



# ***AMCC Riders' Briefs***

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

## **JULY 2023**

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- Carl Cox Motorsport Cup – Ninja Rules
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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: Kayo GT 2023**

## PRESIDENT'S REPORT – JULY 2023



Hi Everyone,

Very sad to see the news about Damon Rees. AMCC extends our condolences to family, friends, and the entire motorcycling community. We have lost a number of people from 'our' community since 2023 began, and – irrespective of the circumstances – the impact ripples across those left behind, thru memories and reflection. R.I.P Damon.

There was no Exec meeting in June – for a couple of reasons - but we're back on track this month with a full agenda, as activity continues in preparation for the coming Suzuki – AMCC Club Series.

We can confirm that in partnership with Suzuki NZ, we will again be giving away a brand-new Suzuki GSX 250, using the same eligibility criteria as last season.

If you enter every Club Round, and take the start of (at least) Race One, you're in the draw – which will be held at lunchtime at Round Three.

Ken Dobson has been working hard on the Ninja Cup rules – as these bikes can now be eligible for NZSBK SS300 class – and you will find the detail in Ken's material later in the magazine.

It's Season 13 for the Carl Cox Motorsport Cup, and what a testament it is to the persistence and dedication of Ken to evolve the Cup competition to where it is today.

AMCC are certainly privileged to include it within our programme.

You'll find the Minutes for the AGM within these pages also – so you have an opportunity to reflect on the evening and pick up on any detail you may have missed during the meeting.

And lastly, I personally have been enjoying the TT coverage on Sky – of what for me is the greatest motor sport event on the planet. Don't get me wrong, I enjoy a wide range of 2 and 4 wheel motor sport, that encompasses many and varied disciplines. But if I HAD to select just one as favourite, it would have to be the IOM TT.

It really is the ultimate challenge for machine and rider, in an environment where any error could result in the most extreme outcome. It's absolutely riveting, and with the fine weather across the event in 2023, the speeds were off-the-chart.

Big "Thanks" to Stephen Holden for trawling the TT Database, to compile a list of all our home-grown Kiwi heroes who have turned a 100mph lap around the TT course. Legends All .....

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**



*Carl Cox & Damon Rees at the 2023 IOM TT*



# Yamaha XS650 Custom:



*Simone Corti borrows from Team Blue's past and present.*

Yamaha's XS650 is known for its shape-shifting ability. Whether it's a chopper, tracker, or café racer, the cosmetic chameleon lends itself to custom builds. Italy's Simone Corti knows as much, and set out to test the limitations of the XS650's versatility with a one-of-a-kind retro racer build.

To aid that transformation, Corti only retains the model's air-cooled, 654cc, parallel-twin engine, five-speed transmission, wheelset, and rear drum brake. That Ship of Theseus approach enlists a stressed-member aluminium frame in favour of the tubular steel cradle while a custom-made, sportbike-style swingarm replaces the original dual-shock unit.

Corti then turns to an Ohlins monoshock and a Honda CBR600RR front end to suspend the project. While the rear drum brake offers modest stopping power and feel, twin Brembo calipers at the fore up the XS650's performance pedigree. Corti completes the chassis with an Avon Speedmaster front tire and Dunlop K825 rear rubber.

Unsurprisingly, the build's bodywork commands the most attention, with the master craftsman distilling MT-03 and R1 design language into a petite package. From the headlight cluster to the fairing gills to the stinger-like tail unit, the angular aesthetic sets this XS650 apart. Still, Corti has to reconcile the timely with the timeless, and vintage bar end-mounted levers align with the long-in-the-tooth engine, transmission, and wire-spoke wheels.

The build balances both influences, though, with rear wheel discs, brake scoops, a rear hugger, exhaust heat shields, and pod filters protectors constructed from carbon fibre. The high-mounted, slash-cut, carbon fibre-clad custom exhaust system also fuses old-school form factor with new-school technologies.

Lastly, a striking aquamarine/silver paint scheme finishes off the moto metamorphosis. Yamaha's XS650 already earned a reputation with garage builders, but Corti's project proves the platform's shape-shifting abilities have no bounds.

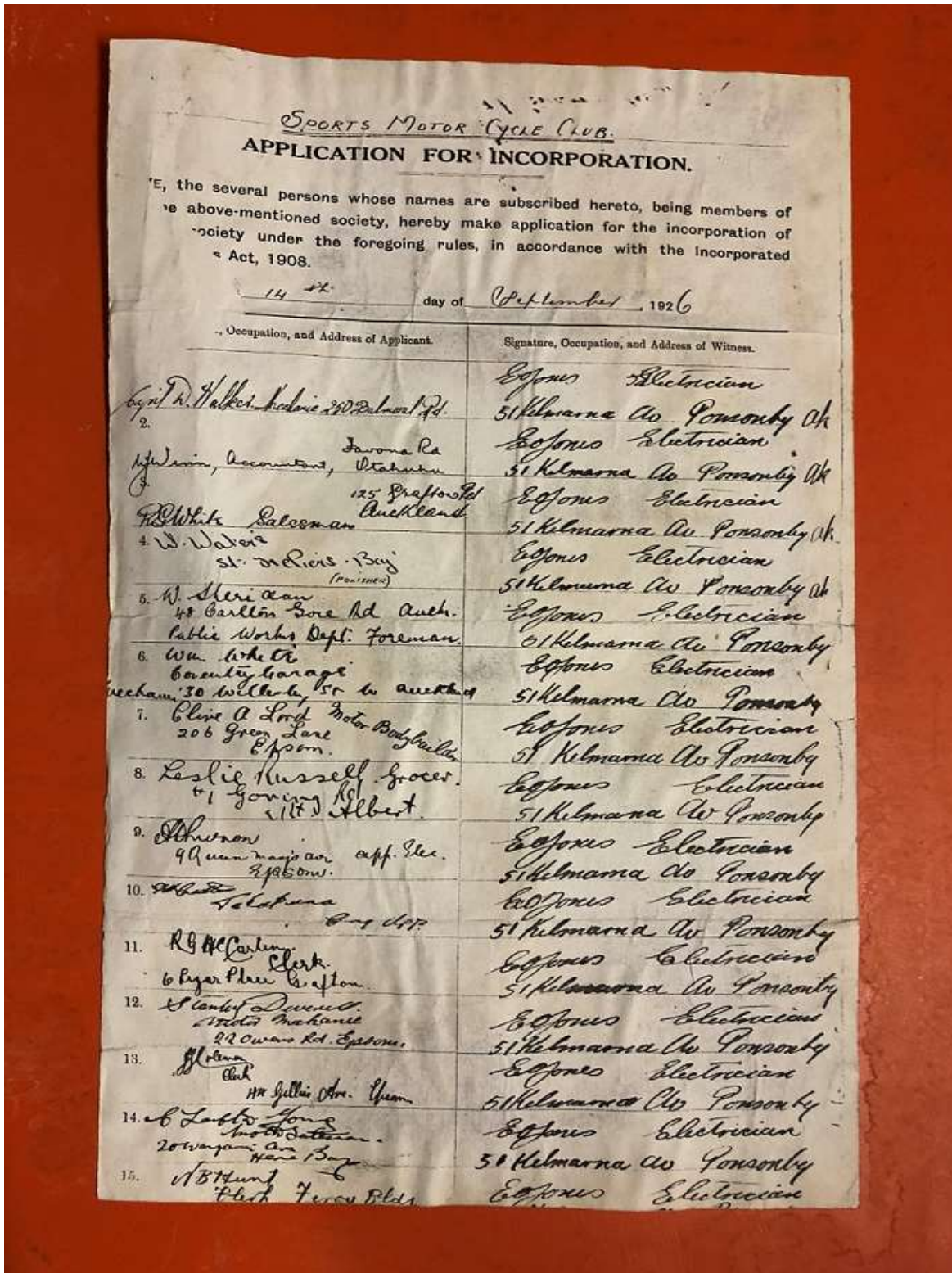






# Sports Motor Cycle Club:

Where we started ...



**14 September, 1926:**

Here it is – Foundational history of AMCC.

The application for registration as an Incorporated Society, by the Sports Motor Cycle Club, submitted on 14/09/1926.

Subsequently, at a Sports Motor Cycle Club Inc. General Meeting on 6 September, 1932 – it was agreed to change the name of the Club to **Auckland Motor Cycle Club Inc.**

And the rest – as they say – is history ....

# Flashback - 2008:



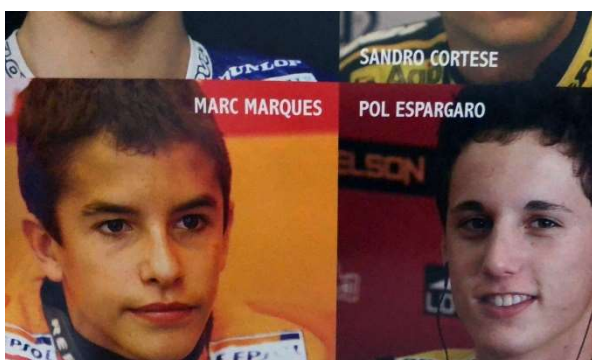
**From Motocourse 2008:**

American 500cc/MotoGP Champions gathered for a photo-op, at the US GP (Laguna Seca) in 2008.

(Back Row) Eddie Lawson, Freddie Spencer, Kenny Roberts Jnr, Nicky Hayden

(Front Row) Wayne Rainey, Kenny Roberts, Kevin Schwantz

**And what else was happening in 2008 ? ...**



Scott Redding (*above*) became the youngest ever GP winner (at 15 years & 170 days) – when he won the 2008 British 125cc GP at Donington.

Who else was bashing round in 125 that year ?  
Marc Marquez, and Pol Espargaro.



# Can You Help ?

## Looking for old photos ...

Hi there,

Just wondering if the AMCC, or any of its members, might have an archive of photos of racing out at Pukekohe, that might go back to the early 1970's ?

Perhaps exclusively the **1972 Castrol One Hour production race** ?

My late brother Mike competed in the 350cc class that day.  
I believe he came in 3rd in his class, and was the first owner/rider home.

The couple of photos we had of the occasion were lost.  
I was recently able to obtain some grainy photos from a gent who raced in the same event as my brother, but was wondering if there may be some more pics stashed away.

Best regards,

**Terry Leach**  
terry.leach1@gmail.com  
022-315-2162  
Halswell, ChCh.

## Is Your Club Membership Sorted?



The screenshot shows the MXT (MX & TRACK TIMING) website. The navigation menu includes Home, What We Do, Entries, Live Timing, Calendar, Results, and Contact. The main content area features the Auckland Motorcycle Club (Inc.) logo, which consists of a stylized winged emblem with a central circular design. Below the logo is a prominent red button labeled "AMCC Online Membership Form". A Facebook icon is visible in the top right corner of the page.

<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)**

# Carl Cox Motorsport Cup:



## ENTRIES OPEN:

Hi Cup Fans,

Please find at the link below, the Cup rego form for our 13th season, 2023/24.  
You can enter online at <https://www.ccmscup.co.nz/register>

I have been overwhelmed by the response in the last 24 Hours.  
Thanks for your amazing support of the Cup.

Let's go Racing in September!

