Mills (Official's Commissioner) expressed the view he would like to see more women involved.

Something that I picked up on is that, while we have talked about it for some time, we have yet to expand our own club officials - particularly CoC's.

Helmets and the need to check them was discussed at length, but it is simple rule, it must be done. Should MNZ put a sticker on the helmet etc ? so wait to see what they come up with.

Concussion was discussed, however from all of the talk I believe the clubs process is streets ahead of most other Clubs, particularly Off Road.

### **Officials Training.**

Face to face training, regional officials to do the training for level 1 to 2 level.

Level 3 to 4 would be more advanced with Roll Play being the major part.

Craig did acknowledge the Auckland Club and the training we did, and I think that is the pathway he is looking at. Officials reporting form to be updated.

Del Morgan - life member - spoke about having one person lead a team of persons to take up the training, as this would release Craig from this time onerous position. This found support so we wait and see.

Juniper spoke about a marshal's log book; the concept was accepted and will look into it.

### **Road Race.**

Andy spoken on his vision for the future, and drawing stake holders closer together; and what he would like to see over the next 3 to 5 years as models available to race - particularly in the midrange 600cc bracket is going to be an issue moving forward, as he sees the 600 4cyl dying out.

Engagement with people, communication and understanding racers and people with in the sport.

Track safety: Andy is working on track plans with Trevor Heaphy and Rod Price ( Board member).

Pushing juniors, as they are the future of the sport from riders' point of view.

Andy and his team are looking to overseas, as to what they are doing to gain parity, given the manufacturers are building so many different cc rating bikes for market sales - and this is ongoing.

Paul Pav asked the question about overseas riders coming to NZ, and how important this is. There was a lot of talk around this, and it basically comes back to money - and MNZ doesn't have any. Also, they blew the budget on road racing.

However, there was discussion of bringing out the 300's from Australia, again lots of talk, unless Mr. Quinn underwrites this sort of thing happening.

Also discussed was the numerous differences between NZ and Aussie of engine and MoM's rules, so don't see anything happening here.

Back protectors, just because you have an air suit, riders must still wear chest and back protectors. Riders do not know about the general rules, i.e. the 30 minutes after the meeting to put in, and how MNZ bridge that gap.

SJ will be joining the Road Race Commission as the 'go-to' man for the coming season, so no doubt in time we will be notified of the dates, race tracks, and rules for the coming NZSBK season. Teretonga was still a talking point.

Suzuki are going to support the 150cc class. They will sell a GIXXER at \$3000, and this will run alongside the 150ss class - so for H/D and Taupo we will have to consider what classes get run.

Andy wants to support the Side cars, and from what he said the Side cars are right behind this.

### ***Paul Stewart***



# MNZ – Fee Increase:



## Notice of Fee Increase

**28 June 2023**

Dear Motorcycling New Zealand affiliated Clubs,

We hope this letter finds you in high spirits post the AGM. We are writing to inform you about an important decision that has been made by the Motorcycling New Zealand board of governance, affecting all affiliated clubs.

In recent months, the effects of inflation have become increasingly noticeable across various sectors of the economy. We are not immune to these effects and the rising costs of operational expenses and administrative tasks have impacted our business. To address these challenges and ensure the continued growth and development of our organisation, we have made the difficult decision to increase our fees.

Effective from July 1st, we will be implementing a modest 10% increase in fees across the board.

This increase will apply to event permits, membership fees, and any other club-related services that incur charges.

We understand that any fee adjustment may raise some small concerns, but we want to assure you that this decision was not taken lightly. We have carefully considered the impact on our affiliated clubs, the club's financial stability, and our commitment to providing high-quality service.

It is important to note that this fee increase has been long overdue. Motorcycling New Zealand has not raised costs for several years, despite facing mounting financial pressures. By implementing this modest increase, we can ensure that our club remains financially sustainable and capable of meeting the evolving needs and expectations of our members.

We would like to emphasize that this fee increase is not intended to burden our clubs and events, but rather to secure the future of the organisation and enhance the value we offer.

We value your affiliation to MNZ and remain committed to providing a welcoming and inclusive environment that fosters growth, camaraderie, and the enjoyment of motorcycling. Your continued support is instrumental in executing events for Kiwi riders to enjoy.



If you have any questions or concerns regarding this fee increase, we encourage you to reach out to myself as president, or the office team. We are more than happy to address any queries you may have and provide further clarification.

Thank you for your understanding, cooperation, and ongoing commitment to Motorcycling New Zealand. Together, we have overcome many challenges over the past 24 months and will continue to do so.

Sincerely,

Mac McLeod

President

On behalf of Motorcycling New Zealand.

### 2023 PERMIT FEES INCREASE

Practice Day	\$60.00
Have A Go Day	\$60.00
Club Event	\$94.00
Trial Championships	\$155.00
Trail Ride	\$165.00
Championship Events	\$303.00
Street Road Race	\$825.00
Entry Form/Supp Regs	\$16.50
IMN Number	\$110.00
Special Event Upgrade	\$55.00
One Event Licence	\$27.50

## Is Your Club Membership Sorted?

The screenshot shows the MXT website interface. At the top left is the MXT logo with 'MX & TRACK TIMING' underneath. A navigation menu at the top includes 'Home', 'What We Do', 'Entries', 'Live Timing', 'Calendar', 'Results', and 'Contact'. A Facebook icon is visible in the top right corner. In the center, there is a logo for the Auckland Motorcycle Club (Inc.) featuring a winged emblem with a motorcycle wheel in the center. Below the logo, the text 'Auckland Motorcycle Club (Inc.)' is displayed. At the bottom of the screenshot, a red button contains the text 'AMCC Online Membership Form'.

<https://www.mxt.co.nz/auckland-mcc-membership>



MTF Finance has been helping Kiwis to go faster since 1970.

MTF Finance Barrys Point Road is owned by Ken Dobson and Richard Scott. As you may know, we're old racers and also supporters of several riders competing in New Zealand.

Ken also runs the Carl Cox Motorsport Cup and MTF Barrys Point Road are sponsors of the 250 Pro Lite Class for the AMCC.

We're specialists in financing any kind of road vehicles, and also diggers, boats and watercraft. Not only that, we can also finance farm equipment or machinery for your business, or refinance an existing loan to free up cash for renovations, a holiday, and of course race bike parts ;-)

We would love the opportunity to help with your next big purchase, and for any loan we write for a club member, or even a referral, we'll donate \$200 to the race class of your choice for this year's prize fund, just to say thank you.

Give us a call to get approved for finance before you buy, or for a quote for your finance requirements.

