



# AMCC Riders' Briefs

The official magazine of Auckland Motorcycle Club, Inc.

## MAY 2024

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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.**

## PRESIDENT'S REPORT – MAY 2024



Hi Everyone,

Hopefully everyone who made it along, enjoyed the AGM and Prize-Giving.  
Thanks to all those who were able to attend.

It was great to see our Patron – Jim Campbell – come along.  
I recall an evening, a number of years back, when Jim came in to the previous AMCC club rooms in Ellerslie, and was recounting his exploits at the Isle of Man TT. It was brilliant.  
I was happy to re-nominate him to remain as Patron – as who better to lend their name and support to AMCC.

One concern out of the AGM was that there were NO new nominees to come on to the Committees, or support roles.

And with a couple of departures, our head-count capability for the coming year has actually reduced by three; and the rest remain unchanged.

You may think – so what ?

It is a concern, because our role holders are all aging – and if appropriate succession planning isn't in place, this exposes the Club to risk – in respect to operation of the Club itself, and our ability to deliver events.

We're in the same situation as all other sport and recreational Clubs.

Volunteer attraction and retention is a significant and on-going challenge.

And I hope complacency doesn't take AMCC to what would be an inevitable outcome ...

It was great to see a bunch of happy faces picking up their awards.

That's what it's all about; enjoying the sport.

Congratulations to all the podium place-getters in the Suzuki AMCC Club Series.

And further, to all those who just participated and competed. You make the Series what it is.

It was awesome to have Ken along as always – handing out the silverware for the Carl Cox Motorsport Cup.

The CCMC / AMCC relationship has been enduring for 13 seasons; and it was a delight to hear Ken advise that he will be going again for Season 14.

It's difficult to over-state the contribution this Series makes to NZ road-race.

Outstanding Ken; and AMCC is pleased and proud to support CCMC, and continue on our association.

And also the Bucket community; another important component of the racing landscape.

Thanks David for handing-out the Bucket silverware.

And likewise Juniper – with the Marshal awards. Video calling the absent winners in, was a first for AMCC.

Lastly – it was very sad to hear the news about Tony Knox. A larger-than-life character who contributed widely across the sport, and who will leave another unwanted hole in the Orange Army, who have suffered a disproportionate amount of loss in recent times. Very sad.

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 what is YOUR Club.

Stay safe out there, on the streets and circuits.

**Philip Kavermann | AMCC President**

# Bucket GP:

## F4 GP:

		<u>Laps</u>	<u>Best Lap</u>
1	Rogan Chandler	40	42.73
2	Richard Ford	40	42.91
3	Paul Ellis	40	42.91
4	Blair Lambarth	39	43.79
5	Rob Smail	39	44.91
6	Mike Green	39	45.49
7	Richard Eltherington	38	45.65
8	Marius Pretorius	38	45.87
9	Joseph Bailey	37	46.15
10	Cody Sanders	37	46.53
DNF	Mark Robinson	27	43.99
DNF	Jason Hearn	23	40.64
DNF	Rarm Gnanasekaron	4	46.34
DNF	Craig Machin	4	4.86
DNF	Gary Cunningham	-	0.00



***Rogan Chandler***

## F5 GP:

		<u>Laps</u>	<u>Best Lap</u>
1	Blair Lambarth	20	45.31
2	Richard Ford	20	45.53
3	Gary Cunningham	20	46.46
4	Colin Box	19	49.86
5	Brent Finlay	18	52.31
6	Carl Smith	17	51.82
DNF	Robert Willis	9	0.00

# BUCKET GRAND PRIX

## TOKOROA 23 & 24 MARCH 2024

### SATURDAY

- PRACTICE

### SUNDAY

- F5 GP (Championship Licence)
- F4 GP (Championship Licence)
- SIDECAR SERIES RACES (Club Licence)
- FORMULA TOKOROA (Club Licence)

**SPECIAL EVENT UPGRADE LICENCE:** For all riders who are competing in the Championship classes who hold a Club Licence, you can purchase a special event upgrade licence, this licence must be applied and paid for with this entry form by entry closing date.