Kind Regards  
Ken Dobson  
Cup Co-Ordinator  
021 977 553  
[www.ccmscup.co.nz](http://www.ccmscup.co.nz)

**2023 WIL Sport Women's Cup Champion - Kendal Dunlop**  
**2023 Carl Cox Motorsport Hyosung Cup Champion - Benny Cook**  
**2023 Carl Cox Motorsport Ninja Cup Champion - Billee "Bill's" Fuller**  
**2023 MTF Finance Wairau Valley Spirit of the Cup - Andrew Ansell**







## 2023/24 REGISTRATION FORM

### Race dates

- Round 1 September 17, 2023, Hampton Downs, National Circuit, Round 1 AMCC Champs  
Round 2 October 15, 2023, Hampton Downs, National Circuit, Round 2 AMCC Champs  
Round 3 November 19, 2023, Hampton Downs, National Circuit, Round 3 AMCC Champs  
Round 4 March 2/3, 2024, Hampton Downs International Circuit, NZSBK, Motofest, TBC  
Round 5 March 9/10, 2024, Bruce McLaren Motorsport Park: NZSBK, TBC

\*Full name.....

\*Address .....

\*Phone (H)..... (Cell).....

\*Email address ..... \*Date of Birth.....

\*Preferred race # ..... GT250R, X4R or Ninja 400 (circle) T Shirt size (included).....

2<sup>nd</sup> T shirt size (\$35).....MNZ Licence #.....AMCC member#.....

I have read and understand the MNZ rules and supplementary regs for the Hyosung and Ninja Cup and provided a copy of these to anyone involved in my bikes preparation or tuning.

Signed ..... Date.....

Carl Cox Motorsport Hyosung and Ninja Cup registration fee is \$250  
**\*\*FREE registration if you are under 19 years old at the first round \*\***

Note - Entry is not guaranteed until payment is received.

To register, complete the above form and scan it to [ccmscup@gmail.com](mailto:ccmscup@gmail.com). OR register online at [ccmscup.co.nz](http://ccmscup.co.nz).  
Please pay by DC to 02 0466 0255662 01 \* = required fields. Hyosung and Ninja Cup series details subject to change without notice

# AMCC AGM – Minutes 2023:

## 2023 Auckland Motorcycle Club (Inc.)

### Annual General Meeting Minutes

Subject	Annual General Meeting
Location	NSCC, Mt Richmond Domain, Otahuhu
Date and Time	Saturday 22 <sup>nd</sup> April 2023
Attendees	Greg Percival (Chair), Stephen Holden (Secretary) and 25 members and partners (quorum is 10% of members).
Apologies	As per List below

#### 1. Notice of Meeting.

Greg Percival explained that under the Constitution, notification outside of 28 days of the upcoming AGM in the Club's March and April newsletter was sufficient and this had been done. This had also been repeated on the AMCC Facebook page and Website both outside of the 28 days.

#### 2. Previous Minutes

Moved that the previous 2022 minutes be accepted as a true and correct record. These were copied and left on tables for members to review.

Moved: Trevor Heaphy Seconded: Vince Sharpe

#### 3. Matters Arising

Nil

#### 4. Apologies

- Lars Bojsen Moller
- David Diprose
- Chris Costello
- Nathaniel Diprose
- David Sharp
- Warren New
- Murray and Lynette Thomson

#### 4. Obituaries RIP

- Dave Muller
- Peter Leahy
- John Farnsworth
- Dennis Sampson
- Henk Zeevan
- Craig Smith
- Bob Jeffery

#### 5. Correspondence

- Letter from the Sampson Family thanking AMCC for attending Dennis's funeral and creating the Dennis Sampson Cup

## 6. President's Report

Kia ora koutou, welcome to the Auckland Motorcycle Club AGM and Prizegiving.

The last year has been very busy for the club trying to get our activities back up and running after the Covid disruptions. Since the last AGM the club has been involved in 14 racing events! Miniature Road Race held 8 (mostly 2-day events), 3 events for the Suzuki Auckland MC Club Champs, two rounds of NZSBK (3 & 2 days) and finishing up last weekend with the Kayo GT in Tokoroa. Our teams of volunteers on both the big and small tracks can take a high level of credit for running very professional operations. A huge, large thank you to Juniper for endless hours organising "her" flag marshals!! Plus, an extra big thank you to Trevor, Paul & Stephen for picking up a lot of loose ends and bringing it all together!! I'd also like us to recognise Phil for the amazing work he does putting together the club newsletter each month along with event photos and the club media presence, thanks Phil!

For the 2023/2024 season we're hoping to fine tune our events further to ensure everyone gets great value on the track and we're also hoping to run more events incorporating the Kayo GP junior development class.

The club's investment in the Hampton Downs apartment has been ticking over quietly in the background and helping to provide funds to bridge our racing expenses before we receive those incomes. We've had to do some maintenance at the apartment especially as the shower had been leaking causing rot in the framing but as the structure is mostly concrete, no major damage has been done. We expect the apartment to continue to protect the club's nest egg and also cover the wet weather days on the racetrack when rider entries are down.

Speaking on which, the Club Champs suffered the last round as a wet one but over the 3 round series we had over 300 riders and ended up paying all the bills! The success is a combination of having very full, combined classes along with great sponsors, Carl Cox Motorsport, Suzuki NZ, BRM Dyno, MTF Finance, Motomail, Forbes & Davies, MR Motorcycles and Motul Oil. With a special thanks going to Suzuki NZ for their giveaway GSXR250!

I'd like to put in a special mention for 2 of our very hard-working volunteers who have had to step down from their roles in the club due to extra work and family commitments over the past year. They are Vice President Adam Mitchell and Road Race Committee Leader Doyle Matautia...thanks heaps guys for all your hard work over the past couple of years!!

Fortunately, we have two new members on the Road Race Committee, AJ & Troy bringing in some new enthusiasm and ideas.

Well, that's nearly all from me as I don't want to delay dinner. I'm hoping to step down as President this year but will be staying on as Treasurer (if still needed). The club executive has been working well together and I know that whoever takes over will have strong support from our various teams.

Thanks, Greg

Moved: Greg Percival, Seconded: Trevor Heaphy

## 7. Treasurers Report. Full Updated Draft Report attached to these minutes.

### AMCC TREASURY REPORT APRIL 2nd, 2023

#### BNZ ACCOUNTS

000 \$2,329.23

003 \$1,140.38

025 \$52,014.24

Total: \$55,483.85

TD03010 \$21,692.24

TD03011 \$21,760.81

TD Total: \$43,453.05

Total Funds: \$98,936.90 (February total: \$85,384.81)

Invoices Apr 2023 (gst incl.):

Expected Accom Shed 10 3 nights x 25 x \$45 \$3,375.00.

Expected Accom Harcourts 3 nights x 12 \$942.45



Total: \$4,317.45

Income Feb/Mar 2023 (gst incl):

01/02/2023 Compass Prop Apt 416 \$1,105.26  
15/02/2023 Compass Prop Apt 416 \$968.58  
28/02/2023 BNZ Interest \$14.60  
28/02/2023 BNZ Interest \$7.11  
28/02/2023 BNZ Interest \$172.69  
01/03/2023 Compass Prop Apt 416 \$1,089.42  
01/03/2023 GST Refund \$1,807.50  
13/03/2023 NZSBK6 Gate Cash \$1,550.00  
14/03/2023 Tech Central EFTPOS NZSBK Gate \$2,901.00  
15/03/2023 Compass Prop Apt 416 \$968.58  
21/03/2023 HD Motofest Fee \$16,462.00  
30/03/2023 MRR Tokoroa Hire \$680.00  
30/03/2023 MRR Tokoroa Hire \$760.00  
30/03/2023 MRR Trophy \$168.00  
30/03/2023 MXT NZSBK6 Entries \$46,415.00  
30/03/2023 MXT NZSBK6 Day License \$90.00  
31/03/2023 MXT Membership Subs \$3,025.00  
31/03/2023 BNZ Interest \$5.41  
Total: \$78,190.15

Expenses Feb/Mar 2023 (gst incl):

Date: Paid: INV#: Amount: Debtor: Item:

31/03/2023 IBIS1457 \$ 4,997.30 Taupo MSP NZSBK6 Wash-up  
31/03/2023 \$ 120.00 J. White Club Series Rnd 3, Chips for Marshals  
31/03/2023 \$ 87.58 J. White NZSBK6 Marshals Supplies  
31/03/2023 INV0006 \$ 760.00 KS Tokoroa MRR Bucket GP Track Hire  
25/03/2023 \$ 86.25 P. Stewart NZSBK6 Laundry Reimbursement  
24/03/2023 \$ 2,085.00 G Percival NZSBK HD Apt Reimbursement  
24/03/2023 \$ 2,216.45 G Percival Bookabach Tuwharetoa  
24/03/2023 0004442 \$ 5,071.50 CTAS NZSBK6 Streaming  
23/03/2023 \$ 268.51 T. Heaphy NZSBK6 BBQ & Water  
23/03/2023 INV-0337 \$ 2,970.00 Lance Wagstaff NZSBK6 Shed 10  
23/03/2023 76883 \$ 672.00 Stamp City Sidecar GP trophies  
23/03/2023 016767 \$ 1,067.65 Ellerslie Jewellers 1/2 Share Motofest TT Trophies  
3/03/2023 \$ 888.00 C Costello NZSBK#6 Lunches Reimbursement  
2/03/2023 INV 31/23 \$ 690.00 NSCC Clubrooms Rent Jan/Feb/Mar  
2/03/2023 SO009879 \$ 6,006.50 MTA NZSBK#6 MTA Vouchers  
2/03/2023 INV-121518 \$ 374.70 HD Apt 416 Jan Utilities  
1/03/2023 1414 \$ 8,806.99 Taupo Motor Sport Park NZSBK#6 2 Day Track Hire  
1/03/2023 INV-0005 \$ 680.00 KartSport Tokoroa MRRC Track Hire 11/12 Feb  
28/02/2023 1414 \$ 10,000.00 Taupo Motor Sport Park NZSBK#6 2 Day Track Hire  
27/02/2023 1414 \$ 10,000.00 Taupo Motor Sport Park NZSBK#6 2 Day Track Hire  
9/02/2023 10/02/2023 49C415DF0001 \$ 942.45 Harcourts Taupo NZSBK6 Accommodation  
7/02/2023 SO008823 \$ 6,005.65 MTA Vouchers for NZSBK5

Total: \$64,796.53

PROFIT & LOSS ANALYSIS Jan/Feb/Mar (excl GST, see attached pdf file)

YTD Total Income: \$68,676.93

YTD Total Expenses: \$ 69,451.73

Net Loss: \$774.80 (Feb month \$1,582.22)

Moved: Greg Percival Seconded Trevor Heaphy

## **8. Road Race Report**

Hello and welcome to the Auckland Motorcycle Club AGM for 2023

After the past couple of years with COVID disruptions interrupting our race meetings and creating many challenging hurdles to overcome it was great to get back to our normal club racing.

AMCC and the Road Race Committee have run five race meetings during this race season, our usual AMCC three round club championships and two rounds of NZSBK, with round five incorporating MotoFest at Hampton Downs. The fifth and final meeting was the sixth and final round of NZSBK which saw us run a meeting at Taupo track for the first time.

All three rounds of the AMCC club championships had large fields competing. Once again it was The Carl Cox Motorsport Cup with biggest grids. We had over 80 competitors entered in all three rounds! The racing was great with some good battles going on in all the classes.