**Ken 021 977 553 - Richard 0274 999 668 - Aimee 021 936 553 - Office 09 280 4728**

**1 Barrys Point Road, Takapuna, Auckland**

**[barryspointroad@mtf.co.nz](mailto:barryspointroad@mtf.co.nz)**

# “Force Of Nature”



***Graham Sykes' Force of Nature cracked a 3.878-second, 163.8 mph standing start run on a 1/8 mile.***

For Yorkshire-based engineer, granddad, and precision madman Graham Sykes, speed has been an obsession for most of his life. He's been involved in straight-line motorsport efforts (both on two wheels and more) since 1979 and is turning 60 years old in 2023. His wife Diane is also heavily involved in the family engineering and speed efforts, working both in the office and on the crew, towing the bike back where it needs to go after speed runs are complete.

What bike are we talking about? It's a steam-powered monster of a thing that Sykes calls Force of Nature. At Elvington Speed Week in late May 2023, this bike—which Sykes has been taking to events for the past several years—officially set a new world record for a steam-powered motorcycle. It did a standing 1/8th mile run in just 3.878 seconds, achieving an exit speed of 163.8 miles per hour. To run it, water is heated using hydrogenated vegetable oil, keeping the pursuit of speed as environmentally friendly as possible.

After completing that 1/8th mile run, the top speed achieved by the Force of Nature and its operator was 180 mph, but that number is just fun to talk about, and didn't count as part of this record-breaking achievement. As you may already have guessed, Sykes isn't just the engineer behind this bike—he's also the pilot.

“It's just a big bomb really, and it all started in my shed. I've taken the principles of chemistry, and married them with precision engineering to create something I'm passionate about – fast bikes. I wanted to do this in a way that is sustainable for the planet (I've got nine grandkids after all), and demonstrate that you don't have to compromise on speed, you just have to get creative,” Sykes said of his creation.

The record was certified by the UK and ITA governing body for UK and European Land Speed Records. Project Force of Nature has been a journey that was 10 years in the making. It's an impressive achievement on its own, but it also follows a previous British national speed record for fastest three-wheeled vehicle that Sykes set on another homemade machine in 2015. There, he crafted a V8-powered three-wheeler that he named Syko, which hit a top speed of 180.3 mph and did an average speed of 171.4 mph on a flying quarter mile.

# Teretonga:



*Teretonga: 20/6/2023*

I'd never been to Invercargill before - but on the 20<sup>th</sup> June I had the greatest pleasure to visit this wonderful circuit for the first time, and walk-the-track.

Thanks to Norma (manning the circuit office), and Club Patron/Life Member, Barry Keen - who were very welcoming. Keen won a race at the very first race meeting at Teretonga Park, on 30 November 1957.

We had a good chat about the challenges of running events - whilst highlighting the different factors faced between Clubs in the South and the North (entries, circuit charges, ferry costs, travel & accom, etc).

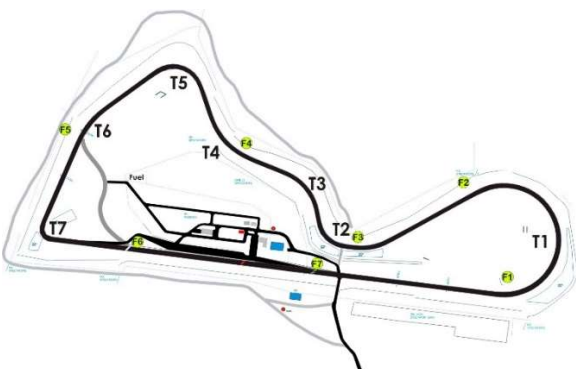
They were interested in (and stunned by) the hireage costs associated with the Northern circuits.

Teretonga is available for \$1100 p/day.

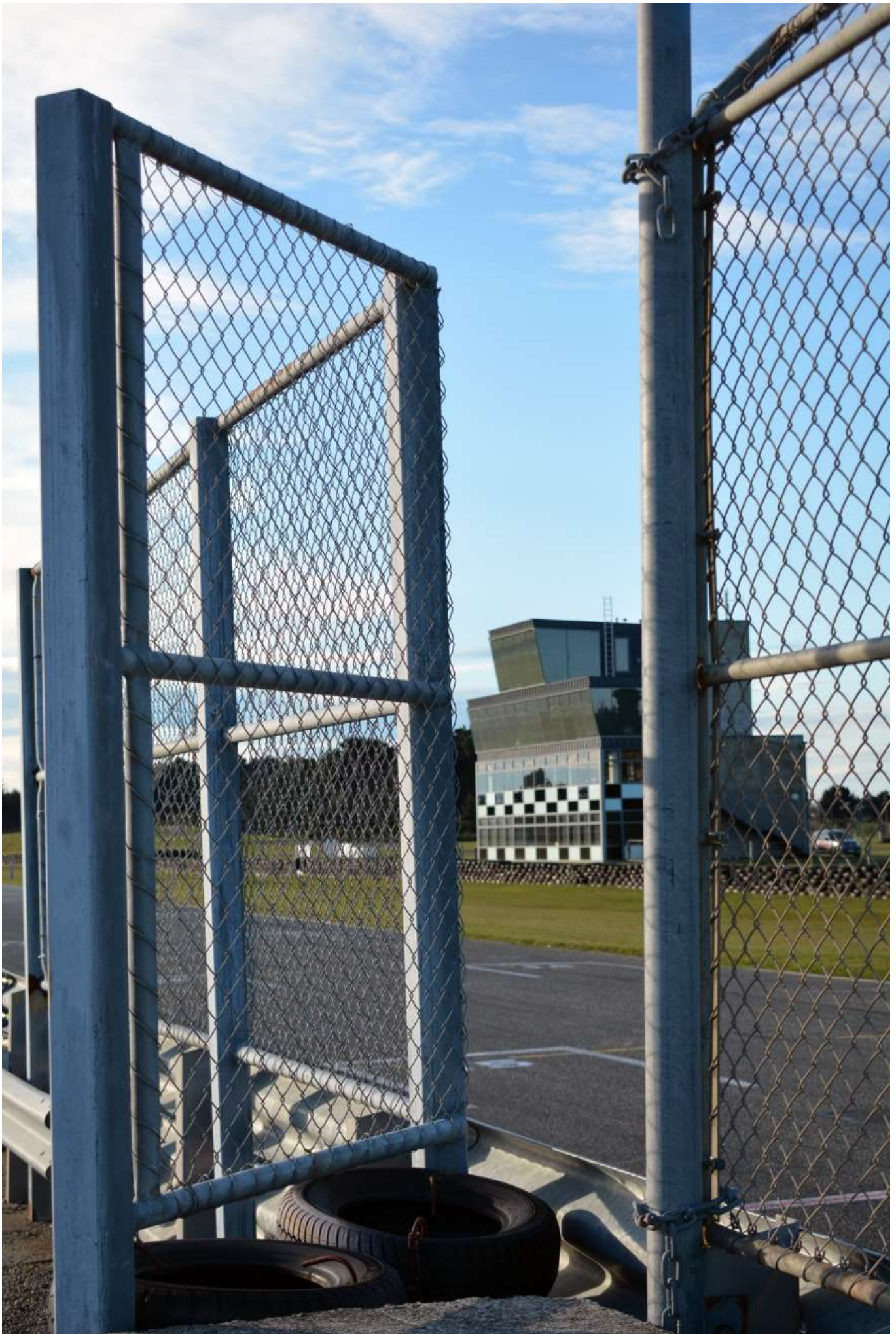
And what a beautiful facility Teretonga is. Now 66 years young, the circuit presentation and facilities were – in every respect – immaculate. The place has a great “vibe” about it, and it was fun to spend an hour wandering around the circuit.

