



AMCC Riders' Briefs

The official magazine of Auckland Motorcycle Club, Inc.

JUNE 2023

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- AGM & Prize-Giving (Part 1)
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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 2-Hr Winners - Jake Lewis & Mitch Rees

PRESIDENT'S REPORT – JUNE 2023



Hi Everyone,

The weather is getting cooler, and (at time of writing) we're just a few days away from the official start of winter. Last Saturday it was 6 degrees when I headed out for a quick ride. Just wisps of fog here and there – and up to an (*almost*) tropical 8 degrees by the time I had got home about 45 mins later 😊
But all good ...

With no road-racing currently, you'd think this is the quiet time for the Club – but there is plenty going on with the various Committees, as planning for the coming season kicks off.

Road-race dates are locked and loaded – and we're very pleased to be able to announce that we're partnering with Suzuki again this coming season, to once more offer a NEW Suzuki GSX 250 giveaway under "like" conditions as last season. We'll be going "BIG" on this shortly with all the info.

Season 13 of the Carl Cox Motorsport Cup has been announced, and all indications are that these classes will be heavily subscribed again. It is an important part of the Northern (and NZ) road-race landscape; and Ken has been a valued partner of AMCC and the Club Series over the past dozen seasons.

So be assured, there's a lot of people working hard to ensure the Club Series will be as good as it can be.

And don't forget - the Buckets currently have a small break in their calendar, but will be back at Tokoroa for Round Two on August 26/27. Scratch that date into your diaries.

The MNZ Conference and AGM was held recently in Wellington. AMCC were well represented, and expect to see some commentary from the weekend in the next Riders' Briefs.

Till then, please don't be shy to offer your feedback, ideas, suggestions, and help.
And if the mood takes you, pen an article, or share some images, on whatever topic you care to share.
We welcome all the views and support that you bring.

Stay safe out there on the streets and circuits.
Cheers,

Philip Kavermann | AMCC President



Kayo GT 2023:

Tokoroa – 16/4/2023



Mitch Rees is at Kartsport Tokoroa.

7 h · Auckland · 🌐

KAYO GT 2023 🔥

Swapped the Superbike for a Kayo MR150 over the weekend with 5% of the horse power.

It was awesome to be a part of organising such a fun event! @al_hoogie, @dave.sharp19, @miri_banks & myself pulled together to organise an endurance race for the adults and a have a go day for a few lucky juniors 🙌

Managed to come away with the #1 with my team mate @jakelewis_29 after I crashed the day before, he crashed the morning of, and the bike fell over on the start line 😊

Laughs and smiles were all we saw all day, and our sponsored junior Tye Knight made massive improvements in his riding and confidence!

Looking forward to the next one 🙌 we do have a training bike for juniors, we can't wait to give more kids the opportunity to have a go on a track during our off season.

Reach out if your interested in joining us for a day and we can help make something happen!

📷 @aaron.staples.photography



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*So many juniors having an awesome time.
 And so many top class racers directly helping the racers of
 the future.
 Huge thanks to the sponsors:*



RESULTS:

Kayo GT - 2-Hour:

		<u>Laps:</u>
1	(69) Jake Lewis / Mitch Rees	149
2	(40) Karl Hooper / Jason Hearn	149
3	(87) Jacob Stroud / Blayes Heaven	149
4	(21) Alexander McNab / Hayden Fordyce	149
5	(54) Dylan Byrne / Nathanael Diprose	147
6	(11) Mark Whyte / Tony Rees	147
7	(77) Blair Lambarth / Ben Tippins	145
8	(19) Rogan Chandler / Marcus Reid Bloomfield	145
9	(7) Georgia Elvin / Jesse Stroud	144
10	(5) Jarad Horn / Aaron Hassan	142
11	(51) Dave Sharp / Sam Sharp	139
12	(14) Alastair Hoogenboezem / Robert Stokes	139
DNF	(99) Nixon Frost / Tyler King	43





Le Mans Start





Nixon Frost / Tyler King grab the jump on the field



Amphibious Lambretta:



Question 1: Why ?

Question 2: (There are no more questions) !!!

Condor A350:



Motorcycle History 101: The Condor A350 Swiss Army Bike ***Story by Janaki Jitchotvisut***

If you were looking for a bulletproof military single-cylinder engine in the 1970s, the answer was evidently Ducati.

If you're interested in motorcycle history at all, chances are excellent that you'll probably never run out of new things to learn about. While you might have a passing (or deeper) familiarity with modern marques that are still active in 2023, motorbikes as a category have been around for over a century—and because that's the case, there are far more marques than you and I will probably ever know about, and that have subsequently fallen by the wayside.

In that spirit, are you familiar with the name Condor? It was a Swiss motorcycle manufacturer that started out, like so many did, as a bicycle manufacturer. (Although it's no longer with us, this Condor lasted a lot longer than three days.)

The year was 1893, and a guy by the name of Edouard Scheffer decided to build a factory with brother, Jules, in a building that family friend Victor Donzelot happened to have available. It was located in Courfaivre, in the Jura Mountains of Switzerland. The name they started the company under was the extremely sensible Scheffer Freres, or Scheffer Brothers. By the end, after a couple of company name and several engine changes, we're going to tell you about this lovely Ducati-powered A350—but first, a bit of history.

The Beginning

Scheffer Freres' chosen location was important, because Edouard and Jules planned to work with metal, and they needed electricity. Since the building was close to a river, the required electrical power was relatively easy to come by—and pretty soon, the brothers were off to the races (literally, in some cases; some of their early motorcycles took victories in multiple disciplines throughout the 1920s, including the International Six Days Trial).