There was an added incentive this year to enter all three rounds, as there was Suzuki GSX250F to be won by one lucky competitor who entered all three rounds and started the first race of each round. The draw was done at round three and Billy Graham was the lucky winner of this awesome prize! On behalf of AMCC Road Race Committee I would like to say a massive thank you to Suzuki for this amazing prize.

Motofest and NZSBK round five and six are by far the biggest events that we run and take a massive amount of work from our volunteers. Whilst this is a team that works to get these events up and running, I would like to mention one person, who probably has the hardest job trying to organise the flag marshals. Juniper White the work you do to organise enough marshals so the racing can go ahead is simply outstanding.

With Motofest and the Final round only being one week apart it was going to be a massive effort to run but with the great work of the Road Race Committee and several other Club members, we did it! The racing at these two meetings was outstanding and the spectators were treated to some good close racing especially from the large field of riders in the SS300 class. The feedback from riders and social media seems to be all very positive. It was great to hear the riders at prizegiving express their gratitude to the Flag Marshalls.

On behalf of the Road race Committee, I would like to thank all the competitors that support the club by entering our events. I would also like to thank everybody that volunteers their time to help run the club events, without your help we wouldn't be able to race.

To Doyle thanks for your work on the Road Race committee these past couple of years. Not an easy job to keep things moving along.

Lastly if anyone has any ideas to help improve the running of our events your feedback is welcome. We are already trying to plan a small capacity event on the club circuit at Hampton Downs in November... watch this space!

Andrew Pybus RR Committee

Moved: Andrew Pybus Seconded Trevor Heaphy

## **9. Membership Secretary Report**

MEMBERSHIPS @ AT END OF MARCH 2023

1. Family Members – 12
2. Junior Members – 9
3. Senior Members – 181 plus 1 Associate member
4. Total (Financial Members) for 2022-2023 Season – 203
5. Honorary Members – x31
6. Life Members – x24
7. Marshall Members – x17
9. Total (Non-Financial Members) for 2021-2022 Season – 72

10. We have a grand total of 275 Members of the Auckland Motorcycle Club Inc for 2022-2023 Season (249 previous year)

Moved: Stephen Holden, Seconded: Paul Stewart,

#### **10. Fixing of Subscriptions for the coming year.**

The reduction in subscription for the 2022/2023 has now ended and will return to the \$65 adult member.

- Senior \$65
- Junior \$50
- Family \$85
- Associate \$50

The wording on the membership form needs to be updated by MXT to remove the 50% reduction.

Moved: GP, Seconded: PK

#### **11. Life Member Nominations**

Paul Stewart was awarded a Life Membership and was pinned by Life Member Trevor Heaphy

We have 25 Life Members (max is 25)

1. Philip Bagshaw
2. Lindsay Banks
3. Peter Butterworth
4. Jim Campbell
5. Chris Costello
6. David Diprose
7. Max Farquhar
8. Callum Gilmour
9. Kevin Grey
10. Bob Haldane
11. Trevor Heaphy
12. Phillip Kavermann
13. Chris Natrass
14. Warren New
15. Bruce Pearce
16. Greg Percival
17. Geoff Robinson
18. Jan Robinson
19. Vince Sharpe
20. Colleen Thompson
21. Lynette Thomson
22. Richard Waterer
23. Craig Wiffen
24. Alistair Wilton
25. Paul Stewart

Paul thanked the club and reiterated that the club needs new people to take over the important roles of Clerk of Course, Stewards and Officials.

#### **12. Nomination of Honorary Members, Affiliated Clubs and Organizations**

The issue had been discussed by the Executive and the decision was to leave this list as per last year.

Moved: Vince Sharp, Seconded: Mark Hall

### **13. Miniature Road Race Report** **AMCC bucket race report for 2023 AGM**

In recent years the AMCC bucket championship has been run by calendar year. Congratulations to our 2022 champs, some of whom are receiving their trophies this evening. Gary Cunningham won F4, Alexander McNabb won F5, Haydn Fordyce won B grade & Chris Lawrance & Geoff Davies won Sidecars. We did not run a 2-hour race event in 2022 as we had to use the 09/11/22 date for the rescheduled 2022 national GP meeting. Congratulations to the 2022 GP winners – Regan Griffiths won both F4 & F5. Since then, we have also run the 2023 national GP meeting on 26/03/23. Congratulations also to the 2023 GP winners – Jason Hearn won F4 & Regan Griffiths won F5. We did not have enough sidecar entries to run the sidecar GP title either year.

We are still suffering under the challenge of not having a local track. Since we lost access to the Mt Wellington kart track, we have split our racing between the Tokoroa kart track & the Hampton Downs club circuit. But the Hampton Downs meetings had become more of a 250/300/400 event than a bucket event as many bucket racers did not enjoy racing on the (for us) larger track. So, for 2023 we made the tough call to drop Hampton Downs & we are now running all our AMCC events at the Tokoroa kart track. In addition, we made the call to pause over the winter months as we had been getting a low turnout & not covering our costs. So, 2023 will see us have a 3-round championship (February, August & October); Nathanael Diprose is leading both the F4 & F5 champs after the first round, after an almost 2-year absence due to injury. We also have the March GP & November 2-hour, plus there is also the prospect of us joining a combined bucket / big bike event at Hampton Downs in November. Even the separate North Island champs has felt the pinch, with this year just a single round at Edgecumbe in January. There is still hope of running an event at Taumarunui later in the year, dependant on road access being restored.

We still charge a very low entry fee, thanks in part to having our own timing system & we have broken even (or close to it) at most of our events. Good news that earthworks have finally started at Colin Dale Park.

Moved: Greg Percival Seconded: Vince Sharpe

### **14. Motorcycling New Zealand AGM Report**

Glenn Mettam was to go the MNZ AGM, but this was cancelled.

#### **2023 MNZ AGM Dates Confirmed. Taken from MNZ website.**

*Motorcycling New Zealand advises that the 2023 Annual Conference and AGM will be held on 26-28 May 2023 at the James Cook Hotel Grand Chancellor, Wellington.*

#### *2023 MNZ AGM Motorcycle Awards*

*The Board of Motorcycling NZ has made the decision to postpone the AGM Awards dinner that accompanies the AGM this year.*

*We have faced multiple challenges throughout 2022 – 2023 which has led to the call. It is our intention to have a full awards dinner 2024. We discussed this in depth and believe this is the correct decision for the organisation.*

### **15. Appointment of Ballot Scrutineers**

Christine and Alistair Wilton were appointed.

### **16. Election of Officers and Committees (All elected without opposition)**

**Patron** – Jim Campbell. Nominated by GP, seconded by Trevor Heaphy

**President** – Philip Kavermann (Incoming) Nominated by Trevor Heaphy, seconded by Adam Mitchell

**Vice President** – Mark Hall (Incoming) Nominated Greg Percival, seconded by AW.

**Club Captain** -Vaughn Maine

**Club Secretary** – Stephen Holden nominated by Trevor Heaphy Seconded PS

**Membership Secretary** – Stephen Holden Nominated by Greg Percival Seconded TH

**Treasurer** – Greg Percival nominated by TH seconded by PS.



**Road Race Subcommittee**

Nominee	Nominated	Seconded
Andrew Pybus Coordinator	Paul Stewart	Vince Sharpe
Timo Sibley	Paul Stewart	Vince Sharpe
Juniper White	Paul Stewart	Adam Mitchell
Troy Hedges	Adam Mitchell	Greg Percival
Vaughn Maine	Paul Stewart	Greg Percival
Ray Clee	Adam Mitchell	Greg Percival
Adam Mitchell (when available)	Paul Stewart	Vince Sharpe

**MNZ Delegate – Glenn Mettam/Juniper White Observer**

**Nominated by Greg Percival Seconded Vince Sharpe**

**General Executive Committee**

Nominee	Moved	Seconded
Glenn Mettam	Adam Mitchell	Greg Percival
Trevor Heaphy	Paul Stewart	Trevor Heaphy
Phil Kavermann-Media and President	Paul Stewart	Trevor Heaphy
Mark Hall Vice President	Paul Stewart	Adam Mitchell
Juniper White Chief Flag Marshall	Adam Mitchell	Greg Percival
Paul Stewart	Trevor Heaphy	Greg Percival
Stephen Holden-Secretary	Trevor Heaphy	Greg Percival
David Diprose-Buckets	Greg Percival	Trevor Heaphy
Greg Percival-Treasurer	Trevor Heaphy	Paul Stewart
Logan Rowell	Greg Percival	Paul Stewart
Hamish Simpson	Greg Percival	Vince Sharpe
Ray Clee	Greg Percival	Vince Sharpe
Andrew Pybus RR Coordinator	Greg Percival	Vince Sharpe
Mark Hall Vice President	Greg Percival	Paul Stewart
Vaughn Maine Club Captain	Greg Percival	Trevor Heaphy
Jack Clay	Greg Percival	Trevor Heaphy

**Greg Percival declared all the nominations closed, voted on and to congratulate the incoming Committees.**

**17. Rule Change**

Paul Stewart proposed that all people on working committees be full members of the AMCC with a reduction in membership fee to \$5.00. This was tabled and passed at the April Executive Meeting. This now needed a 2/3rds majority and was voted on by a show of hands which was a 100% majority. Therefore, all people listed above will have a subscription fee of \$5.00 for the 2023/2024 year. They will still have to go onto club website and complete registration and pay \$5.00

Moved Paul Stewart Seconded Greg Percival

## 18. General Business.

- At the last Executive meeting (April 3<sup>rd</sup>) it was passed that the Road Race Committee meetings be held in conjunction with the monthly Executive Meetings rather than 2 separate meetings. This to start May 1<sup>st</sup> meeting.
- Stephen Holden acknowledged the support and mentoring that Life Member Vince Sharpe has provided and continues to provide to new member Leslie Lavendale
- Paul Stewart spoke to the meeting acknowledging the attendance of MNZ Road Race Commissioner Andrew Skelton and his wife. Thankyou Andrew.
- Philip Kavermann acknowledged the roles that Greg Percival had filled as President and Treasurer for the last 2 years. Philip thanked Greg and looks forward to taking on President's role.
- Acknowledged Mark Halls and Geoff Davies as NZ F2 Sidecar Champions
- Greg Percival acknowledged Ken Dobson for his ongoing support of AMCC and thanked him for his professional organisation of the Carl Cox Cup

This meeting was declared closed at 7:03pm

Moved: Paul Stewart, Seconded: Trevor Heaphy.

Signed: \_\_\_\_\_ Date: 22<sup>nd</sup> April 2023

Greg Percival  
President



*Big "Thanks" again, to all our valuable sponsors and partners:*

**Suzuki NZ**  
**CTAS**  
**Motul**  
**Muc-Off**

**BRM Dyno Paeroa**  
**Metzler**  
**MR Motorcycles**  
**MX Timing**

**Carl Cox Motorsport**  
**Motomail**  
**MTF Finance**

# “10 YEARS AGO” ...

## THE RIDER'S BRIEFS

THE OFFICIAL NEWSLETTER OF THE AUCKLAND MOTORCYCLE CLUB INC.

### JULY 2013



*European Visitor Toke Mann was assisted by  
AMCC members to fulfil his dream ride around the South Island*

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

Racing Calendar

Bucket Results

Toke Mann's South Island Adventure

Membership Renewal Due Now



## From a Grateful Overseas Visitor

AMCC Members recently came to the assistance of Toke Malm, an overseas student currently studying in Auckland, to help him out with his arrangements to do a quick tour of the South Island – Here is his story ...