The weather was magic, and it was easy to fall in love with the place.

Now --- to get back there, and watch some racing 😊

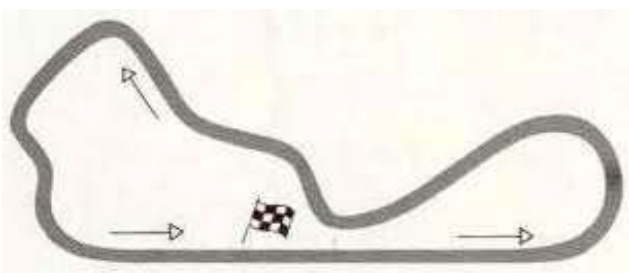








*Really glad they have kept the original part of the circuit intact, now not used for anything – but great history.*



# “10 YEARS AGO” ...

## THE RIDER'S BRIEFS

THE OFFICIAL NEWSLETTER OF THE AUCKLAND MOTORCYCLE CLUB INC.

### AUGUST 2013



*Connor London Regains 2<sup>nd</sup> Position in the Italian Kit3 Championship*

#### ***In this month's issue***

Racing Calendar

AMCC Members Mixing It In Oz ....

Bucket Results

2013/2014 Membership Subs Due NOW!



## AMCC Members Mixing It In Oz ....

The Barry Sheene Trans-Tasman Challenge - Eastern Creek, 2013  
David Smith & Philip Oades

Dave was keen to do the meet, but the NZ bikes needed some TLC. A quick call was made to a contact in Aussie; and fast forward - I was heading out down pit lane on Friday morning (15th March) on a borrowed '89 TZ250 Yamaha.

These little GP bikes remind one of their age, as the riding position is very cramped and really designed for 65 kilo 20 year old jockeys. But the bike was quick, with amazing brakes and very light. A couple of practise sessions later and I was slowly coming to grips with track and the bike.

Saturday turned out to be humid and very hot. In the first warm-up the bike didn't really want to run; So back into the pits for Phil Oades to spend more of his weekend on the floor, trying to tune this little beast.

Being an Aussie bike, we spent most of the weekend with Dez (the owner of the bike) using his pit bay and he had lots of advice on tuning and riding. Riding advice from Dez went along the lines of ... "don't ride it like a 4 stroke, wring it's neck, you are the boss - not the bike, get your skates on".

Suitably motivated I went out on Saturday afternoon to qualify - and the bloody thing didn't want to run at all. Sadly I was into the pits after 1 lap, as I didn't want to damage the motor. Phil was back on the floor in usual carb strip-down position.

Turns out plonker me had taped something up around the front fairing, forgetting the carbs are in front as well, and it had decided to eat a bit of the stuff. So we cleared the carbs, and then went out on the back of another session, with the bike running good.

Sunday - Race day:

There were lots of historic and post-classic street bikes on display, and the weather fine but cooler.

For the first race the bike ran ok, but did not like full throttle - so back in pits with Phil in usual position, under the carbs. We made a few changes to the jets, and then Dez gave me another tune-up on riding ... "you need a bit more bottle".

For the last race I moved up the grid for this start. The lights went off, but I'm not used to slipping the clutch on these beasts. I managed to get going, and the bike started to go real good.

I started passing a few bikes, going into corners faster, and using the gearbox to keep the power-band up. Passing some more bikes - Hey .. I could get used to this. I knew the lap times were going to be heaps better; cornering was getting easier, and I was coming on to the straights with the engine revving better. I was just lining up another bike to pass on the corner before the front straight when ... SPLAT. A big hairy yellow locust went into my visor - vision and concentration gone. Next minute I was on the kitty-litter, trying very hard not to throw the bike away.

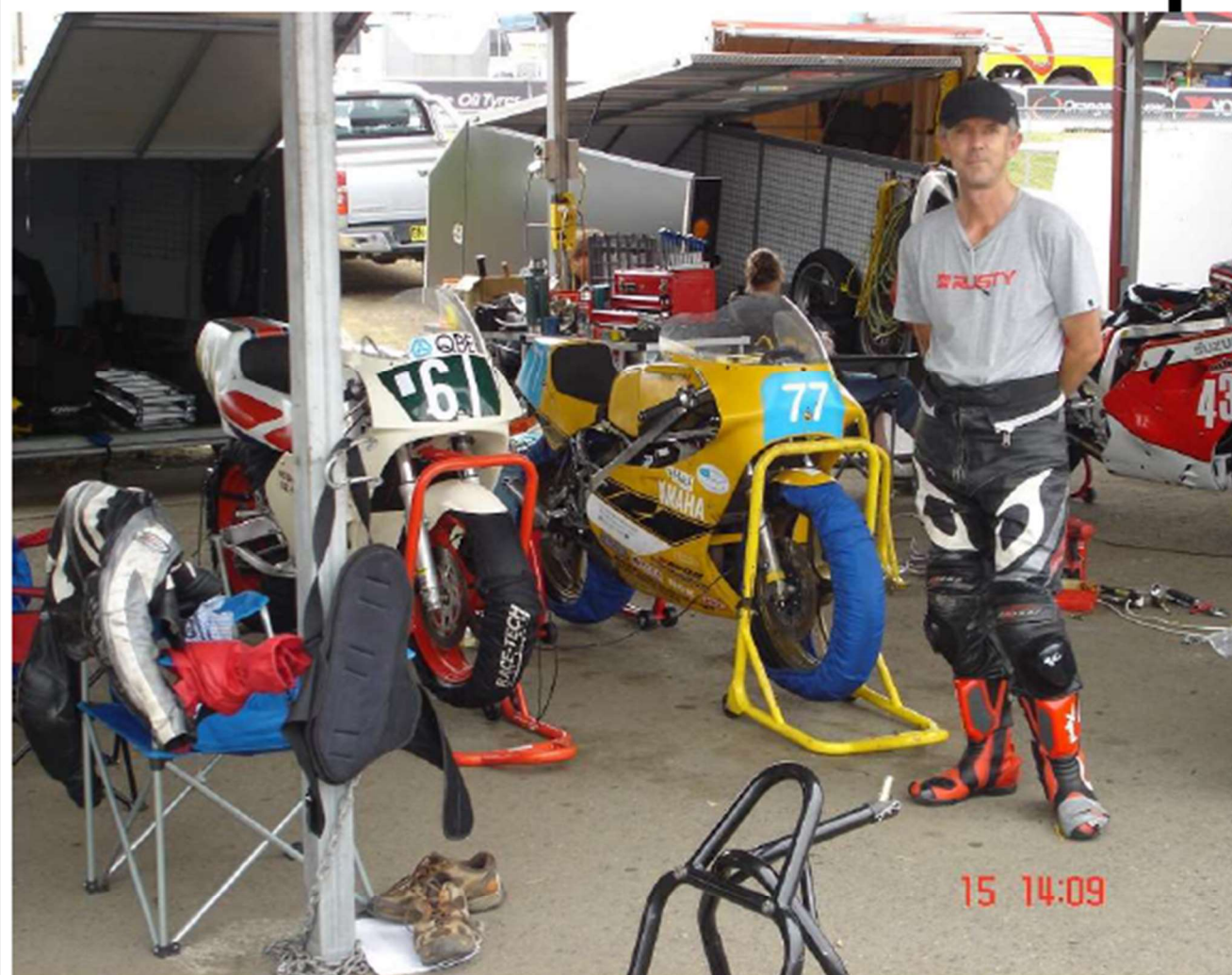
Yahoo; The bike was still rolling, so I went out onto grass and then back onto track, to finish just behind the main bunch. My lap times were up 3 seconds, and I was happy – handing the bike back to the Owner in one piece and running good.