The Scheffer brothers started out making bicycles, and pretty soon, their machines were in use by both the Swiss postal service and military. As time rolled along, though, crafty engineering types started to get all kinds of wild ideas about motorizing their bicycles—and the Scheffers were no exception.

Sometime in the early 1900s, the very first 1.5-horsepower engine was fitted into the very first reinforced Scheffer Freres bicycle frame. Also somewhere around this time, the firm adopted a certain big Andean bird as its logo—and in hindsight, that does seem like a bit of foreshadowing.

You see, even though the name “Scheffer Freres” didn’t mention bicycles at all, the brothers recognized that since they were now taking on an entirely new identity, they should *probably* think about changing the company’s name. That’s why, in 1901, they decided to call the firm by the rather lengthy Manufacture Suisse des Cycles et Motos.

Since that name didn’t exactly roll off the tongue (even if you were fluent in French), they later changed it to Condor-Werke Aktiengesellschaft, or AG. (‘AG’ indicates that an entity is a public limited company, in both Swiss and German terms. That descriptive appellation is also still in use today.) For those unfamiliar, Switzerland has long been a nation with three languages commonly spoken: French, German, and English. Therefore, going from two French-language names to a clearly German-language name probably didn’t make anyone bat an eye.

Like so many smaller manufacturers at the time, the firm stuck to chassis design, which it already had some ideas about from its bicycle days. It chose to source engines from a parade of outside suppliers, including Zedel, Motosacoche Acacias Genève (or MAG), and others. This continued through WWI and after—and because there were so many suppliers to choose from, Condor saw absolutely no reason to try to develop its own engines. By 1925, it reportedly had a full range of motorbikes, from 250cc singles up to 998cc V-twins.

How WWII Changed Everything

As moto history fans are well aware, many a fledgling moto company faced hard times both during and in the aftermath of that war. Supply chain issues then, as now, called for a change in strategy. That’s why Condor decided to try its hand at making its very own engine—and just like a kid learning how to draw for the first time, it closely studied the engines that it admired.

Then Condor, uh, *paid homage* to at least one of those engines with an extremely similar design of its own. The engine in question? If you’ve guessed that it was the much-copied BMW R71 boxer, get yourself a cookie (you’ve earned it). That very similar engine powered the Condor A580, with the A designating a Swiss Army bike.



Condor did also make some civilian machines, but they were quite expensive by contemporary standards of the day. Although the company had a well-earned reputation for building robust machines, civilian riders also didn't appreciate how heavy this bike was.

A Return to Standard Practices

By 1956, the Swiss army requested that Condor build something lighter and nimbler—and thankfully, as post-war stresses began to ease, the company was able to source engines from outside suppliers once more. Thus, Condor developed the A250—which was intended to have been powered by a little single-cylinder engine sourced from Maserati. For whatever reason, the cooperative agreement between Condor and Maserati didn't work out, and it's believed that only 30 Maserati-engined A250s were ever made.

Not wanting to throw all its hard work in the bin, Condor decided to try its hand at building its own 249cc single-cylinder engine from scratch. If you squinted, it looked a bit like a BMW R25 single, but once again, it wasn't a *direct* copy—according to the Lane Motor Museum (which has one in its collection), none of the parts are directly interchangeable.

The Condor A350

Throughout the decades, before Condor had even settled on its avian-inspired company name, the company had contracts with the Swiss military. As a mountainous country, with plenty of tough terrain to cover, it's obvious why the military would be interested in harnessing the power of sturdy, capable, reliable motorcycles.

Condor took what it learned from the A250 to make the A350—this time, using a Ducati bevel-drive overhead camshaft single-cylinder mill. No Desmo here—just simple, hardy, reliable, and easy to work on in the field. It used the 350cc mill found in Ducati Scramblers of the time, but in a lower-compression version (8.2:1, to be precise), with a 27mm Dell'Orto carburettor. Bore and stroke were 76 mm x 75 mm—almost perfectly square. In this state of tune, it produced about 25 horsepower at 7,500 rpm, according to *Rider Magazine*.

As Ducati used it in Scramblers, the engine was a stressed member—but Condor wanted to make something that troops could rack up the kilometres on over tough terrain without too much complaint. So, it developed a super-strong double-cradle frame design, complete with rubber motor mounts. (Hey, if it didn't have to worry about engine development, then Condor's engineers could instead concentrate their efforts on what they apparently did best, right?)



Other practical touches included sturdy saddlebags for dispatches, rifle holders on either side of the saddle, and even a special matte-look aluminium paint so the full exhaust system wouldn't accidentally glint in the sun and attract unwanted attention. Condor also deviated from Ducati's execution in its own machines by adding an oil filter to the A350 in order to further enhance its reliability.

Condor went on to produce the A350 until 1978, and about 3,000 were thought to have been made over the years. As a testament to the bike's reliability, they quite remarkably remained in Swiss Army's service until 2001. (By that point, Condor was no more—and the Army reportedly switched to BMWs.)

If you're interested in this specific 1970 Condor A350 example, it's currently located in Bakersfield, California as of March 13, 2023. It's about to go up for auction through the Bonhams online auction site, The Market, and interested parties can sign up on that site to be notified when the auction goes live. It has 30,609 kilometres on the clock, which is a little over 19,000 miles.

It's estimated to go for between \$1,500 USD and \$2,500 USD, which makes it relatively affordable in the realm of historic motorcycle collecting. However, if you'd prefer to simply stick to a much smaller die-cast model instead, Ace Models offers a 1:18-scale resin model that retails for about €164 (or \$174 USD).