My Amazing V-Strom Adventure: By Toke Malm...

With a SV-650s 99' back in Denmark, I've never toured before. Never experienced the rider's freedom everybody talks so much about. So this is a short story about my first encounter with touring, New Zealand, and its wonderful people.

Visiting New Zealand, as a study abroad engineer, has been "The One" travel destination for many years; and with a great passion for bikes, as my dad, I had to own a bike.

My trusted companion became a V-Strom 02' and with that followed unthinkable adventures. After numerous trips around Coromandel incl. Battle of The Streets, Cape Reinga and Waipoua Forest, I was speechless at the endless, breathtaking nature. I was hooked; an instant addict of NZ's open windy roads, with a wish for the corners (or my fuel tank) to be never-ending.

Fast forward 2 months: The upcoming mid-term break was my chance to experience the South Island of New Zealand. At this point I had seen landscapes and miles of lovely roads that would make every biker back home drool, but the best was yet to come.

In my preparation I discovered my lack of proper luggage equipment for a 2 week tour, and as a student abroad you face both flight luggage, and financial limitations. With a post on AMCC Facebook page I hoped for a helping hand from the friendly people of NZ, as I have experienced on my previous trips. With the help from several AMCC Members, I borrowed the needed luggage solutions, and which enabled me to pack the bike securely and with added comfort.

All packed with tent, food and travel equipment, she carried me down from Auckland, through Desert Rd, onto the ferry at Wellington to Picton; which started an unexpected journey.

The following morning, at Camp Bay, I realize the freedom that had come up on me.

For a moment I just sat on my packed up bike, all ready for the tour, with no planned route, when a sense of peace hit me; I was present in a lifelong childhood dream.

While coping with the moment I put the gloves on, hit the visor down, clicked the bike in to 1<sup>st</sup>, and away I went. With the weather in my favour I headed down through the curvy east-coast, passing the steaming blue water from the memorizing bays, seals and their paradise-like colonies and small swim-spots with the snowy mountains of Manakau and Dillon Cone as a background view.

With dolphins and killer whales in Kaikoura, and a good night sleep, I carried on to Christchurch; a route with a really diverse and ever-changing landscape, with valleys and desert plains. With a few nights in Christchurch, earning my PADI, I ventured into the country, weaving between mountains and wine fields to beautiful Queenstown.

The Queenstown area has so much to offer and any road you'll choose, I guarantee enjoyment. My most memorable ride was not the Te Anau -Milford sound route, which is rated as one of the best roads in NZ - although it was breathtaking. Ironically it was the Paradise Rd at Glenorchy, ending in the Dart River. By following Lake Wakatipu and passing Paradise my wheeled horse crossed the dirt-roads and small streams with ease, and lead me into "uncharted" nature. Surrounded by green untamed forest and snowy peaks, so close you could almost touch them, I literally was in paradise.

After satisfying my hunger for adventure with the many activities Queenstown could offer for a couple of days, I headed up back home. Just as sunny as the east coast was; equally wet was the west-coast. But memories of what I just experienced made me smile all the way home.

For completing my 3500 km long touring trip, I would like to give my sincere thanks to those from AMCC who assisted me in any way:

Philip – Forwarding my request to AMCC members

Craig, Coleman Suzuki – for lending me saddlebags

Karl – For the indispensable tankbag ( hope you enjoyed the beer)

And Mark from Hyosung MC, Scott, & Matt offering gear, advice and road choices.

Thank you guys,

Sincerely, Toke Malm  
[tokemalm@gmail.com](mailto:tokemalm@gmail.com)



# ***WE WANT YOU*** ***AMCC is seeking Marshals***



Get up close to the racing, and make new friends

Get to know the riders and crews

Petrol vouchers, lunches and water supplied

Work your way up to Clerk of the Course  
or Steward

All training provided by AMCC

***Contact:*** ***Juniper White***  
021 040 3819  
[marshals@amcc.org.nz](mailto:marshals@amcc.org.nz)



***Auckland Motorcycle  
Club (Inc.)***



# MotoGP:

**Valentino Rossi:**

**“MotoGP has returned to the popularity levels before I came along”**



The nine-time world champion made the trip to the Spanish Grand Prix at Jerez.

In addition to signing the contract that makes him a Yamaha ambassador, Rossi witnessed on Sunday the victory of Francesco Bagnaia, one of his pupils in the VR46 Riders Academy, who also regained the championship lead.

On Saturday at Jerez, the rider from Tavullia found time to talk to Autosport about everything related to the championship that made him a legend.

**Autosport: How has being a father changed your life? Has it helped you to know yourself a little better?**

**Valentino Rossi:** "Being a father is a precious experience. Obviously life changes you, especially the rhythms and some habits, especially in the morning, because you have to wake up early. I waited a long time before deciding to take the step because I thought that combining fatherhood with the demands of the rider was very difficult. Now I think I could have done it sooner. Watching Julieta grow up is a joy."

**AS: Have you had any doubts or fears?**

**VR:** "No, not yet; but I imagine that as Julieta gets older things will get more complicated."



*Valentino Rossi, Team VR46 with Oriol Puigdemont, Motorsport.com journalist*

**AS:** You left Honda and signed for Yamaha in 2004, and with that move you showed that in the equation between rider and bike the human component prevailed over the mechanical one. Do you still think the same way?

**VR:** "Things have changed a lot since then; 20 years have gone by. It is true that the bike counts a lot, but if there is something in which the championship has succeeded is that the performance between some bikes and others is very similar. There are ten riders who can win."

**AS:** What is the difference between the feeling of putting on the helmet to ride a bike and driving a car?

**VR:** "It is very similar, but the fear is much less when you get inside the car. The belts are tight and you are surrounded by the protection bars. On a motorcycle, however, the adrenaline release is greater."

**AS:** Is it possible to get excited inside a car after having raced in MotoGP?

**VR:** "Yes, I always wanted to race a car because all my life I was a great enthusiast. It gives me great satisfaction to drive a race car. Besides, the ones I drive are competitive, they go very fast. I would say that the sensations it gives me are almost like those of a MotoGP bike."

**AS:** What has influenced VR46's great start to the 2023 MotoGP season?

**VR:** "I am very happy with the work that has been done, I am very proud. We started with Moto3 and Moto2, but when you get to MotoGP it becomes much more difficult. It is a lot of responsibility, a lot of people working on the project. But we got it right, Uccio [Salucci] did very well. Little by little we took our trusted people from the paddock, those with whom we were always aligned, and we managed to put





*Marco Bezzecchi, VR46 Racing Team*

together a team that was really VR46, that was VR46 in essence. The results this year have been amazing and show that the job has been done well."

**AS: We spoke to Uccio some time ago and he was quite concerned about the situation Franco Morbidelli is going through. How do you see him?**

**VR:** "The next four or five races are a very important period for Franco, because it will be up to him to try to prove that he can be in the factory Yamaha team. The Yamaha is a bike that has problems, but he must try to go at least as fast as [Fabio] Quartararo."

**AS: The world championship is going through a stage in which the audiences have fallen. What must be done to stop this?**

**VR:** "Something a bit special happened with me, because there were a lot of people who didn't follow motorcycles and then became fans. People both from Italy and the rest of the world. Now, let's say that the popularity levels of the world championship have returned to normal, to the stage before I came along. They are looking for formulas, like sprint races, to attract more people, but in sporting terms I think the championship is working. It's exciting to watch MotoGP races, from the stands, or on TV."

**AS: But Formula 1 has grown a lot as an event, beyond what happens on the track. Do you think that's the way forward here as well?**

**VR:** "Formula 1 has followed a very American line; something similar to the NBA, very focused on the show. In recent years the popularity it has reached is scary, it is a product of the highest level that everyone wants to consume. I think MotoGP can do it too. How? I don't know anymore. But the potential is there."



**AS: What does Yamaha have to do if they want to convince you to let VR46 race its bikes?**

**VR:** "We have a contract until the end of next year, so in 2024 we will race with Ducati. I would like VR46 to race with Yamaha, because I am a Yamaha rider, so it would make sense. The problem is that Yamaha has to find a way to improve the M1. We want to go to the races thinking that we can consider winning or fighting for the podium and, at the moment, Yamaha's technical situation is complicated. They have the potential to improve, and there is still a little time before we decide [for 2025]. But Ducati, since the arrival of [Gigi] Dall'Igna, has really stepped up and raised the technical level. The others have become chasers."

**AS: And do you think this change has been technical or also philosophical? I am referring to the relationship with your satellite teams.**

**VR:** "I think yes, there was a rethinking of Ducati, but also a huge economic investment. The Japanese brands have spent less."

**AS: And what is your next challenge?**

**VR:** "I want to participate in the 24 Hours of Le Mans. Now I am racing GT cars, but there would also be the possibility of competing there with Hypercar. I would also like to compete again in the 24 Hours of Spa, which I did last year. Then, the 24 Hours of Nurburgring, on the long circuit. Trying to be fast in a car, that's what I want."



**#46 Team WRT BMW M4 GT3: Valentino Rossi, Maxime Martin, Augusto Farfus**





### 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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# FIM – Women’s World Championship:



## First-Ever FIM Women's Motorcycling World Championship Coming In 2024

**The new racing series will run during at least six World Superbike weekends, starting next year.**

On April 29, 2023, the Fédération Internationale de Motocyclisme (FIM) and Dorna Sports officially announced the beginning of an entirely new racing series for 2024. This time, the series will be all about women racers, and will be called the FIM Women’s Motorcycling World Championship, it was announced by Jorge Viegas, Carmelo Ezpeleta, Gregorio Lavilla, and Françoise Emery during the Jerez MotoGP weekend.

The first season will be held in 2024 and will “primarily run alongside the MOTUL FIM Superbike World Championship.” Tentative plans are for there to be at least six rounds in the opening season, with two races held per round—much like the previous WSBK structure. It will be a one-make series, with equal bikes distributed up and down the paddock. A supplier for these bikes has not yet been announced but should be announced shortly.

"We gave a lot of thought to this, and we had a lot of demand. As we do in Motocross, Enduro and Trial, we are starting with a women’s World Championship next year in circuit racing. Our plan is to have six races in Europe, and we are planning to do a single brand competition. We will try to have women from all over the world racing in this new Championship. It will be organized primarily within the frame of the WorldSBK Championship,” Viegas went on. "It's a Championship where we want women to be pro. It's not a step to another category, we want women who race here to be able to earn a wage as a rider, as professionals. We hope to start in March or April next year," he concluded.

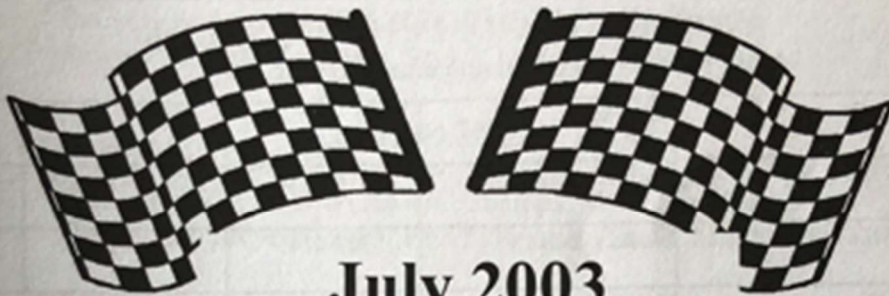
Gregorio Lavilla added "We don't have all the details yet, this is a live project, evolving all the time. We want to create a destination where female riders from around the world can join the Championship and find professional success."