Thanks to Phil for all the spannering.

I didn't get the full rundown on the Kiwi garage, as we were in the Aussie pits - but they all went very well. Blair "jandels" Mason had a little 'off' on Saturday, but managed to come right Sunday.

Thanks to Chris Hyland, Brian Deadman, and everyone for all the work behind the scenes. This meeting caters for a big range of bikes, as their Period 6 class goes up to 1995, I think. A campervan site is available on track, and the usual Aussie hospitality makes for a great time. Make sure you all pencil this one in.

David Smith ...



Dave Smith



# Aleix Espargaró – 2016 Suzuki:



***Aleix Espargaró Gifted His 2016 MotoGP Suzuki GSX-RR***

Saved from the crushers? Suzuki graciously gifts Espargaró his 2016 race bike as a thank you.

In an exciting turn of events for Aleix Espargaró, the—now—Aprilia rider and amateur YouTuber has acquired a one-of-a-kind possession for his private collection. The racer's very own Suzuki GSX-RR from the 2016 MotoGP season is now part of his private collection.

Suzuki pulled some strings to save his 2016 GP bike from the crushers. Some bikes were saved for display at museums, but it appears that Espargaró was considered another exemption.

It's worth noting that this particular GP bike holds sentimental value for Espargaró, as it's the exact one he rode back in the 2016 GP season. Espargaró's mechanic, Robert, loaded the GSX-RR into the motorhome of the Aprilia racer during a stopover in Milan.

Overwhelmed with excitement, the 33-year-old Catalan exclaimed, "It's not a dream, it's real! Suzuki has actually given me the GSX-RR that I competed with in the 2016 MotoGP World Championship. I'm almost moved to tears; it's truly a goosebumps moment. It's incredible. Normally, it's impossible to obtain a Japanese MotoGP machine for personal ownership. I've always inquired about it, and the answer has consistently been no. However, when they retired from MotoGP, they contacted me and offered the bike that initiated the project as a token of gratitude. At first, I thought it was a joke, but after a year and a half of paperwork and contracts, the 2016 GSX-RR #41 is now in my possession."

The only alteration required was replacing the front fairing with the original one, excluding winglets.

Expressing his gratitude, Espargaró extended his thanks to Suzuki, Sahara-san, Davide, and Roberto Brivio for making this extraordinary acquisition possible. The current Aprilia works driver beamed with delight as he shared, "It's a dream; I feel like a little kid. Seeing the bike again was an incredibly emotional experience because it symbolizes where it all began. Suzuki was the first manufacturer to believe in me and subsequently changed my life. It was through Suzuki that Aprilia noticed me, leading to victories and podium finishes... That's why this bike holds such a special place in my heart."

Espargaró competed for Suzuki in 2015 and 2016, securing an 11th-place finish in the World Championship on both occasions. While a shared podium remained elusive, he achieved a remarkable pole position at the 2015 Catalunya GP.

# Jack Miller - Townsville:



*MotoGP's Jack Miller takes a Supercars ride with Shane van Gisbergen*

The KTM rider lapped the Townsville street circuit alongside the reigning Supercars champion during sponsor rides. It marked his first experience in V8 Supercars, and came about through the joint link with Red Bull.

Adding to the occasion was that Townsville is Miller's home town, with his father Pete also taking a ride with SVG.

"First time in a V8 Supercar and to get in with Shane was awesome," Miller told Autosport.

"I was mesmerised watching the footwork because I heard as we were coming into the corner, he's blipping there, and I look over thinking it was auto-blip or something.

It was definitely cool to watch [the heel-and-toe] in the cockpit."



*Miller in action in MotoGP, on the KTM*

# Repsol Honda – MotoGP Motorhome:







### Media and / or Images ....

If you have any specific requirements for images, or the generation of content for media or sponsor purposes, let's have a discussion to see where / how I can help you.

Philip Kavermann  
AMCC / New Zealand Motor Sport Yearbook  
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# Female Motorsport Study:

More Than Equal publishes findings from female motorsport study

A detailed investigation comprised of nearly 13,000 respondents and over 70 in-depth interviews with industry leaders has uncovered that motorsport is one of the lowest-performing sports for gender equality, only behind American football, with an average participation across all categories of just 10% for female drivers.

Lella Lombardi was the last female driver to race in Formula 1 in the 1976 Austrian Grand Prix, and *More than Equal* aims to help identify, develop and support female participation in motorsport.

The findings also showed female interest and fanbase, particularly in F1, has grown, with 40% becoming fans in the last five years while the average age of female supporters is around 10 years younger than their male counterparts. The study has also looked into what are the main barriers to female participation in motorsport, which highlighted a range of issues including costs, negative stereotyping of skill and ability, a lack of research on physical barriers for participation, a lack of role models and an inappropriate culture.

Using the data, More Than Equal – founded by 13-time grand prix winner David Coulthard – will build a female talent spotting and development programme with Hintsu, the Finnish performance specialist which has worked with multiple F1 world champions.

After identifying the female talent pool, the programme will then support drivers to find racing opportunities, technical and tactical coaching, physical and cognitive preparation, commercial opportunity and personal brand development.

"What this research makes clear is that female drivers face a range of challenges and barriers that extend beyond those faced by their male counterparts," Coulthard said. "This report provides all the insight we need to help the sport to catch up."

Karen Webb-Moss, chair of More than Equal, added that with the evidence gathered from the study it is time for the entire motorsport industry to take action.

"The report shows that fans want change and that female drivers deserve real opportunities," she said. "So, despite the negative opinions of the industry's efforts around inclusion – the time is now for the sport to come together and address challenges that if tackled, would bring great rewards."