Eddie Lawson Replica:



Honda Monkey Does Best Kawasaki Eddie Lawson Replica Impression

The KZ1000R-inspired mini is prepped for kart track domination.

Before legendary road racer Eddie Lawson went on to Grand Prix success, he dominated the American Motorcyclist Association (AMA) Superbike series. After winning the national title with Kawasaki in 1981 and 1982, Lawson moved over to Yamaha for his first three 500cc Grand Prix championships then secured his final Premier Class crown with Honda.

Despite his ties to Big Red and the bLU cRU, Lawson's name will forever remain connected to the Kawasaki KZ1000R superbike. In 1982 and 1983, Team Green released the Eddie Lawson Replica KZ1000R to commemorate the rider's back-to-back AMA championships. While the limited-edition trim shared much with the base model, it also flaunted a Kerker exhaust, adjustable rear suspension, and most importantly, a race-inspired green/white/navy livery.

With only 750 units produced each year, only a few fortunate enthusiasts include a Lawson Replica in their stable.

On the other hand, if you can't buy it, you can both fake it and make it. That's exactly what one mini-bike aficionado did with a Honda Monkey.

The old Monkey doesn't just receive a new wardrobe, however. In addition to the era-accurate bodywork and colour-correct paint scheme, the mini benefits from upgraded componentry all around. A big bore kit bumps displacement from 49cc to 100cc, while a robust crank drive, updated oil pump, and new oil cooler fortify the wee thumper. In all, the single whips out 20 horsepower, a respectable number by most mini-bike measurements.

The race replica Monkey also earns new suspension and disc brakes at both ends. A reinforced swingarm pays homage to the build's superbike influences while the full-sized exhaust silencer yields a formidable presence. The ELR-outfitted Honda Monkey may not win any AMA Superbike titles, but with its raft of upgraded components, it's bound to do Lawson's name justice on the kart track.





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.

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1 Barrys Point Road, Takapuna, Auckland

barryspointroad@mtf.co.nz

RTR 799e:



From custom builder Gustavo Lourenço, the RTR 799e will – all going to plan - start rolling out to customers sometime in Dec, 2023. The bike is currently available for pre-sale on RTR's website. Pricing is currently N/A. Powered by an 8-kilowatt motor, the top speed is said to be 127 km/h, with a claimed range on a single charge of 120 kilometres. The bike charges using a standard household outlet, and can go from zero percent to fully charged in about five hours. The battery pack is a 7.7-kilowatt hour lithium-ion unit.



AMCC AGM / Prize-Giving:

22 April, 2023



Nice to see everyone having a good time at the AMCC AGM/Prize-Giving. Lots of silverware handed out - for the Club Series, Buckets, and Carl Cox Motorsport Cup. With smiles all round ... Thanks to all those who have stepped in to take a role, or be on a Committee for this year. And terrific to see some new faces coming in.

Special "Thanks" to MNZ Road-Race Commissioner Andrew Skelton for attending, and representing MNZ.

Big "Thanks" to all our valuable sponsors and partners:

Suzuki NZ
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BRM Dyno Paeroa
Metzler
MR Motorcycles
MX Timing

Carl Cox Motorsport
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MTF Finance





Trevor Heaphy pins new AMCC Life Member - Paul Stewart



In acknowledgement of ANZAC Day, the Ode of Remembrance was read in Te Reo (Doyle) and English (Stephen), and a minutes silence observed.



Extra recognition for the stellar work of AMCC Chief Flag Marshall Juniper, in the highly-charged environment leading in to NZSBK Rds 5 and 6 – managing the organisation of the flaggie resources over what was two very busy – back-to-back – weekends ...



The Dennis Sampson Memorial Award For Marshalling - Goes to Cally Beaumont



Flag Marshal Of The Year - Troy Hedges



The Tristan Bolton Memorial Award - Goes to Juniper White



Bucket Sidecars:

1st Geoff Davies (with Chris Lawrance)

3rd Hayden Kinmont & Becki Newbury



Bucket F5:

1st Alexander McNab

3rd Rob Willis



Bucket F4:
2nd Mark Robinson



Bucket B-Grade:
2nd Becki Newbury



Carl Cox Motorsport Cup:
Ken has indicated the Cup will be back for Season 13 😊



Ninja Cup:
1st Billee Fuller
2nd Alex Butson



WIL Sport Womens Cup:
1st Kendal Dunlop (with Tamsyn photo-bombing to accept on behalf)
2nd Catherine Wood
3rd Becki Newbury



Hyosung Cup:
1st Ben Cook

Honda Custom:



Rock'N'Roll Cycles Six-Cylinder Honda Gold Wing-Derived F6C Custom

This build from Germany has a flat motor, just not one from a BMW.

Rock'N'Roll Cycles is a shop based in Germany and headed by Stefan Becker. Around since 2012, Becker got his chops with Yamaha in the Supersport World Championship before making it into the custom scene.

The bike that we have here is a bit unusual because it's not a Honda Gold Wing, but it is. The F6C is a model variant that can trace its roots back to the Gold Wing family of motorcycles in the 1990s. It keeps the flat-six motor of the big Honda, coming in at 1,500ccs, and it weighed over 300 kilograms (661.39 pounds).

Slimming down the heavyweight bike involved a lot of work. It was slimmed down and simplified with an aluminium monocoque that envelops the tank and also forms the seat, with a bit of padding on top, of course. After all the work, about a hundred kilograms (about 220 pounds) were shaved from the bike.