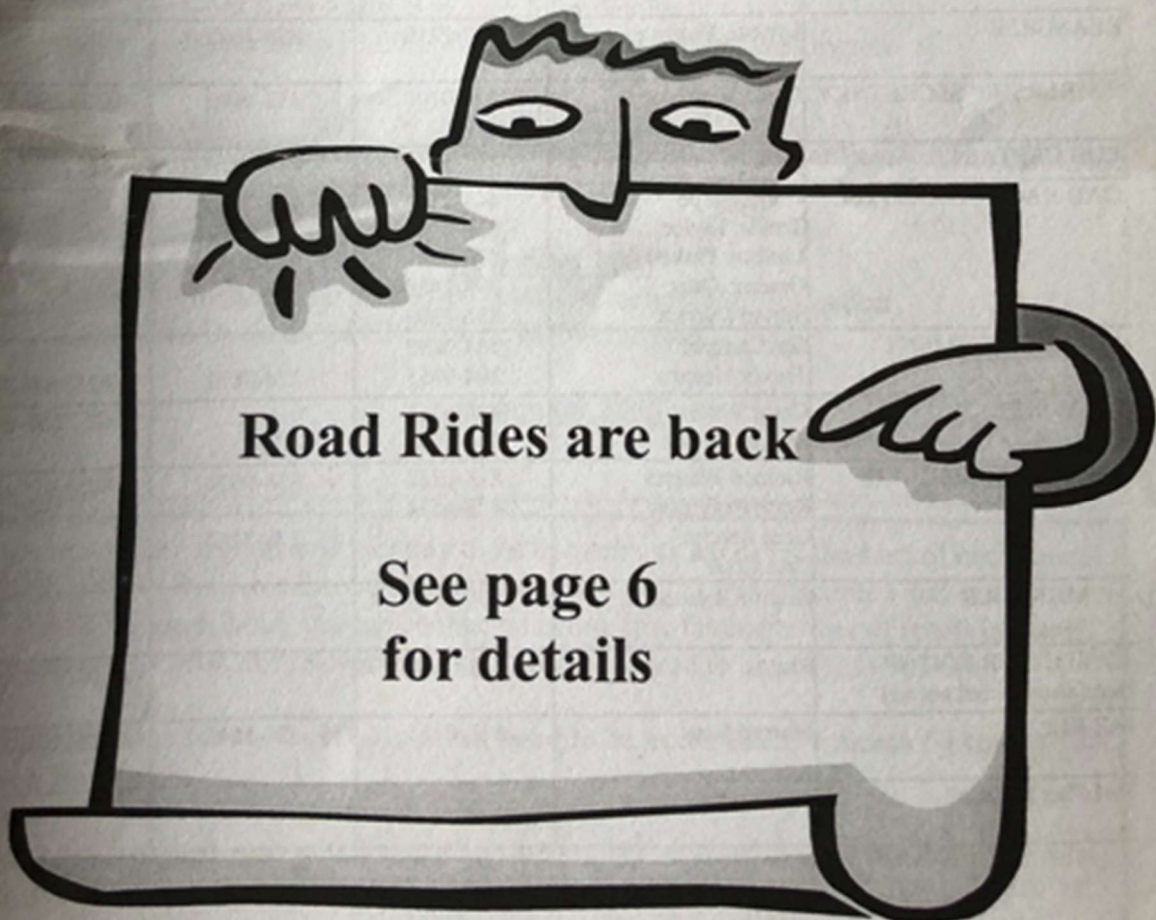
**“20 YEARS AGO” ...**

# **The Rider's Briefs**

The official newsletter of the Auckland Motorcycle Club Inc



**July 2003**



**Road Rides are back**

**See page 6  
for details**



## Disaster for Kiwi Sidecar Team At 2003 Isle of Man

Disaster strikes in the first race for New Zealanders Chris and Richard Lawrance competing at this Isle of Man TT for the fifth time. The duo crashed heavily at the 32nd milestone of the 37- $\frac{3}{4}$  mile road circuit, both were lucky to escape major injuries and were released from hospital after a few days.

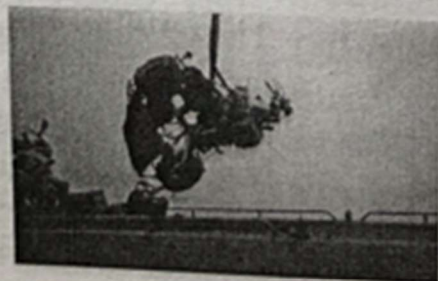
Chris & Ritchie Lawrance had a high-speed crash at the 32mile mark on lap 2 of Saturdays race. Both were taken by helicopter to hospital with serious injuries. Chris has a broken right foot, severe bruising to his arms, shoulders & forehead. Also a knock to the nose made enough blood to cover his face & fill his helmet, causing the marshals to think the worst. I spoke with Chris last night, he could remember the race & entering the triple left handed corner in 6th gear but not what caused it. He

seemed OK but annoyed they crashed. I wasn't allowed to see Richard but was told he has a dislocated shoulder & broken ribs. One of which is causing problems with a lung, he also has bruises & knocks to his entire body & the nurse said he is in complete agony.

They were doing well on the first lap & Chris said they were on a flyer on lap 2 with no one around them they could go at their own pace. Lap 1 they did in 22minutes & 30 seconds & went through the start finish line speed trap in 5th gear at 23mph. We haven't got the bike back so aren't sure the extent of the damage.

"When the bike cart heeled off the track one eyewitness said 'it was as

Pictures of the bike after the crash

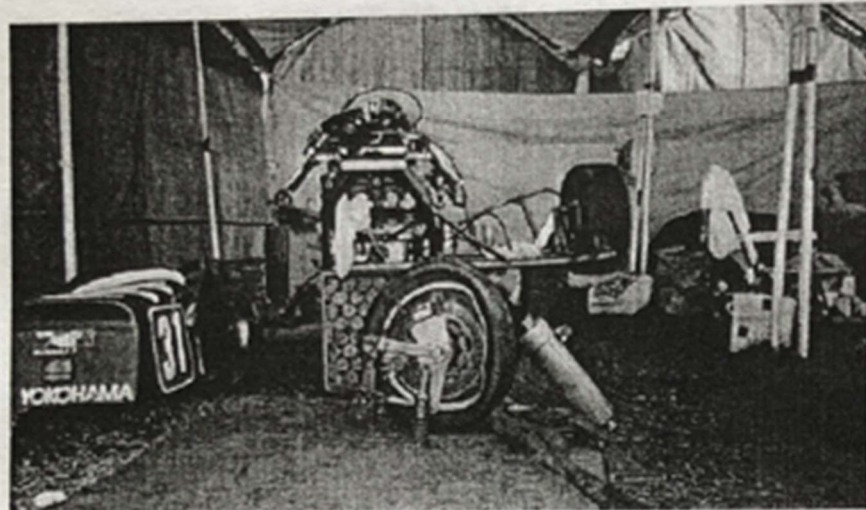


Removing the bike after the crash



*(Continued from page 14)*

high as a double-decker bus'. When the bike landed on its nose, breaking the front forks off and crushing the rim and exhaust system, it caused a lot of damage but saved the main frame by absorbing the impact"



"The DMR chassis built by Dave Molyneux Racing on the Isle of Man. This is the chassis upon its return from being repaired at Moly's workshop after the crash.

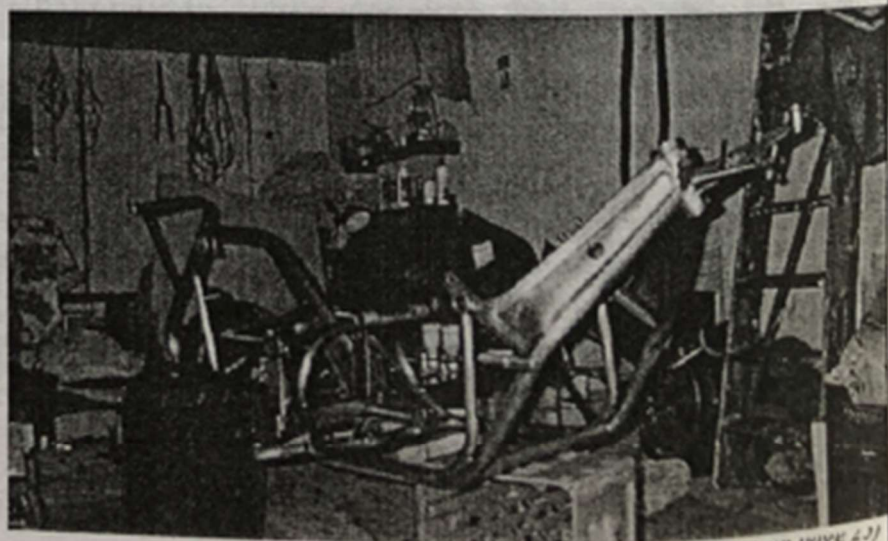
Moly won the '96 TT on this bike and also had a 500cc krauser GP engine in it at one stage to compete in the European Championship. So competitive was the bike against the big budget LCRs the rules were changed banning

front-engined sidecars. Probably the best F2 chassis in the world, definitely the most sought after".

#### Road Racing at the TT

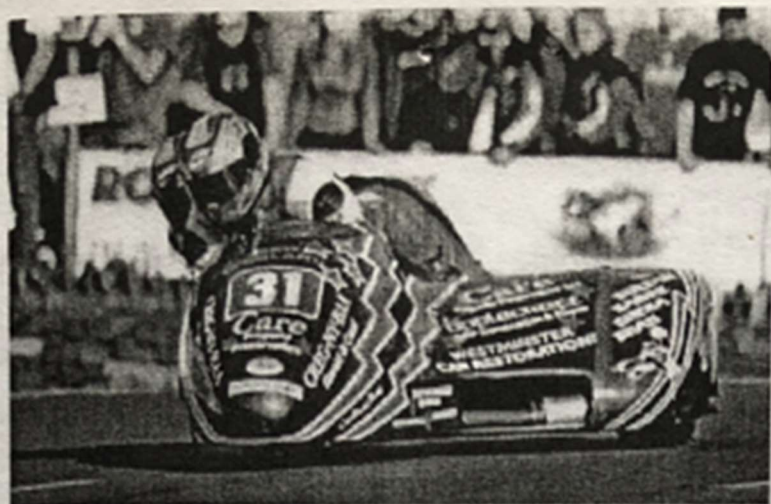
The Lawrance brothers have raced together 4 times at the TT, Chris racing with local Jamie Scartte in the 2002 TT, also winning the Manx Nationals in the same year. The bike they are riding won the Sidecar A race at the TT in 96, in the hands of Dave Molyneux breaking the lap

record set a new mark of 110mph lap average at a time of 20 mins 35 secs.



*(Continued on page 22)*





*(Continued from page 24)*

There were 74 sidecar entrants this year, 16 chassis built by Trevor

Ireson, 13 Tony Baker, 11 Dave Molyneux, 8 Shelborne, 5 Terry Windle, 4 Jacobs, the rest various, only 2 didn't qualify.

Chris and Richard plan to have the bike back in NZ for the New Zealand Champs

Words by Ash Martin

## New annual subs For AMCC

Senior	\$45
Junior	\$35
Associate	\$35
Family	\$50

# Courtney Duncan:



## Kiwi Duncan creates motocross history with second French win

22 05 2023

Kiwi rider Courtney Duncan has won both races at the Women's Motocross World Championship round in France to extend her overall lead and claim the record for the **most ever Grand Prix victories**.