**More than Equal Advisory Board member Kate Beavan, Entrepreneur Karel Komarek, David Coulthard, and Hintsu CEO Annastiina Hintsu**

# E-Hayes - Invercargill:

Part hardware store, part museum, part café, part souvenir shop.  
It's brilliant ... New Zealand needs more places like this.

Recently I spent several days in the deep-south, enjoying my first visit to Invercargill. With a family member now residing down there, I've got a good excuse to head down that way more often. I'm looking forward to catching some racing at Teretonga, and Oreti Park Speedway. For now tho', it was fun to visit all the tourist spots that I have heard about for some time. E-Hayes is one. You'll find some images here.

Over coming issues I'll share Transport World, and the Motorcycle Mecca also.

They are all each uniquely interesting, and well worth a visit. Get amongst ☺

Notwithstanding the local history with Burt Munro and George Begg - and impact of the Burt Munro Festival, how is it that a small, remote city of 60,000 (in a Region of only 100,000) can sustain this array of amazingness – when the Auckland Region, with a population nudging 2 million, has ..... not that much at all. It's a disgrace. Even the Bruce McLaren Trust facility is technically in the Waikato, (out at Hampton Downs).



1966 Suzuki 250 (A modified T20)



1981 Suzuki RG500 / 1978 Yamaha TZ 750



*Burt's original trailer – used to carry his bike and streamliners in New Zealand*



*And from the movie – This trailer is a replica.*



**YZF30**



### **1920 Indian Scout 500 / now 1000cc (ABOVE)**

#### **Burt Munro's "Munro Special" (Engine # 50R627)**

This is the original 500cc Indian Scout which Burt Munro purchased new for 120 Pounds in 1920.

It had a top speed of around 60mph.

Over the following years, Burt extensively modified and tuned the bike for speed, taking it back and forth to the United States to compete in speed trials.

On 26<sup>th</sup> August 1967, Burt rode this machine into the record books, recording an official speed in Class S-A 1000cc (a class since retired) of 184.087 mph, at the Bonneville Salt Flats, USA.

### **1936 MSS Velocette 500 / now 650cc (ABOVE RIGHT)**

#### **Burt Munro's "other bike"**

In true Munro style, Burt lowered the bike and lightened it to be under 200 pounds in weight.

Burt increased the capacity to 650cc and in 1962 he recorded a standing quarter mile in 12.2 seconds, timed at 138.8 mph.

Had Burt's health not failed when he was 75 years of age, he had intended taking the motor and gearbox to the United States, and fitting it to a Streamliner, with the expectation of exceeding 160 mph.

### **Burt Munro's Streamliner (RIGHT)**

The "Streamliner" refers to the aerodynamic shell which Burt designed and built, around his 1920 Indian "The Munro Special".

Over time, Burt used many different configurations and modifications to the nose cones, tail-fins and Streamliner shape in order to increase speed by reducing drag.

This Streamliner shell is one of the FIVE replica Streamliners built for Roger Donaldson's 2005 movie "The World's Fastest Indian".

Inside this Streamliner is a replica bike built by Noel Atley in Invercargill, using a Ducati 750cc engine out of a Cagiva Elefant.





(LEFT) Suzuki RE5 / (ABOVE) 1991 Honda RS 250

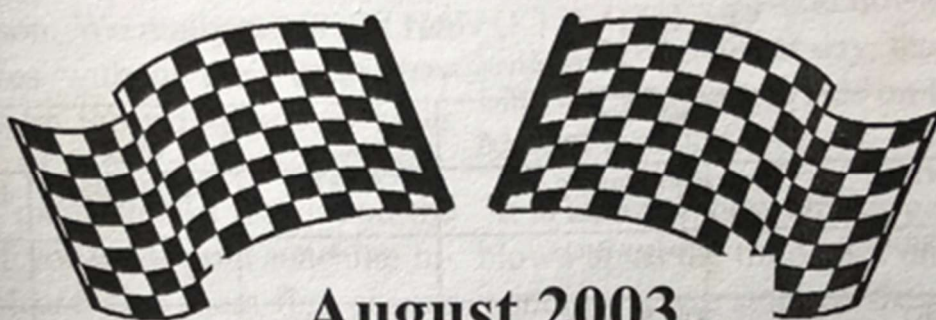


(LEFT) 1965 USA Custom, built around a Chev Corvair 6-Cylinder motor

**“20 YEARS AGO” ...**

# The Rider's Briefs

The official newsletter of the Auckland Motorcycle Club Inc



August 2003



**Trade Night**  
**21/08/03**  
**MOTO HAUSE TYRES**  
**AND**  
**DOLD ACCESSORIES**



# Bucket Results

		20-Jul-03				
		R1		R2		
<b>Formula 4</b>		TOTAL	Place	Points	Place	Points
41	Robbie Wynn-Parke: TZ65	40	1	20	1	20
50	David Diprose: TZR-MB100	34	2	17	2	17
6	Mike Green: RG-MB100	30	3	15	3	15
5	Olly Young: CB125T	24	5	11	4	13
31	Aaron Gullery: RZ-MB100	21	6	10	5	11
11	Dean Wilson: NSR-TS125	18	7	9	7	9
88	David Pollard: CB125T	18	8	8	6	10
17	Lewis Woodhall: TS125	15	9	7	8	8
73	Karl Morgan: TS100	13	4	13	dns	0
54	Barry Pollard: TZR-CB100	6	10	6	dns	0
2	Wayne Thomas: CB125	0	dnf	0	dns	0
13	Peter Bradder: MB100	0	dns	0	dns	0
77	Kris Laurent: MB100	0	dns	0	dns	0

		20-Jul-03				
		R1		R2		
<b>Formula 5</b>		TOTAL	Place	Points	Place	Points
31	Aaron Gullery: RG50	40	1	20	1	20
8	Hilton Jane: RG50	34	2	17	2	17
50	David Diprose: TZR50	15	3	15	dns	0

		20-Jul-03						
		R1		R2		R3		
<b>Motards</b>		TOTAL	Place	Points	Place	Points	Place	Points
7	John Faithfull: Husaberg	57	1	20	1	20	2	17
78	Robbie Wynn-Parke: KTM	54	2	17	2	17	1	20
40	Douglas Stockwell: Husaberg	43	4	13	3	15	3	15
31	Mark Collier: Yamaha	15	3	15	dns	0	dns	0
91	Mike Bray: Yamaha	0	dns	0	dns	0	dns	0

# Custom Ducati:



## *Celebrated Designer Transforms Ducati 996 Into Neo Café Racer*

Luca Pagani's Euforia is a feast for the eyes and ears.

Italian designer Luca Pagani teaches at Torino's Istituto Europeo di Design (IED). When he isn't demonstrating his clay modelling expertise before students in legendary designer Angel Lussiana's studio, he is working on his own passion projects. Tucked away in a corner of the studio, Pagani brought the Euforia to life, a Ducati 996-based neo café racer that merges multiple eras of motorcycling design.