The frame was also edited by Becker with YSS struts, upside-down forks, and wire-spoke wheels in a 17-inch size—front and rear. All of the modifications result in an around 250-kilogram motorcycle (about 551 pounds). It's still a big bike, but not as big as it once was, slimmed down and smoothed out.

Another key characterizing feature of this bike has to do with the exhaust system. After the chassis was sorted, the six-to-six exhaust system with an adjustable silencer was fitted. For every piston on this bike, you get one muffler, and it should sound glorious. Three mufflers are located on each side, making for a wild and unique look.

According to Motorrad, the bike was initially built by Becker for himself. However, if someone were to shell out €25,000 EUR for it, he would be ready to part ways with the motorcycle.



“10 YEARS AGO” ...

THE RIDER'S BRIEFS

THE OFFICIAL NEWSLETTER OF THE AUCKLAND MOTORCYCLE CLUB INC.



*Avalon Biddle with her cup for 3rd place
Italy April 2013*

In this month's issue

Racing Calendar

Bucket Results

AGM/Prize Giving Dates

European Junior Cup

European Junior Cup

After Round 3 at Monza, Jake Lewis is sitting in 2nd position, 2 points from first place, with Sam Croft in 27th, Connor London 32nd and Blayes Heaven in 34th position. Next round is Imola end June

*Connor (with headphones) and Jake (seated) relaxing before free practice
(Photo: Twitter)*



And from Avalon Biddle.....

Starting from the fifth row in the rain for the race on Sunday I managed to avoid the chaos on the opening laps and settle into a rhythm, picking up many positions. Most of the race I was in a great battle with 4 or 5 riders but eventually I made a gap from that group and was comfortably in 5th place. Then on the last lap I started to catch 4th position so I pushed harder and did my fastest lap of the race, catching him just in time to get in the slipstream and overtake him at the finish line to grab 4th place by 0.01 of a second. That lap was only one tenth of a second slower than the fastest lap of the race overall. Later we were called to the official's office to pick up the trophy for 3rd place because first position had been disqualified after a technical check on the bikes.

It was a fantastic result and awesome to see my team so happy. I am super thankful to them because the bike was an absolute dream to ride and for everyone who made this possible – **Geoff and Gaye, WIL Sport Management, Technicamoto, X-Lite, NGK, Bikeservice tools, Suzuki NZ, RaceSupplies, Sidi and Ian at NZMoto/Fast Kiwi Media (www.nzsuperbike.com)** for getting my news out there. My next race is round two of the Honda Trophy in one month's time and will be much tougher so I will be once again putting my head down and working hard for that.

Felo M-One:

Folding Electric Scooter



Unveiled at the Tokyo Motorcycle Show, it's slated to hit Japanese showrooms in late 2023.

Have you been wishing that someone—maybe even Honda—would just go ahead and make an electric Moto-Compo already? If you have, and you live in Japan, it seems like you're in luck.

Chinese EV maker Felo took the wraps off its brand-new M One folding electric scooter at the 2023 Tokyo Motorcycle Show at the end of March, 2023.

It's foldable, and it's made to fit inside the trunk or hatch of a car—with a wheelbase of 800 millimetres, or just under 31.5 inches. Length is 1,160 mm (45.7 in.), width is 560mm (22 in.), and vehicle height is 860mm (33.85 in.). Seat height is 23.22 in., and curb weight is 37 kilograms. To be released in the fourth quarter of 2023, the MSRP at that time will be 380,000 yen, or about \$2,890.



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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**
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marshals@amcc.org.nz



**Auckland Motorcycle
Club (Inc.)**

Slot Mods:

Nothing to do with motorcycling – but too cool not to share ☺

Slot Car Track Built Into Replica Porsche 917 Body Looks Amazing



Into slot cars and automotive history ?

Created by Slot Mods of Detroit, Michigan, this slot car track is housed within a replica Porsche 917 body that is finished in blue, with period Gulf livery.

The shell features a clamshell design that can be opened remotely, revealing a 13-foot-long by 6-foot-wide track layout that was inspired by the racecourse as depicted in the 1971 movie *Le Mans*.

Constructed of wood, the dual-lane track features hand-painted track surfaces, structures, signs, landscaping, and spectators. The track is equipped with trackside lighting, Armco-style railings, and grandstands, and is wired for use with a 120-volt power source. The layout features two hairpin turns bordered by hay bales, trees, and shrubbery.



Meanwhile, the pit area features crew stations, covered workshops, fenced car storage, and a two-tier grandstand that faces the straightaway. Miniature figurines positioned around the course depict track workers, drivers, and spectators, and corporate logos.

Included with the raceway are two stools, two controllers, and an assortment of 19 slot cars, each finished in period livery and outfitted with a driver.





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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www.nzmsy.co.nz



Marshals Code Of Conduct:



Marshals Code of Conduct

So with the blending of old and new marshals, I'm going to lay out a brief Code of Conduct.

- Don't be a dick
- Be kind to one another- We are an inclusive family.
- If you have any problems with another marshal, raise it with me at first chance, and I will address it.
- Think before you speak. Everyone is entitled to their opinion, but if it's offensive don't voice it at the track.
- Warnings will be issued for bad behaviour.
- Immediate dismissal will be actioned for homophobia, transphobia, racism, personal attacks, and derogatory comments around mental health. Marshalling is an inclusive environment and these will not be tolerated.
- No drugs or alcohol, or being under the influence at the race track.
- Don't be a dick.