Duncan won the second race in Villars-sous-Écot by seven seconds over rival Kiara Fontanesi of Italy, who she also beat in the first race.

The Grand Prix win was Duncan's 22nd, moving her one ahead of six-time world champion Fontanesi.

"These French GP wins saw me take over the all-time GP wins in WMX and I'm definitely stoked on that," said Duncan afterwards.

"It was something I wanted to achieve coming into this weekend, so to tick that off is an incredibly good feeling." The result continues the three-time world champion's run of strong form, having now won five of her eight starts to sit atop the championship standings.

With series now taking a three-month hiatus, the 27-year-old will head home to New Zealand with an imposing 20-point lead in the championship, as she eyes her fourth winner's trophy at the season's end in September.

"I think there's multiple things that are working for me in 2023," she said.

"It started off with our pre-season, where I had a really strong build-up in New Zealand. We put a lot of hard work in there and it set me off on the right foot.

"My bike is also super good, especially the suspension, which I did a lot of testing with in New Zealand before I left. "I'm also another year wiser and it's good to have a bit more speed. All in all, it's been a really good start to the season."

In August, Duncan will head to the Netherlands for the penultimate round of the championship.



# Yamaha RZ250/350:

Yamaha Appears To Be Resurrecting The RZ250 And RZ350 Names In 2023:



*Will new trademark filings equal re-imagined bikes in the near future?*

With a liquid-cooled two-stroke engine good for a claimed 52 horsepower at 8,750 rpm, the original Yamaha RZ350 was deemed an exquisite track weapon at the time. It could, of course, be taken out on the street as an exceedingly fun little runabout, but the track was its natural home. Some bikes, then as now, are just like that. So, why are we talking to you about the glory days of the Yamaha RZ350 in 2023? It's because Yamaha just applied for a couple of new trademarks with the Japanese patent office—for both the RZ350 and the RZ250. Yamaha Motor Corporation submitted trademark applications on April 12, 2023, which were then published on April 20, 2023, which seems like an impressively short turnaround time to us. The trademarks seem to apply to names, rather than specific logos.

While they don't give any information about the specific details of any planned models that could use the RZ250 or RZ350 names, the class designation on the trademark gives a few hints as to possible outcomes.

Since 1973, many international intellectual property organizations have used the Nice Classification system (as in Nice, France, not as in "nice work, my dude") to classify items by universally recognized categories.

In this case, Yamaha applied for trademarks under class 12.

According to the World Intellectual Property Organization, that includes:

- Motors and engines for land vehicles
- Couplings and transmission components for land vehicles
- Air cushion vehicles
- Remote control vehicles, other than toys
- Parts of vehicles, for example, bumpers, windscreens, steering wheels, tyres for vehicle wheels, as well as treads for vehicles
- Parts of non-land vehicles are not considered to qualify for this classification, nor are rubber tracks for heavy-duty machinery (like construction, mining, or agricultural equipment).
- Similarly, trikes for kids are also considered toys, not vehicles—and therefore, cannot be categorized under classification 12. (It's not clear where such classification would place an electric balance bike, though.)

It's clear that Yamaha is resurrecting these legendary names from the two-stroke era because of the nostalgia they evoke—but what is Team Blue planning to do with them? We'll have to wait and see.



# 100mph Kiwis At The IOM TT:

As it's IOM time I went thru all the Kiwis that have managed a 100 MPH lap on the course, and have listed their fastest lap from the TT Database. <https://www.iomttraces.com/racing/page/database/>

This list is the rider's fastest lap to date - not their first 100 MPH lap.

Also which race this was in; and sorted by year, not by speed.

*Compiled By Stephen Holden*

<u>Speed MPH</u>	<u>Name</u>	<u>Year</u>	<u>Event</u>	
105	John Woodley	1978	Senior TT	
113	Graeme Crosby	1981	Classic TT	3 TT Wins
108	Dave Hiscock	1983	Formula 1 TT	
102	Richard Scoular	1986	Senior TT	
107	Ken Dobson	1986	Senior TT	
110	Des Barry	1986	Senior TT	
112	Dennis Ireland	1989	Formula 1 TT	1 TT Win
114	Glenn Williams	1991	Senior TT	
116	Robert Holden	1992	Senior TT	1 TT Win
104	Anthony Young	1994	Supersport 600	
105	Russell Josiah	1994	Supersport 600	
105	Stephen Briggs	1994	Supersport 600	
107	Chris Haldane	1994	Supersport 600	
108	Andrew Stroud	1994	Supersport 600	
110	Lorren Poole	1994	Supersport 600	
111	Jason McEwan	1994	Supersport 600	
109	Jared Gillard	1995	Junior TT	
105	Scott Buckley	1996	Junior TT	
106	Stuart Murdoch	1997	Junior TT	
108	Terry Fitzgerald	1997	Junior TT	
110	Hugh Reynolds	1998	Senior TT	
110	Nathan Spargo	1998	Senior TT	
107	Bill Swallow	1999	Singles TT	
109	Paul Williams	1999	Lightweight TT	1 TT Win
110	Steve Bridge	1999	Senior TT	
111	Brett Richmond	1999	Junior TT	
114	John Hepburn	1999	production TT	
118	Blair Degerholme	1999	Senior TT	
100	Nigel Bish	2002	Ultra Lightweight	
122	Shaun Harris	2003	Production TT	2 TT Wins
121	Paul Dobbs	2010	Superbike TT	
105	Richard & Chris Lawrence	2015	Sidecar F2TT	
129	Bruce Anstey	2015	Senior TT	12 TT Wins
108	Colin Buckley	2016	Sidecar F2 TT	
116	Rob Whittall	2018	Supersport 2	
124	Jay Lawrance	2019	Superbike TT	





# More - Kayo GT 2023:



1st (69) Jake Lewis / Mitch Rees





**2nd (40) Karl Hooper / Jason Hearn**



**3rd (87) Jacob Stroud / Blayes Heaven**





**4th (21) Alexander McNab / Hayden Fordyce**



**5th (54) Dylan Byrne / Nathanael Diprose**





**6th (11) Mark Whyte / Tony Rees**



**7th (77) Blair Lambarth / Ben Tippins**





**8th (19) Rogan Chandler / Marcus Reid Bloomfield**



**9th (17) Georgia Elvin / Jesse Stroud**





**10th (5) Jarad Horn / Aaron Hassan**



**11th (51) Dave Sharp / Sam Sharp**





**12th (14) Alastair Hoogenboezem / Robert Stokes**



**DNF (99) Nixon Frost / Tyler King**



# France – The 1000<sup>th</sup> FIM GP:

## *French GP Sets New Attendance Record*

### *More than a quarter-million people were in attendance at Le Mans.*

During the recently concluded Shark Grand Prix de France, more than a quarter-million spectators flocked to the Le Mans circuit to watch high-adrenaline MotoGP action first-hand.

Indeed, in 2022, the French GP registered the best attendance of the season, as Frenchman Fabio Quartararo defended his championship title. This year, even without a Frenchman on top, the Shark Grand Prix de France saw a total of 278,805 fans in attendance, setting a new record in MotoGP, as the best-attended event in the history of the sport.

Commenting on the record-breaking attendance, Carmelo Ezpeleta, the CEO of Dorna Sports stated in a press release, “All weekend the atmosphere here in Le Mans has been incredible, so we knew the attendance was going to be high. But to break the all-time record and see it’s well over quarter of a million people is something truly special. You’ve made it a truly historic day here for MotoGP, and at the 1000th FIM Grand Prix!”

The weekend was an unprecedented success, commencing with the crowded pitlane walk on Thursday, which gave a glimpse of the upcoming excitement. On Friday, the stands were packed with fans eager to witness the action. The Tissot Sprint on Saturday ensured that the day broke all previous records, with almost 90,000 spectators flocking to the venue for a thrilling day of racing. On Sunday, the crowd continued to pour in, resulting in a remarkable attendance figure of 278,805 for the Shark Grand Prix de France, making it a truly record-breaking event.



# Hydrogen:

## *Honda, Kawasaki, Suzuki, and Yamaha Join Forces On Hydrogen Bikes*



*Japan's Big Four motorcycle manufacturers will conduct research and development together.*

On May 17, 2023, Japan's Big Four motorcycle manufacturers announced a bold new plan to cooperatively develop hydrogen-powered motorcycle engines. Honda, Kawasaki, Suzuki, and Yamaha executives all gathered at a Tokyo press conference to announce the formation of HySE, which stands for "Hydrogen Small Mobility and Engine Technology."

In addition to the four biggest Japanese moto manufacturers, both Kawasaki Heavy Industries Limited and Toyota Motor Corporation will also join HySE as special members. Having both of those companies on board is important, since both KHI and Toyota have independently advanced their own hydrogen-powered research in their respective fields. While HySE will concern itself with motorcycle engines, it also plans to develop other hydrogen-powered engines for small mobility needs, as well.

What will the newly formed HySE organization primarily focus on? The companies jointly announced a plan to pursue three main research and development areas, with responsibilities for each divided among the four OEMs as follows:

- Research on hydrogen-powered engines (Honda, Suzuki, Yamaha, and Kawasaki Motors)
- Study on hydrogen refuelling system (Yamaha)
- Study on fuel supply system (Kawasaki Motors)

According to the current plans that HySE has laid out, Honda will lead the effort to research model-based development of hydrogen-powered engines. Suzuki will conduct an element study on functionality, performance, and reliability of hydrogen-powered engines. Meanwhile, Yamaha and Kawasaki Motors will both conduct hands-on



research using real hydrogen-powered engines to assess their functionality, performance, and reliability in the real world.

Additionally, Yamaha will study requirements necessary to develop a hydrogen refueling system, as well as hydrogen tanks for small mobility, for motorcycles and other vehicles. Finally, Kawasaki Motors will expend some effort in studying auxiliary equipment required for the fuel supply systems and tanks needed for hydrogen distribution, as well as what equipment should be installed in between the fuel tanks and injectors on hydrogen-powered vehicles.

These are daunting and important undertakings, to be sure—which is why it seems good that the four companies (plus KHI and Toyota Motors) are cooperating in their development efforts. While electric vehicle developments are good in some areas, there are others where it will be extremely difficult (at best) to decarbonize. Although most people, companies, and governments now acknowledge a need to reduce carbon emissions for the good of every living creature on the planet, how we actually get there will require multiple good ideas, research, and development working in concert.

As we've discussed in the past, clean hydrogen (sometimes also referred to as green hydrogen) is theoretically possible. Unfortunately, in the past, it's also been prohibitively expensive to produce. Most companies want to make money, so they seek out the least expensive ways to achieve whatever goals they have—meaning that the possibility of clean hydrogen has frequently remained on paper.

According to the US National Resources Defense Council, implementation of the massive hydrogen tax credit included in the Inflation Reduction Act of 2022 could be a game-changer in terms of clean hydrogen development incentivization for companies.

However, whether that's the case largely depends on the guidelines that the US Department of Energy and US Internal Revenue Service establish and enforce on hydrogen-producing companies to account for their emissions. Emissions don't only come from tailpipes—they come from all phases of production and shuffling a few numbers around on a spreadsheet doesn't magically make them go away.

We look forward to seeing the fruits of HySE's research going forward, and we'll be sure to keep you updated with all the latest developments as they happen.