Like most customs, Pagani's brainchild initially came to life in various sketches. He then committed the drawings to digital renders before sculpting the bodywork in 3D with clay. The medium allowed the artist to finalize the flowing lines and proportions. Before creating molds, Pagani settled on the Ducati 996 as the foundation of the Euforia.

The designer then crafted the front fairing, fuel tank, and tail unit separately. Despite that divided production process, Pagani arranged the bodywork in a seamless manner. The project doesn't dwell on cohesion, though. The voluptuous tail unit mimics sport bikes of the early aughts, à la the Ducati 996, while the front fairing streamlines the classic '60s-era bubble fairing. Flared winglets at the fairing's bottom edge lend a touch of modernity and the red-leather seat masks the seam lines while elevating the build.

On the technical side, Pagani keeps the job Italian by adopting Brembo brakes and a 2-into-1-into-2, under-tail, stainless-steel FF by Fresco exhaust. A dry clutch only adds percussion to that pleasing wind instrument, lending that iconic Ducati clatter to the build. The 996 pairs all that sound with the fury of its 112-horsepower, Desmodromic L-twin.

However, Pagani also offers customers Euforia builds based on the modern Monster 937 platform. Whether you prefer the classic Ducati trellis frame or the latest-generation Monster's monocoque unit, Pagani's stunningly crafted bodywork should steal all the attention.



# Suzuki – AMCC Club Series: *NEWS*

Auckland Motorcycle Club

MEDIA RELEASE

**2023-24 Suzuki – Auckland Motorcycle Club Series**

25 July, 2023.



## **Suzuki - Auckland Motorcycle Club Series adds a Round:**

The opportunity was too good to pass-up, so a fourth Round has been added to the **2023-24 Suzuki – Auckland Motorcycle Club Series** - which will cater to the Junior classes only.

The event will slot in as their Round 3 – to be held on the Hampton Downs Club Circuit on 5<sup>th</sup> November.

It will be a combined meeting, with Buckets in attendance also, and plans in progress to have Kayo's on the programme also.

Pre-Covid, in previous Club Series, Auckland Motorcycle Club had run a couple of Club Rounds on the Club Circuit – with limited success.

Larger capacity machines didn't favour the tight confines of the Club layout, and AMCC reverted to the National Circuit for our typical road-race events.

But the Juniors' suit the circuit well, and it offers an alternate layout for these younger riders to get additional experience. So, the Club is moving ahead with planning.

Important to note: This event does NOT affect the lucky draw for the new Suzuki GSX 250.

As last season, the promotion is available to every entrant in the **2023-24 Suzuki – Auckland Motorcycle Club Series**, who enters all three Rounds on the National Circuit – (Being Rounds 1,2 and 4) - and takes the start of Race One (at the minimum), at each of these three Rounds.

All eligible entrants will be entered in the lucky draw – which will be held during the lunch break at Round Four on November 19<sup>th</sup>. The entrant must be present at the draw, to claim the prize.

The **2023-24 Suzuki - Auckland Motorcycle Club Series** is organised and promoted by AMCC.

### **Calendar – 2023-24 Suzuki – Auckland Motorcycle Club Series:**

*Only National Circuit Meetings are eligible for Suzuki Give-Away Draw Entry*

Rd 1	17 September, 2023	National Circuit	
Rd 2	15 October, 2023	National Circuit	
Rd 3	05 November, 2023	Club Circuit	<i>(Junior Classes Only)</i>
Rd 4	19 November, 2023	National Circuit	<i>(Final)</i>

*Image courtesy Suzuki NZ*



**2023-24 Suzuki - Auckland Motorcycle Club Series:**

Our Club Series GIVE-AWAY Suzuki GSX250 is coming together.  
Thx to Dan, and Colemans Suzuki, and Suzuki NZ.

# LEGO – Yamaha MT-10:



## ***LEGO Technic Yamaha MT-10 SP in 1:5 Scale***

Possibly the coolest thing of all is that it has a working gearbox.

Back in December 2021, the fine folks at LEGO Technic launched their first big 1:5-scale motorcycle kit, in the form of a BMW M 1000 RR. While LEGO is no stranger to offering motorcycle kits from multiple manufacturers in the past, the M 1000 RR represented something new and different, simply by virtue of its unprecedented size and complexity. On August 1, 2023, a brand-new LEGO Technic 1:5-scale motorcycle kit is about to enter the playing field in the form of an extremely detailed, 1,478-piece Yamaha MT-10 SP!

Unlike the M 1000 RR, it seems that the gearbox on this MT-10 SP kit actually works!

Granted, it only features three gears to change between (as opposed to the six that the real bike comes with), but you can use the left foot pedal like you would on a real MT-10 SP to do it!

How cool is that?

## ***Augmented Reality and Your LEGO Technic Yamaha MT-10 SP:***

As you may notice on the box, this Yamaha MT-10 SP LEGO Technic kit offers augmented reality features. If you open the LEGO app on your smartphone, and you use it to view your completed bike, it will show you several interesting things about the real MT-10 SP. Possibly the coolest feature here also involves the gearbox, though. Since you can't watch the gearbox function once you've assembled the entire kit, the AR feature lets you see an animation of the gearbox in motion that's almost (but not quite) as good as seeing the real thing operate.

Pricing will vary by market, but in the US, the MSRP is \$239.99.





# Custom Suzuki GSX-R1000:

Go Back In Time With This Custom Suzuki GSX-R1000 From Cafe Rider Custom



*This K7 Gixxer is dressed up to look like its predecessor, the GSX-R1100.*

You could be fooled to think that this was well and truly a Suzuki GSX-R 1100 from 1989, restored to a remarkable condition. Indeed, on the outside, this is exactly what it is. However, underneath the fairings that look like they come straight from 1989, this bike is a considerably more modern K7 GSX-R1000.

This custom creation comes from Cafe Rider Custom from Dubai, and is the brain child of Fahim Rehmann, who wanted to create a “connection to the past” with this unique build. The Suzuki GSX-R1100 can be considered the grandfather of the Gixxer.

Built from 1986 to 1998, this bike laid the foundations for a lot of the performance-oriented technology we find in modern machinery. What better way to pay tribute to this iconic bike than to build one based on its successor?

For the most part, this custom build is a masterclass in bodywork, as the front fairing, composed of an expertly crafted fiberglass reinforced plastic piece, blends in seamlessly with the lower part of the fairing, that features the bike’s iconic angular, muscular design. Clearly, styling cues from 1989 and 2007 differ greatly, and the talented craftsmen at Cafe Rider Custom have done an excellent job in bridging that gap. That said, closer inspection reveals that this bike is indeed a newer model, as the aluminum frame of the GSX-R1000 can be seen in between the fairings and the tank.

So - Enjoy this race-inspired work of art.







# Winglets For The Road:



## *Aftermarket Winglet Kits From Puig*

Spanish aftermarket specialist Puig has just released aftermarket Winglet options for a variety of motorcycles. The winglets are made of four-millimetre thick, UV-resistant plastic, and depending on the model, are either bolted onto existing screw points, or mounted with adhesive.