Juniper White
AMCC Chief Flag Marshal



Razgatlioglu – MotoGP Test:

April 2023



2021 WorldSBK Champ Toprak Razgatlioglu Tests The Yamaha M1 MotoGP Race Bike

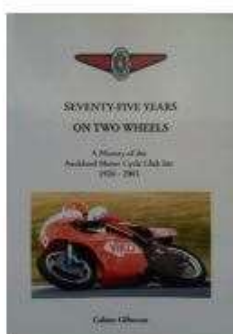
Rumours of Razgatlioglu moving up to MotoGP have been circulating for quite some time now, and the Turk's recent test aboard the Yamaha YZR-M1 MotoGP race bike only fuelled these suspicions even further. Over the course of two days, Razgatlioglu got the opportunity to privately test the factory Yamaha M1 at Jerez.

In total, Razgatlioglu completed a total of 116 laps around the Spanish circuit, with his fastest time being 1:38.860 – seven-tenths off the fastest lap time set by Yamaha test rider Cal Crutchlow.

The fastest lap time of the test overall however, belonged to Dani Pedrosa, who was 1.4 seconds quicker than the Turkish WorldSBK racer.

In the MotoGP's official press statement, Toprak Razgatlioglu stated: "These two days went very well. My priority was to cover as many laps as possible in order to better understand the behaviour of this bike, rather than pushing hard to set a time. But it was still very enjoyable."

Now more than ever, fans are curious as to whether or not Razgatlioglu will ever transition into the MotoGP, however both Yamaha and Razgatlioglu himself remain tight-lipped about the matter.



"Seventy-Five Years On Two Wheels"

For your copy of the history of the AMCC

\$38

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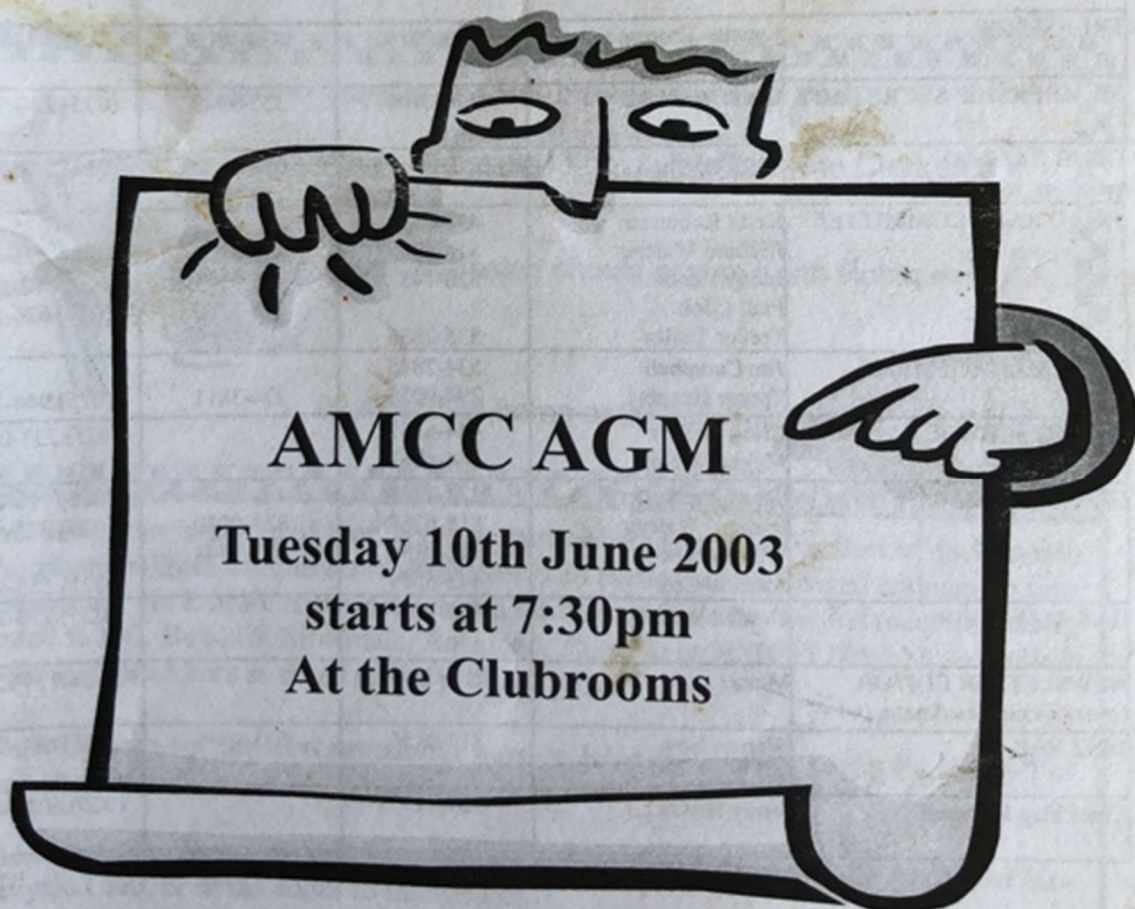
“20 YEARS AGO” ...

The Rider's Briefs

The official newsletter of the Auckland Motorcycle Club Inc



June 2003



AMCC AGM

Tuesday 10th June 2003

starts at 7:30pm

At the Clubrooms

Marshals

If there are any club members who are not already involved in marshalling at Pukekohe but interested in giving it a go, we would be keen to hear from you.

The benefits are, free entry to a race meeting, you get to see the racing close up and a growing involvement in the sport. If you're really keen, you'll get a free pair of overalls to wear as well.

We will need new marshals for our all of our meetings.

Call : Jenny Hendl (025) 602-6043

MNZ Licenses

The Club is no longer responsible for sending racing license applications to MNZ - this is YOUR responsibility, not ours. However, if you do not have a cheque book we will assist.