## Is Your Club Membership Sorted?



The image shows a screenshot of a website. In the top left corner, there is a logo for 'MXT MX & TRACK TIMING'. A navigation bar contains the following links: Home, What We Do, Entries, Live Timing, Calendar, Results, and Contact. In the top right corner, there is a Facebook icon. The main content area features the logo of the 'Auckland Motorcycle Club (Inc.)', which includes a stylized winged emblem above the text. Below the logo is a prominent red button with the text 'AMCC Online Membership Form'.

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

# 1960 Ducati 125:

## *Rare 1960 Ducati 125cc Mike Hailwood Race Bike Auctioned*



Spring is finally arriving in the northern hemisphere, and one way we can tell that it's truly here is the Bonhams Spring Stafford Sale. While Bonhams frequently auctions all manner of automotive, art, and other items all year round, the Spring Stafford Sale is a massive international classic motorcycle show like no other.

The 2023 edition will run from April 22 through 23, and as ever, some fascinating pieces of moto history will be crossing the auction block. For example, take this 1960 Ducati 125cc Desmodromic 'Barcone' Grand Prix Racing motorcycle, which was a machine raced by none other than the legendary Mike Hailwood.

For racers in any era, family involvement could definitely make a difference—and Mike Hailwood was no exception. Racing has never been an inexpensive pursuit, and Mike's father, Stan, had the means to go out and forge relationships with Ducati—even going on to become the OEM's official distributor in England in the late 1950s. This, in turn, helped the promising and talented Mike to get his hands on some of Ducati's single-cylinder race bikes—not to mention his own Ducati-trained mechanic, Oscar Folesani.

By the time that 1960 rolled around, the Barcone 125 seen here was to become the final single-cylinder Desmo engine that Ducati would produce, with an eye toward turning it into a 250cc machine later on. It was called Barcone (or Barge) because of its boat-like crankcase. This bike has engine number D1, inside frame D1—and only four such racing prototypes, numbered D1 through D4, are known to have ever been produced exclusively for racing that year.

According to factory records of the time, the Barcone made 21.8 horsepower at 11,800 rpm, with the engine capable of running up to 12,200rpm in sixth gear. This engine came with an extremely specific instruction sheet for the bike's successful use, including oil specifications, how and when to warm it up, appropriate fuel usage, and advise to strip and clean the cylinder head once every three to four races for best performance. Additionally, customers were advised to send the entire engine back to the Ducati factory each racing season for a complete cylinder and piston replacement.



**It's one of Ducati's last Desmodromic single-cylinder racing prototypes, and one that Hailwood rode to victory multiple times.**



Once Hailwood got his hands on the 125 Barcone D1, as the history tells it, he promptly went out and racked up nine consecutive 125cc wins on this very bike. He also took it to that year's Isle of Man TT, but unfortunately crashed out on the first lap. After it received repairs, he went on to race it to additional victories before eventually signing with Honda at the end of 1960.

After signing with Honda, of course, Mike Hailwood didn't need all those Ducatis anymore. Stan sold them off, but the 125 Barcone D1 has a known and documented history going all the way back to the Ducati factory. It's been part of the Forshaw Family Collection for 41 years, and is offered with a selection of documents, including the instruction sheet mentioned above (written in Italian, with a handwritten translation in English). It also comes with some tools, spares, black and white photographs, and more.

Bonhams says it's offered in 'as found' untouched condition. It is Lot number 469 in the 2023 Bonhams Spring Stafford Sale, where whilst expected to fetch between £95,000 and £120,000, it did eventually sell for £138,000.



# National Volunteer Week:



Te Wiki Tūao ā-Motu  
National Volunteer Week

18–24 June 2023 | #NVW2023

## June 18-24 was National Volunteer Week:

And you know what that means...

It means we get to publicly acknowledge all the GREAT Volunteers who support Auckland Motorcycle Club, and allow us to offer the events that we do.

-The Exec Committee

-The Road-Race Committee

-The Bucket Committee

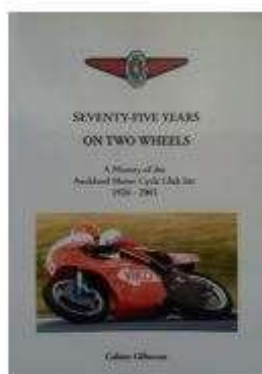
-Our outstanding Team of Flaggies

-And all who bring 100% to the raft of specialist roles that need to be filled, to execute our events.

We made a point of naming you all in AMCC Riders' Briefs - a few issues back.

We hope you'll all take some time to reflect, and take some satisfaction in the real value that you bring to YOUR CLUB.

Thank you ALL ....



**“Seventy-Five Years On Two Wheels”**

**For your copy of the history of the AMCC**

**\$38**

**Email: [media@amcc.org.nz](mailto:media@amcc.org.nz)**



# Suzuki – AMCC Club Series:



Auckland Motorcycle Club

MEDIA RELEASE

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

30 June, 2023.



## **Suzuki NZ and Auckland Motorcycle Club partner up for a second year:**

Following the success of last season's giveaway, Auckland Motorcycle Club are doubling-down, and have partnered once again with Suzuki NZ to give away another new Suzuki GSX250FRLZ to one lucky AMCC Club Series competitor, at the conclusion of the coming AMCC Club Season.

As per last season, the promotion is available to every entrant in the **2023-24 Suzuki – Auckland Motorcycle Club Series**, who enters all three Rounds, and takes the start of Race One (at the minimum), at every Round.

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

Suzuki NZ and Auckland Motorcycle Club look forward to again delivering to one lucky competitor, an early Xmas present.

The **2023-24 Suzuki – Auckland Motorcycle Club Series** will accommodate the full range of familiar classes that are catered for across the Senior, Intermediate and Junior categories; and complemented by the sidecars and Carl Cox Motorsport Cup, to complete a full programme.

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

## **Calendar – 2022-23 Suzuki – Auckland Motorcycle Club Series:**

*All Rounds on the 2.7Km Hampton Downs National Circuit*

Rd 1 17<sup>th</sup> September, 2023

Rd 2 15<sup>th</sup> October, 2023

Rd 3 19<sup>th</sup> November, 2023 (*Final*)

*Image courtesy Suzuki NZ*

# Carl Cox Motorsport Cup:

Dear Cup Racers,

With the growth of the Kawasaki Ninja Cup and its inclusion in the NZSBK SS300 class I have decided to make rule changes that will enable cross entering into NZSBK with minimal changes to your Cup Ninja's. An important point to note is that all the current spec Ninjas are still eligible for this season's Ninja Cup, you don't have to do anything or spend any money if you are happy to run a "Spec A" Ninja 400. However if you are wanting to take your racing experience to another level you can add a full aftermarket suspension set up and learn about how these adjustable components can improve your lap times. In this SuperSport spec you must run inlet restrictors that we will provide at minimal cost. This to achieve some parity with the stock suspension Ninjas.

A couple more important things.

- The Cup restrictors MAY not be the same size as the MNZ ones used for parity in the NZSBK class.
- The Cup will allow tuned ECU's on CUP Supersport Ninjas as this is extremely difficult to police without the right resources. At this time MNZ are sticking to "standard" ECU's in the SS300 rules. We are hoping they review this for obvious reasons.

We will be doing some testing to arrive at a restrictor that works for the Cup classes and will let you know when available. These will be an inexpensive and easy part to install.

The other main changes (all changes highlighted in red) are the allowance to use tyre warmers and full wet race tyres on the Ninjas only. Our Cup sponsor Whites Powersports will be offering tyre warmers and the Bridgestone race wets at a special price, ordered through me.

If you are wanting to investigate the suspension upgrades get in touch with me and I can refer you to a specialist.

Any questions get back to me.

Cheers,

**Kind Regards**

**Ken Dobson**

**Cup Co-Ordinator**

**021 977 553**

[www.ccmscup.co.nz](http://www.ccmscup.co.nz)







## CARL COX MOTORSPORT HYOSUNG and NINJA CUP RULES

23 June 2023

This class of motorcycle requires a minimum of 50 units sold of that mass produced motorcycle.  
This motorcycle must be a street type, road registerable and Wof mass production machine, available and sold new in New Zealand.

This class to be called "CARL COX MOTORSPORT HYOSUNG and NINJA CUP" and is restricted to Hyosung GT250's, GT250R's, GD250N (X4), GD250R (X4R) manufactured from 2003 and Kawasaki EX400 Ninja's and ER400's manufactured from 2018. In special cases approval may be granted by the Board on an individual basis for a 13 year old to ride in this production class. The basis for this approval will be a commendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider until the rider is eligible for a senior license. All riders are to wear a high visibility vest over their leathers for the first events at which they compete. Proof of these events will be from their log book.

**NOTE:**

All items not mentioned in the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model.

The parts and service manuals for the homologated models will be used as reference to confirm standard specifications.

1. Hyosung V Twin or single cylinder four stroke 250cc engines. Kawasaki 400cc parallel twins.

2. Only OEM engine parts for the homologated model may be fitted - In the case of over boring, only oversizes listed as genuine options in the manufacturers parts book for the homologated model may be used. Only the manufacturers gaskets may be used.

3. Number Plate Colours and placement: Hyosung black numbers on orange background. EX and ER 400 white numbers on green background. Size and location to conform with MNZ regulation 10.2 and 10.2A.

**4. Fuel**

This class must function on normal unleaded fuel with a maximum lead content of 0.013g/l (unleaded) and a maximum RON of 98.

**5. Tyres – Hyosung Cup**

- a) Only treaded tyres on sale to the general public in New Zealand as E or DOT marked road legal type treaded, all weather fitment will be permitted.
- b) No specialist rain / wet tyres allowed, even if E or DOT marked. No modification or treatment of the tread or carcass is permitted
- c) Tyre warmers are not allowed.

**5A. Tyres - Ninja Cup**

- a) Only treaded tyres on sale to the general public in New Zealand as E or DOT marked road legal type treaded, all weather fitment will be permitted.
- b) Specialist wet/rain tyres are permitted.
- c) Tyre warmers are allowed.

**6. Machine Specifications (General)**

All machines must comply with the relevant general competition Rules such as Chapter 10. Effective 1st January 2012 taking into consideration that CCMS Cup bikes entering Cup races do not require a belly pan as per 10.6.d.

## 7. Modifications Allowed – Hyosung Cup

- a) All front fork internals must remain as originally supplied by the machines manufacturer with the. Quality and quantity of the oil in forks is free to change.
- b) The height and position of the front fork in relation to the top yoke (fork crown) is free.
- c) Muffler: Optional Slip-on Alloy, Stainless steel or Carbon Fibre allowed; original headers must be retained.
- e) Drive sprockets and chain width may be changed
- f) Handlebars and levers may be changed, but the height and angle of the bars must remain as standard on the GT250R and GD250R. GT250 may fit GT250R handlebars, GD250N may fit clip on type bars.
- g) Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges
- h) Footrest/Foot controls, must be mounted to the frame at the original mounting point. GD250 and GT250R models may use existing optional mounting holes to raise the footpegs. **Aftermarket foot control assemblies with various height and position adjustment are allowed.**
- i) Substitution of rubber topped foot pegs for other material is allowed.
- j) The fitment of an aftermarket sub frame supporting the seat and tailpiece is allowed providing that the construction is as the original OEM parts both in material, construction and design. Items (battery, wiring, ecu, etc) must be fitted to the aftermarket Sub frame in the same position as the original OEM fitment. **The fitment of an aftermarket front fairing/instrument bracket is allowed.**
- k) Small protective cones/knobs may be fitted to minimize accident damage.
- l) Brake disc pads free.
- m) Brake lines front and rear maybe changed for braided type.
- o Spark plugs free.
- p) Carburettor jetting and slides. Fuel injected models may run "model specific" plug and play, Power Commander type mixture controllers. Factory ECU maybe re mapped. NO other modifications/ alterations/ additions to fuel mixture control, ignition curves or wiring loom are allowable
- q) Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.
- r) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- s) Lamda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- u) Hyosung GT250R's and X4R's may use aftermarket air filters due to availability issues with original parts. The air box MUST remain as originally fitted without any additional or enlarged openings.