Pricing depends on your bike. For the Honda CBR1000RR, Puig's winglets are priced at 219.90 Euros, or about \$245 USD. Whilst the naked bikes like the Z900 get theirs for 198.50 Euros, or \$223 USD.



# Stoner On MotoGP Rider Aids:



*Casey Stoner at the 2023 Goodwood Festival Of Speed.*

## ‘Half this shit needs to go’

Casey Stoner has given a brutally honest assessment of what he thinks is wrong with modern-day MotoGP.

The Australian attended the Goodwood Festival of Speed, where he rode the Ducati with which he won his first premier class title, in 2007.

There, he spoke about what he thinks is wrong with MotoGP in 2023, highlighting an excess of rider aids – either how much they interfere or their very existence – high costs, and an environment which encourages manufacturers to imitate each other.

“I’d like to make some changes,” said Stoner.

“Winglets, gone; ride height devices, gone; anti-wheelie, gone; traction control, cut to a safety level and nothing more. Half this shit needs to go, needs to come down.

“There needs to be a cap on the rules that’s there for 10 years, so that manufacturers can reasonably catch up to each other and not keep moving this imaginary rule system that doesn’t really seem to be there.

“Even when I was there, I remember people saying ‘Oh we can change the rules to fit that?’ What’s the point of a rulebook if you can change it?

“All of this stuff, it’s pushing the price up so far, and you’ve got half the bikes on the grid dictating who’s allowed to beat who.

“It’s not fair and it’s not the way a world championship should be.”

The two-time world champion was asked if he thinks MotoGP can actually go ‘backwards’ in its technical specifications.

His response was blunt.

“F\*\*\*ing right you can,” declared Stoner.

“F1 did it and took everything away from them. Adaptable [active] suspension, gone; traction control, gone.

“You can go backwards, but it needs to set rules that no one can go outside of; rules that don’t change for 10 years so that people know that if they put a plan together and they put their budget together, they can all be within the range.

“Yamaha had a great chassis and a smooth engine, but it had a fault in that they never had a particularly powerful engine.

“Then you had your bikes with powerful engines that couldn’t put it on the ground. Everyone had pros and cons.

“Now, you have clone wars. Everyone just has to copy the same f\*\*\*ing thing and go in the same direction. You don’t see pros and cons any more.

“We’ve got this incredible slow-motion photography that’s an incredible waste of time, because you’re just watching a bike go through a corner.

“There’s no wheelieing, no shaking, no someone showing incredible control. You just come out, twist the throttle, and nothing is going to happen.

“Come on! It’s frustrating me, because as much as I love the sport and love the racing side of the sport, it disappoints me to see how far it has gone.

“Not only does all of this stuff cost a lot to develop, it costs a lot when they crash it, and it’s just blowing budgets out of proportion.

“Look at the ride height device. If everyone’s got it, and everyone does the exact same thing, get rid of it.

“Let people make mistakes coming out of corners. We don’t want a single-bike championship, we want differences.

“The only thing they can do these days is brake later, take more risk on the front end trying, and then you see big crashes because everyone is pushing so much in the corners.”

Stoner is generally regarded as having incredible instincts, to the point where, according to former team-mate Marco Melandri, he did not even realise what tricks he was using to ride his bike.

He called for electronic aids to be wound back such that they are merely a ‘safety net’ for riders.

“It’s stupid,” was Stoner’s assessment of rider aids.

“Get rid of it, or, if you’re going to have it, at least have it as a safety net, not at a competitive level. That’s all it needs to be, a safety buffer not something that absolutely dominates.

“We had way too many electronics when I was there and I didn’t enjoy it. I like the artistry of simple things: short-shifting, finding traction in what you’ve got. I like finding mechanical grip, finding the pitch, getting the balance right.

“Throw in a heap of electronics and all of a sudden the bike becomes easier, but in the past, there was always that pro and con thing.

“Power is one thing, but rideability is another, and you get those two things fighting against each other on track.

“Now, everyone’s just in that same kind of field.

“I think 2006 or maybe 2007 was the last limit of traction control we should have. Maybe [it should be] more refined so that it doesn’t just shut off and launch you to the moon, but it should always be worse than just staying inside of it.

“It was the same with wheelieing. It would always cut in at a certain height, so it was always better to stay under that height because there was no flow or momentum to it.

“It should be there as that safety buffer but without giving you a competitive advantage.”

The 37-year-old is open to the prospect of consulting to MotoGP owner Dorna Sports, although he suspects he might prefer to be an agitator.

“On certain aspects, yes, but I’m very cautious to get into a position where all of a sudden they’re using me as a voice that they’re able to manipulate, to take me out of the way,” explained Stoner.

“I’d rather cause more problems being on the outside with an outside perspective.

“That’s something I feel I can bring to the table, because I’m not locked into something seeing slow progression – I’m on the outside seeing these big chunks of change over the years.

“If it was the right situation with the right contract, where I had enough power, then I’d love to make some changes.

“It is hard – I’ve been there – but I’d like to be there for the right amount of time, to make the changes taking in everyone’s perspective.

“You’ve got to take the manufacturers’ perspective, but what they’re not doing right now is taking in the riders’ perspective.

“For me the show, the danger, the more accidents we’re seeing these days, it’s ridiculous.”



# RADD – James Parker:



***Designer James Parker, Creator of the RADD Suspension System, has died aged 76***

He spent decades perfecting his unique front swing-arm suspension design, among other industrial design pursuits. Lifelong motorcyclist and industrial designer James Parker, who founded his Rationally Advanced Design Development (RADD) company in the early 1980s to change how the industry thought about front suspension setups on bikes, has died near his home in Santa Fe, New Mexico. He was reportedly walking not far from his home when he was hit by a vehicle on July 1. He died on July 11, at the age of 76.

His RADD suspension system first appeared on the Yamaha Morpho Concept. Although front forks have long been the most common type of front suspension on a motorcycle, Parker thought he could do better if he made the steering and the suspension two separate things. The front swing-arm design that formed the heart of the RADD system also meant a lower centre of gravity for any bikes it was used on, which was a definite plus in terms of handling.

Although the Yamaha Morpho didn't advance beyond the concept stage, Team Blue did go on to utilize Parker's RADD suspension design in a later production model: the 1993 Yamaha GTS 1000. It marked a significant departure from what riders had grown accustomed to, but early reviewers appreciated its efficiency, its lack of front-end dive, and its stability.

Parker's career spanned decades, and he breathed life into several concept machines over the years. A visit to the Barber Vintage Museum in Birmingham, Alabama and its Advanced Design Centre can get you up close to four of them.

In the late 1990s, Parker also created his first design for an entire motorcycle, as the latest of the many attempts to revive Indian Motorcycle (at least, at that time). The late '90s effort involved the Cow Creek Band of the Umpqua Indian Tribe in Oregon, which would have produced the bike at a factory built on tribal lands. The engine to fit Parker's bike design was to be created by Roush Industries. However, the plan wasn't to be. Due to combined business and legal difficulties, both the bike and this incarnation of Indian Motorcycle never came to fruition.