NEW MEMBERS

Please welcome these new members to the club :

Graham Bastow & Kelly Ellis and Peter Jones

Close

Ducati 749S Custom:



Ducati 749S Custom Earns Second Life As SportClassic-Inspired Racer

Ducati fans almost unanimously hail the SportClassic. The retro-styled platform may not rank as Bologna's best performance model, but its timeless design, trellis frame, and air-cooled L-twin tug at the diehard Ducatista's heartstrings. The same can't be said of the Ducati 749. Similar to its bigger brother, the Ducati 999, the supersport featured polarizing bodywork and stacked headlights.

So, when Estonia-based part-time builder Kaspar Ilves got his hands on a wrecked 2005 749S, it presented the perfect opportunity to remake the ugly duckling in the SportClassic's image. With the exception of the trellis frame, shapely fuel tank, and 748cc Desmodromic L-twin, Ilves binned the stock equipment. In its stead, CNC triple trees harness an Aprilia RSV-donated Ohlins fork at the front while an MV Agusta Brutale's single-sided swingarm and rear wheel extend the 749's footprint.

While Ducati boosted the S trim's output to 116 horsepower and 60.8 pound-feet of torque for the 2005 model year, Ilves had drag strip ambitions for the sportbike-turned-café-racer. Ported heads, new rods, 12-point fuel injectors, a flyweight flywheel, and a slipper clutch fortify the L-twin mechanically while a programmable ECU outfits the build with drag-worthy aids like launch control. Ilves adds the cheery on top (or on bottom) with custom-made pipes converging into an Akrapovic end can.

However, the Paul Smart 1000 LE fairing commands much of the limelight. The handsome bodywork prizes both form and function, though, with a specially made bracket that holds the clocks and an expansion tank. Out back, the custom fiberglass tail section complements the 749's sculpted tank. Ilves' finishing touches include custom rear sets and an exposed battery tray along with race-style switches and a Speedhut GPS speedometer.

The 749S may remain a black sheep in the Ducati stable, but Kalapea Garage's Kaspar Ilves proves that some beauties aren't born, they're made.



RIP – Robert (Bob) Jeffrey:



Image: The three wise men of the Paeroa Battle of the Streets: Sharland Waikato (left), Colin Lynch, and Bob Jeffrey.

RIP - ROBERT JEFFREY:

Sincerest condolences to all Family and Friends of Bob;
and also all those who were involved with Paeroa Promotions Trust, and the Paeroa Street Races.
From everyone at Auckland Motorcycle Club ...

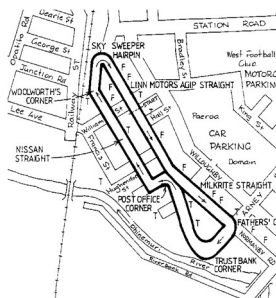
ROBERT JEFFREY OBITUARY:

JEFFREY, Robert James (Bob). On Sunday 9th April 2023 aged 88, after a lengthy illness at Ohinemuri Home, Paeroa. Heaven got a little noisy with the sound of motorbikes racing by.

Born May 16, 1934, in Wanganui, the eldest son of James and Phyllis Jeffrey. He is preceded in death by his beloved wife Eva (nee Waterson); his parents; sisters Frances and Sonia; and son in law Robert Sainsbury. Bob will be dearly missed by his daughter Ruth, grandchildren Rachel and Rory (USA); and his brother Rodney and family.

Bob will be remembered for his love of motorbikes and sidecars, having raced in his day.

A life so beautifully lived deserves to be beautifully remembered. A celebration of Bob's life was held on Monday 17th April 2023 at 12pm in the Paeroa RSA. This Service was streamed. Donations to the Cam Jones Trust 38-9015-0549443-00 appreciated.



NZSBK:



2023/24 TENTATIVE NZSBK DATES

13 April 2023

MNZ NZSBK National Series Tentative Dates. 2023/24

Suzuki Series Round 1 - Taupo Dec 2nd and 3rd
Suzuki Series Round 2 - Manfeild Dec 9th and 10th
Rupauna MCI Jan 6th and 7th
Levels South Canterbury Club Jan 13th and 14th
MotoFest AMCC March 2nd and 3rd
Taupo TBC as regards clubs March 9th and 10th

Please note these are tentative dates and we are still working through the details and commercial agreements and contracts, but dates are provisionally booked.

While we attempt to plan with more time and vision, we are already looking at 2024/25 and looking to create more rounds in the South Island and we have already had communications with clubs around date changes.

Our aim as the commission is to provide far more timely information to riders and teams giving the ability to budget and plan far more effectively.

Andy Skelton
MNZ Road Race Commissioner



'Feeney' is the name:



1982 ARAI 500: (11) Andrew Johnson – Honda CB1100R jumps out to lead at the start.



Rodger Freeth - McIntosh-Suzuki 1100 overtakes Paul Feeney - Kawasaki 1100.



(3) Rodger Freeth - McIntosh-Suzuki 1100.