## 8. Modifications Allowed – Ninja Cup Spec A

- a) All front fork internals must remain as originally supplied by the machines manufacturer with the. Quality and quantity of the oil in forks is free to change. Pre load spacers or adjusters maybe fitted.
- b) The height and position of the front fork in relation to the top yoke (fork crown) is free.
- c) Muffler: Optional Slip-on Alloy, Stainless steel or Carbon Fibre allowed; original headers must be retained.
- d) Ninja 400's may use a heat wrap material around catalytic converter to avoid damage to fairing paint through excessive heat transfer.
- e) Drive sprockets and chain width may be changed
- f) The EX and ER 400's may fit different height clip ons.
- g) Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges
- h) Footrest/Foot controls, must be mounted to the frame at the original mounting point. EX and ER400's may fit aftermarket foot control assemblies with various height and position adjustment.
- i) Substitution of rubber topped foot pegs for other material is allowed.
- j) The fitment of an aftermarket sub frame supporting the seat and tailpiece is allowed providing that the construction is as the original OEM parts both in material, construction and design. Items (battery, wiring, ecu, etc) must be fitted to the aftermarket Sub frame in the same position as the original OEM fitment. **The fitment of an aftermarket front fairing/instrument bracket is allowed.**
- k) Small protective cones/knobs may be fitted to minimize accident damage.
- l) Brake disc pads free.
- m) Brake lines front and rear maybe changed for braided type.
- n) EX and ER 400's may use aftermarket front brake disc, providing it is same diameter as original fitment.
- o) Spark plugs free.
- p) "Model specific" plug and play, Power Commander type mixture controllers are allowed. Factory ECU maybe re mapped. NO other modifications/ alterations/ additions to fuel mixture control, ignition curves or wiring loom are allowable
- q) Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.
- r) **The "Pair valve" maybe disconnected and capped off to reduce extreme exhaust temperatures.**
- s) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- t) Lamda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- u) Aftermarket clutch springs to eliminate possible clutch slip under racing conditions are allowed.
- v) **Aftermarket gear change detent springs are allowed.**



## 9. Modifications Allowed – Ninja Cup SuperSport Spec.

- a) Front fork internals maybe modified as per MNZ SS300 specification. Inner and outer fork legs must remain as per Original Equipment Manufacture (OEM). Top caps and internals may be modified but cartridges must be of the "open" type, pressurised cartridges (gas or spring) are not allowed.
- b) The height and position of the front fork in relation to the top yoke (fork crown) is free.
- c) Rear shock absorber maybe changed for an aftermarket type. Original fitment linkage and mounts must be retained.
- d) CUP Supplied airbox intake snorkel restrictors must be fitted to both intake snorkels and cannot be modified.
- e) Muffler: Optional Slip-on Alloy, Stainless steel or Carbon Fibre allowed; original headers must be retained.
- f) Ninja 400's may use a heat wrap material around catalytic converter to avoid damage to fairing paint through excessive heat transfer.
- g) Drive sprockets and chain width may be changed
- h) The EX and ER 400's may fit different height clip ons.
- i) Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges
- j) Footrest/Foot controls, must be mounted to the frame at the original mounting point. EX and ER400's may fit aftermarket foot control assemblies with various height and position adjustment.
- k) Substitution of rubber topped foot pegs for other material is allowed.
- l) The fitment of an aftermarket sub frame supporting the seat and tailpiece is allowed providing that the construction is as the original OEM parts both in material, construction and design. Items (battery, wiring, ecu, etc) must be fitted to the aftermarket Sub frame in the same position as the original OEM fitment.  
**The fitment of an aftermarket front fairing/instrument bracket is allowed.**
- m) Small protective cones/knobs may be fitted to minimize accident damage.
- n) Brake disc pads free.
- o) Brake lines front and rear maybe changed for braided type.
- p) EX and ER 400's may use aftermarket front brake disc, providing it is same diameter as original fitment.
- q) Spark plugs free.
- r) "Model specific" plug and play, Power Commander type mixture controllers are allowed. Factory ECU maybe re mapped. NO other modifications/ alterations/ additions to fuel mixture control, ignition curves or wiring loom are allowable
- s) Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.
- t) **The "Pair valve" maybe disconnected and capped off to reduce extreme exhaust temperatures.**
- u) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- v) Lamda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- w) Aftermarket clutch springs to eliminate possible clutch slip under racing conditions are allowed.
- x) **Aftermarket gear change detent springs are allowed.**

## 10. Fairing/Body Work

- a) Fibreglass replicas of originals are allowed but the fairing shape and size must remain as homologated.
- b) Headlight, mirror and indicator holes may be filled in. Note that the use of carbon fibre is restricted to small reinforcing amounts in the mounting area only.
- c) Replicas of genuine OEM solo seat cowls for that homologated model may be fitted Effective 1st January 2012
- d) The original combination instrument/fairing brackets may be changed.
- e) Material may be removed from the side stand bracket to the extent where it does not contact the race track whilst competing
- f) Fairing screens maybe changed for non original and material.

## 11. The following items must be removed

- a) Passenger footrests/grab rails
- b) Side stand
- c) Safety bars, centre stands (all fixed or welded brackets must remain in place)
- d) Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.
- e) Headlight, rear light and blinkers must be removed
- f) Horn
- g) License plate bracket

12. Additional Equipment not fitted on the original homologated model must not be added (ie Data Acquisition, computers, recording equipment etc) Lap timers may be used.

## 13. The following may be removed

- a) Instruments, brackets and associated cables
- b) Toolbox
- c) Speedometer
- d) Radiator fan and wiring
- e) Number plate/ rear guard
- f) Passenger footpeg brackets may be unbolted only – NO cutting allowed. In cases where the peg hanger is used as a muffler bracket, it may be replaced with an alternative of the

same material.

**14. Items not allowed**

- a) No Data logging
- b) The fitment of aftermarket Traction Control units is not permitted

**15. Le Mans Start Race:**

- a) All bikes must be lined up in the correct starting position with dead engines.
- b) Person holding the bike MUST not move off the grass to push the bike.
- c) Person holding the bike for the rider must wear suitable clothing and covered footwear. No loose articles of clothing.



# MNZ Conference - Notes:



## Outputs:

Receiving Dennis's award.

Networking with other clubs I'd not talked to before, focused on other disciplines like Dirt and Trials, because I know they have a totally different use of marshals. So for me to learn from them, and also to try and get them to look at marshalling in a different light.

Worked with Jim on marshal and official training.

Strengthened relationship with Officials Commissioner Craig, and worked on training and recognition ideas etc.

Submitted updated Marshal exam questions that Craig will use, feedback positive.

Got MNZ to take lead on the Marshals Log Book, it will be used for training/promotion/record purposes, may also be used for other officials as well. Perks like rewards to be decided later. They will cover printing and shipping. I've requested 100 I think. He has committed to having this ready for our first round in September.

The purpose behind getting MNZ to take the lead is to get them to own and foster a relationship between our governing body and the largest group of volunteers - being the marshals. With marshals now being officially recognised as officials (and not just 'acknowledged') we will be able to get better training, more awareness of health and safety, and hopefully more opportunities.

This is something I've talked extensively about with Hayden from Classics, and Bee from Vic. Hayden will be looking to get someone with an online presence to represent the Classics marshals so we can fully utilise the Marshals Facebook page.

Kind Regards,  
*Juniper White*

***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

19 AMCC Club Series - Rd 3 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)*

## SUZUKI INTERNATIONAL SERIES 2023

## NZ'S BIGGEST MOTORCYCLE SERIES!

RD 1: DEC 2ND & 3RD, TAUPO | RD 2: DEC 9TH & 10TH, MANFEILD

RD 3: DEC 26TH CEMETERY CIRCUIT, WHANGANUI





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If what you are advertising is sold or bought please advise, so the ad can be removed.

**Display ads are available at the following rates: \$17 per half page, \$34 per full page, per issue.**

All commercial advertisers are required to pay in advance.

Contact [media@amcc.org.nz](mailto:media@amcc.org.nz).

**No classifieds this month**



**Courtney Duncan – WMX – French GP:**

***Is she on her way to World title #4 ? We sure hope so ....***

# MNZ:

## MOTORCYCLING NZ APPOINTS NEW PEOPLE TO KEY ROLES ...



***Upper Hutt businessman Mike 'Big Mac' McLeod has taken over as president of Motorcycling New Zealand, motorcycle sport's governing body in New Zealand. Photo by Andy McGechan, BikesportNZ.com***

The recent Annual General Meeting of Motorcycling New Zealand has installed several new people at the sharp end of its organisation.

Motorcycling New Zealand (MNZ), motorcycle sport's governing body in New Zealand, announced at its AGM in Wellington last week that Upper Hutt businessman Mike 'Big Mac' McLeod would take on the role of president of the organisation, taking over the reins from outgoing president Paul Pavletich, of Auckland.

"Two new MNZ board members were elected alongside Mac with both he and Sophie Mear (North Island Off-Road), from the Bay of Plenty, elected unopposed, while Dr Stephen Bagshaw, of Wellington, was elected as North Island On-Road MNZ board member," said MNZ general manager Mike Kerrisk.

McLeod is well-known and highly-regarded in the Kiwi motorcycling community, having been involved for more than 40 years as a competitor, an official and in business both here and overseas. McLeod has been a member of the (world governing body's) FIM Motocross Commission for five years and is the newly-appointed chairman of the Motocross Commission on the FIM Oceania Committee.

McLeod has experienced a lifetime of involvement in the motorcycle industry, including working as MNZ motocross commissioner for many seasons, as well as being team manager for New Zealand on many occasions at the big annual Motocross of Nations, the "Olympic Games of motocross".

McLeod has been a motorcycle shop owner for 29 years here in New Zealand and, before that, he worked in Wellington for tyre import company Yokohama.

"I love the sport and the people, and now I am giving back as president of MNZ, helping to make motorcycle sport safe, fun and fair for competitors, officials and spectators," said McLeod.

"I have committed, over the next three years, to increasing the profile of the organisation, building confidence in our staff and our leadership team's ability to take the sport into the future and also ensuring the MNZ board continues to work together to make good decisions as a governance team.

"As with many sporting organisations, we have had a rough few years due to external circumstances outside of our control and now we need to ensure we are a resilient, focussed organisation, which supports all competitors, administrators and officials.

"I am in regular contact with an extensive network of friends and colleagues across New Zealand and internationally, discussing ideas and solutions to challenges facing our sport.

"I am looking forward to the next three years advancing the sport of motorcycling," said McLeod.

***Credit: Words and photo by Andy McGechan, [www.BikesportNZ.com](http://www.BikesportNZ.com)***