Parker's entire career was about not being afraid to try something new. In fact, his designs very clearly show that he wasn't the type of person to accept "this is how we've always done it" as a reason not to change. As further evidence, he went on to design the Mission R electric motorcycle, which racer Steve Rapp completed a lap of Laguna Seca on in just one minute and 31.3 seconds. Rapp's lap on that Parker-designed machine held the record until July 2023.

Parker shared his expertise in many ways, including a regular column in Motorcyclist Magazine.



## Barber Museum:

We are saddened by the passing of motorcycle designer and museum friend, James Parker.

Parker's passion for motorcycling, and his design knowledge, made him an influential player in the motorcycle industry. In the early 1980's, Parker founded Rationally Advanced Design Development (RADD) to develop and market a revolutionary swing-arm front suspension system, that came to life in the 1993 Yamaha GTS1000 sport-tourer, now homed in the Barber Advanced Design Centre.

In addition to the 1993 Yamaha GTS1000, we are honoured to have four of Parker's original prototypes displayed in the Design Centre for the next generation of designers to study and appreciate.

"James had such a big impact on me early on, when I was just getting into motorcycle design. He was so passionate about making his designs function better. Having spent time at his home recently, and hearing him tell the stories of all his designs, is something I will cherish forever. He was a brilliant thinker, and I believe his work will continue to inspire."

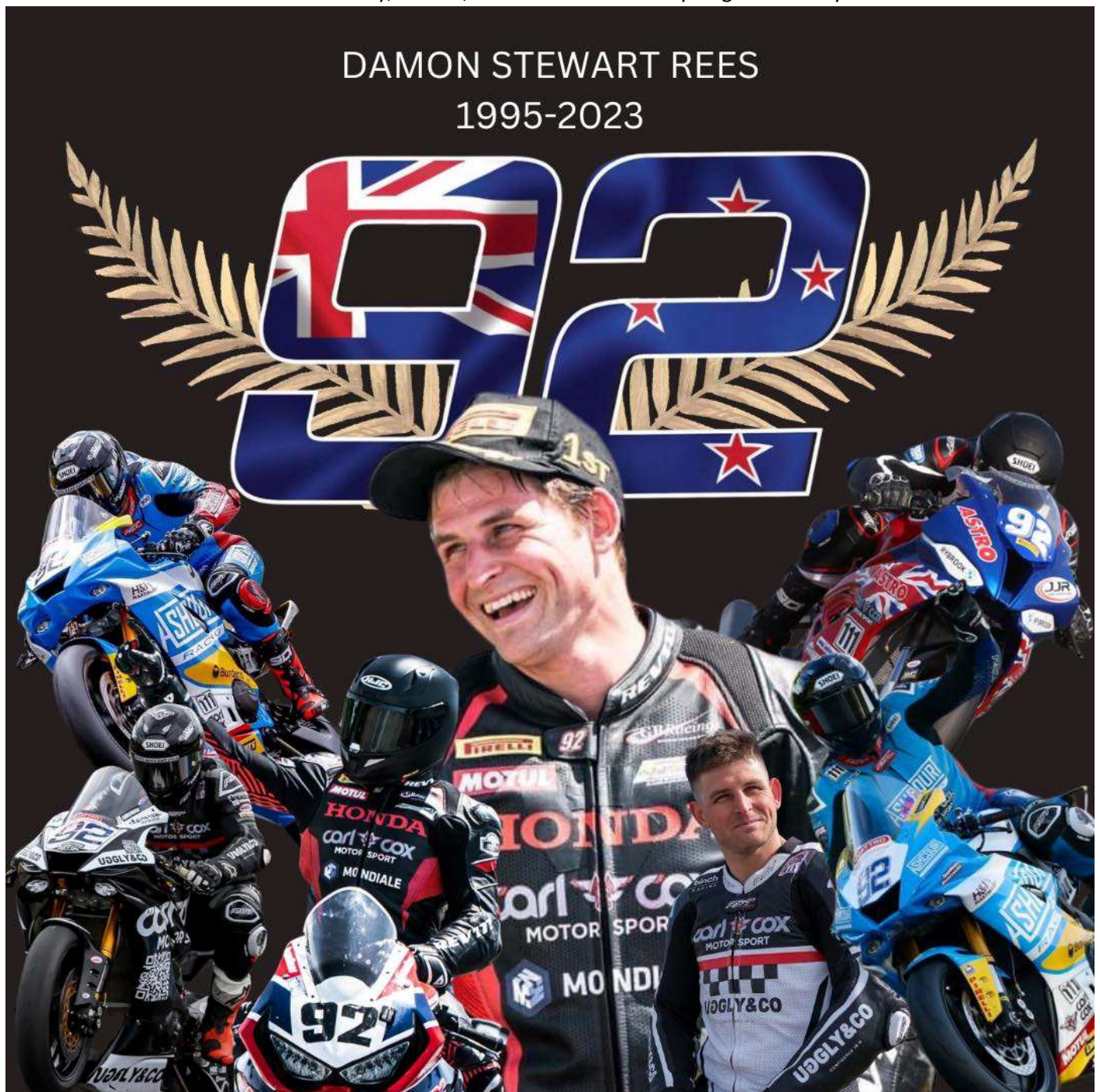
**Barber Museum Executive Director, Brian Case**





# RIP Damon:

AMCC extends our condolences to family, friends, and the entire motorcycling community.



**Let Us Hear What YOU Have To Say:**

*The Rider's Briefs is your magazine – and we'd like to hear from you.*

*Race Reports, Builds, Images, Stories, Reflections ...*

*Tell us what you're up to, and give your Sponsors a plug ...*

*Email your submissions to – [media@amcc.org.nz](mailto:media@amcc.org.nz)*



## RACING CALENDAR / COMING EVENTS

### August 2023

26/27 AMCC Buckets - Rd 2 Tokoroa

### September 2023

17 AMCC Club Series - Rd 1 Hampton Downs

### October 2023

7/8 AMCC Buckets - Rd 3 Tokoroa *(Final)*

15 AMCC Club Series - Rd 2 Hampton Downs

### November 2023

5 AMCC Club Series - Rd 3 Hampton Downs Club Circuit *(Junior Classes Only)*

19 AMCC Club Series - Rd 4 Hampton Downs *(Final)*

25/26 **Bucket 2-Hour** Tokoroa

### December 2023

2/3 Suzuki Series – Rd 1 Taupo

9/10 Suzuki Series – Rd 2 Manfeild

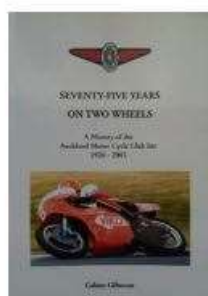
26 Suzuki Series – Rd 3 Cemetery Circuit *(Final)*



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**No classifieds this month**



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