2023 – Supercars – Melbourne: Broc Feeny on the Albert Park podium with father Paul

AMCC AGM / Prize-Giving:

Continued



*Clubman Junior:
1st Tony Knox*



*Clubman Intermediate:
2nd Karen Molesworth*



Sidecars:

1st Mark Halls & Geoff Davies

2nd Peter Goodwin (with Louise Blythe)

3rd David McArthur & Josh Keeling



Sidecars:

Mark Halls & Geoff Davies



Gixer 150:
1st Henry Fisher
2nd Debbie Tapper



250 ProLite:
1st Ben Cook



Supersport 300:
1st Cameron Leslie



SuperLite:
2nd Fabiano Paiva Santos (Accepted by Greg)
3rd Alistair Wilton



Pro Twin 650:
1st Jarad Horn
2nd Vaughan Maine



Formula Auckland:
1st Craig Coulam



**Carl Cox Motorsport Cup:
\$500 Lucky Draw Winners – Kendal Dunlop (accepted by Tamsyn Hickey), Billee Fuller, and Andrew Boldero**



Stephen (secretary) and Greg (outgoing President) wrap up the formalities



**Auckland Motorcycle
Club (Inc.)**



AMCC Marshal's



Juniper White

Admin Top contributor · 9m · 🌐



I would like to say a big thank you to all the marshals who have helped out over the [Auckland Motorcycle Club](#) season, particularly MotoFest and Taupo.

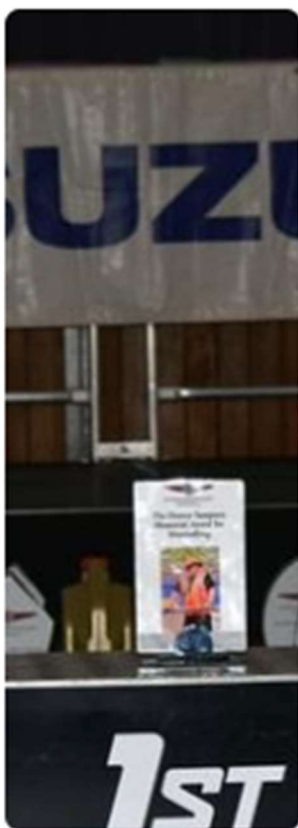
But there were 2 people who really stepped up this season.

The first winner of the [Dennis Sampson](#) memorial award went to [Cally Beaumont](#), who aptly was not there because she was marshalling Manfield, just as Dennis would have done.

The marshal of the year award went to [Troy Hedges](#) for stepping up and joining the RRC.

And unbeknownst to me the club awarded me the [Tristan Bolton](#) memorial award and a wonderful bunch of flowers. It was a lot of hard work to get these rounds across the line so this was a surprise but much appreciated. But I could not have done it without you all, especially all of our new first time marshals. I hope to see you next round in September.

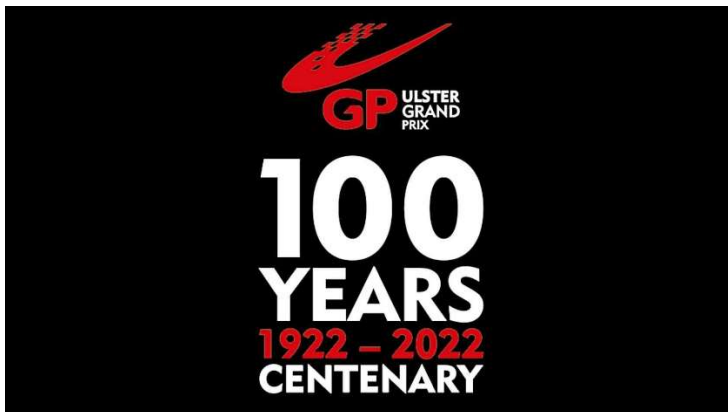
(Although dear god I am not photogenic!)



Irish Road Racing:

Part 5

2023 Ulster Grand Prix Has Now Officially Been Cancelled, Say Organizers



Insurance and funding woes strike yet again in the latest chapter in the 2023 Northern Irish road racing season saga. It may only be the end of April 2023, but it's already been a rocky year for road racing in Northern Ireland. Although the country has a long and proud history of road racing that's unlike anywhere else in the world, its 2023 season prospects were dealt a seemingly fatal blow back in February, when it looked like the entire season would be cancelled due to insurance hikes.

By March 2023, though, things had seemingly made a change for the better. Thanks to a combination of both local business donations and crowdfunding to save Northern Irish road racing in 2023, organizers announced that they were able to obtain a lower insurance rate for the events.

As of March 15, it seemed that races including the North West 200, Armoy, and Cookstown 100 would be able to be held for this year, at least.

Even though the news was good for a sizable chunk of the 2023 Northern Irish Road Racing season, fans will already have noticed that no mention was made of the Ulster Grand Prix in that happy announcement.

The 2023 Ulster Grand Prix shoe finally dropped on April 25, 2023—and unfortunately the news is not good.

The Dundrod and District Motorcycle Club, with heavy hearts, made the official announcement that “it is with deep regret the Dundrod and District Motorcycle Club has been forced to abandon plans to revive the Ulster Grand Prix on August 18 through 19, 2023.”

The event was last held in 2019, before the global pandemic put the world on pause for the next three years. As the DDMC told the story, two issues had arisen that led them to announce that their plans could not go forward for 2023. The first is that organizers had attempted to get a good look at the public liability insurance policy obtained by the Motorcycle Union of Ireland, Ulster Centre. That document allowed other event organizers to say in March that the season was back on in the first place.

However, DDMC was not able to view this document, and yet was expected to cough up £26,000 by mid-April, regardless. Since the organizers were not able to view that document after repeated requests to do so prior to their payment deadline, the DDMC's solicitor advised the club not to go through with it.

That's just one problem, though. The other problem that the DDMC mentioned is that it had so far not received any indication from Tourism Northern Ireland as to what funds (if any) it could expect to receive to help stage the Ulster Grand Prix. Although the Club had applied back in December 2022, it did not hear back as of April 25, 2023, it said.

Things had already been rough for the Ulster GP since 2019, when bad weather and resulting low attendance exacerbated an already tough financial situation. Now the 2023 event is cancelled once more—and it's not clear what the future holds for one of Northern Ireland's historic road racing events.

Rossi - Yamaha Brand Ambassador:



Yamaha Officially Names Valentino Rossi As Brand Ambassador

The Doctor and the bLU cRU reunite once again.

Valentino Rossi's rode for Honda and Ducati throughout his storied 22-year MotoGP career, but only one manufacturer comes to mind when race fans think of The Doctor — Yamaha. The Italian rider and the Iwata factory dominated the Premier Class during the aughts with four MotoGP World Championship Titles (2004, 2005, 2008, and 2009). Including Vale's return to Team Blue in 2013-2021, the Grand Prix dream team captured 142 podiums and 56 GP victories.

All good things come to an end though, and number 46 hung up his leathers in 2021, riding into the sunset aboard his cherished YZR-M1. While The Doctor and the bLU cRU have maintained close ties during his retirement years, they finally made the relationship official.

On April 29, 2023, Yamaha named Rossi as its new Brand Ambassador.

“Of course, this is a great moment for Yamaha and it's also an emotional development for the fans, who I'm sure miss Valentino's presence in MotoGP since he retired from his successful career. Valentino and his M1 shared a special bond,” explained Yamaha Motor Racing Managing Director Lin Jarvis. “We always considered Valentino as 'family', and as soon as he expressed his desire to keep using Yamaha bikes and to become a Brand Ambassador, we went to work to make it happen. We are thrilled that Valentino is now officially our ambassador.”

Even in his golden years, Rossi favoured Yamaha machinery, occasionally riding a YZF-R1 at the track and a YZF450F at his VR46 Moto Ranch. Despite fielding two Ducatis with his Mooney VR46 MotoGP racing team, VR46 collaborated with Yamaha to debut the Master Camp Moto2 Team in 2022. The new multi-year deal only strengthens those bonds, with Team Blue providing bikes for Vale's “training and leisure” purposes.

“We worked together for many years in the past, so it feels natural. After I retired from MotoGP, I've kept training and riding motorcycles. I was always planning to keep racing in one form or another,” admitted Rossi. “During my MotoGP career, I rode Yamaha bikes as part of my contract. But even after retiring, I kept using Yamaha bikes because I enjoy it. I'm happy that the agreement is now signed, so Yamaha and I get to work together in this new set-up.”

Hickman - BMW M 1000 RR:



Isle Of Man TT-Winning M 1000 RR Sells For £112,700 At Auction

One lucky race fan took home the Peter Hickman-ridden race machine.

Peter Hickman has been on a tear since winning the Superstock TT race at the 2018 Isle of Man TT. Even with the COVID-19 pandemic side-lining IOMTT races for two consecutive years, the English rider has amassed nine TT wins over that short five-year period. Hickman dominated the field once again in 2022, winning the Supertwin, Superstock, Superbike, and Senior TT classes.

The 36-year-old captured the latter two races on a Gas Monkey Garage by FHO Racing-prepped BMW M 1000 RR. That same TT-winning unit went up for auction at The International Classic Motorcycle Show's Spring Stafford Sale on April 22, 2023. And the Hickman-ridden specimen ultimately sold for £112,700.

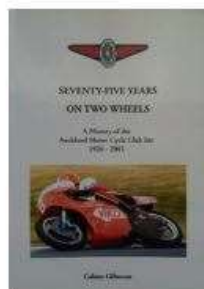
Starting at £30,640, the stock BMW superbike is already worth a hefty chunk of change.

As a Superbike World Championship-spec machine, though, the M 1000 RR only adds to that valuation with a reinforced chassis featuring a Suter swingarm and top-shelf Öhlins suspension. BMW specifically prepared the 7.1 factory engine and airbox for the FHO Racing team, and an Akrapovic titanium exhaust system only complements that work. To meet the demands of the Snaefell Mountain course, the team also prepped the race-worthy superbike with a larger 24-liter (6.3-gallon) fuel tank and an STM clutch.

If you're sceptical of the M 1000 RR's authenticity, the bug guts splattered across the front fairing and the chain grease/road debris speckling the under-tail should quash all doubts.

At the new owner's request, Bonhams hasn't disclosed who won the auction.





“Seventy-Five Years On Two Wheels”

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\$38**

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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)

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RD 3: DEC 26TH CEMETERY CIRCUIT, WHANGANUI



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No classifieds this month



Valentino Rossi Honoured With Mural In His Hometown Of Tavullia:

Street artist Andrea Buglisi has created a fantastic mural, showing Rossi as the rock star he really is.

A ribbon-cutting ceremony was officially held in Tavullia on April 11, 2023, attended by Valentino Rossi, and Tavullia mayor Francesca Paolucci.

The mural draws inspiration from the cover of David Bowie's *Aladdin Sane*, while the text beneath is a quote from a line in Led Zeppelin's "Stairway to Heaven," reading "To be a rock and not to roll," which Buglisi says is indicative of Rossi's general sporting discipline.

Portimao:

April 2023



Alexandre Areia competes in the Porsche Sprint Cup Iberia, driving a Porsche GT3 Cup 991. A brake failure was the cause of this Practice One accident, which saw Areia slide rear-first through tyres, and then the catch fencing, to end up on top of the spectator seating in the public area. There were fortunately no spectators in that area at the time, and Areia was unhurt in the accident.

The Porsche Sprint Series Iberica was on the support bill of the World Endurance Championship 6-Hours of Portimao round, being held at the Autódromo Internacional do Algarve in April.