You must have competed in more than; Senior 3 previous MNZ permitted events; Junior & Mini 6 previous MNZ permitted events. Proof of which will be from your log book – Fee is \$50

**Entries requiring a special event upgrade licence must be received by 6pm Sunday 17th March 2024.**



### Formula Tokoroa (B-Grade):

		<u>Laps</u>	<u>Best Lap</u>
1	Cody Green	20	44.89
2	Anthony Playdon	20	45.98
3	Greg Goessi	20	47.10
4	Timothy Wigram	19	47.31
5	Andrew Ness	19	46.93
6	Alan Vatble	19	47.18
7	Alex Le Comte	19	47.17
8	Mike Barnes	19	47.54
9	Zac Green	19	49.19
10	Rob Jones	18	50.36
DNF	Scott Griffiths	10	45.27
DNF	Karam Braddick	9	45.72
DNF	Mike Taylor	4	56.49
DNF	Craig Machin	-	0.00

**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)*

# Save Rosebank Road:



## ***Are Auckland Council at it again ?***

***Attempting to do what they did to Kartsport Mt Wellington, now to Kartsport Auckland and Rosebank Speedway ?***

**Sign the petition:**

**<https://www.change.org/p/save-rosebank-speedway-and-kartsport-at-rosebank-rd-domain>**

For generations, the Rosebank Speedway and Kartsport at Rosebank Rd Domain has been a cherished hub for motorsports enthusiasts. It's not just a track; it's a place where families bond, where friendships are forged, and where international sporting professionals have cut their teeth. This is more than just land; it's an integral part of our community heritage.

However, there is now a proposal to turn this beloved speedway into yet another park. Not only would this rob us of our treasured racing ground but also burden taxpayers with unnecessary costs. The proposed location for the park is near an industrial area - hardly the ideal setting for green space when there are already numerous parks in neighbouring areas.

We must remember that motorsports contribute significantly to local economies by attracting tourism and creating jobs. By preserving the speedway, we're not just saving a piece of our history but also supporting economic growth.

Let us stand together to protect what matters most to us – our community spirit, heritage, and economic well-being. Sign this petition today to save the Rosebank Speedway and Kartsport at Rosebank Rd Domain from being turned into another park!

# Honda CB750:

1969



2024



# WSBK:



*A first BMW victory for Toprak Razgatlioglu – in just his 4<sup>th</sup> race with the marque - at Barcelona.*





**3857/902** – BMW had to wait 902 days for their next win after Michael van der Mark won at Portimao in 2021. However, their last ‘main’ race win was at the Nurburgring in 2013 with Chaz Davies winning in Race 2, some 3857 days before Toprak Razgatlioglu’s Race 1 win in Barcelona.

**6** – Six straight seasons of wins for Toprak Razgatlioglu, his first coming during Race 1 at Magny-Cours in 2019.

**3** – Razgatlioglu won for BMW in Race 1 in Barcelona, the 3rd manufacturer he’s won with after Kawasaki & Yamaha.

# The Long Lunch:

## Roland's View: Warbirds and war stories over Wanaka

Roland Dane on a gathering of both spectacular machinery and MotoGP legends with some spectacular tales

3 April 2024



*Warbirds over Wanaka. Image: Anda Bulgakova, brandstoriesnz.com*

Easter Saturday found me indulging in the stunning scenery of the South Island of New Zealand in perfect sunshine for the occasion of Warbirds over Wanaka, probably the most enjoyable air show I've ever attended.

With everything from biplanes to F16s (along with a supporting KC135 refueller) in the air, there was action aplenty as well as the static aircraft displays.

But whilst the spectacle of watching icons such as a pair of P51 Mustangs and a superb de Havilland Mosquito, two of the most important planes of World War II, cavort in the clear blue skies, in front of a simply huge sell-out crowd, was magnificent, there was more, much more, to the day for me.

And that was because I was having a bit of a feed.

In an unassuming hangar on the Wanaka airfield, a group of ageing luminaries from the motorcycle racing world were on the gas over crayfish butties and plates of local venison. Two hundred people with more 'war stories' between them than the average Spitfire squadron. Welcome to The Long Lunch.

Some folks will know that I'm a two-wheel tragic. I once dreamt of being a competitive motorcycle racer but, after five years of being overtaken by everyone and his dog on the tracks of the UK, I thought better of it and added a couple more wheels to my own programme (which, to be honest, wasn't really that much better!).



**Warbirds over Wanaka. Image: Anda Bulgakova, brandstoriesnz.com**

Hence I've always been full of admiration for those who have actually achieved great heights in motorcycle racing and especially for those who competed in those golden, albeit very dangerous, days of the 1970s and '80s. No riders (nor engineers and mechanics) typified the spirit of the times more than those who emanated from the Southern Hemisphere and made the long trek to Europe. The almost gypsy-like existence, as they went from track to track competing in big-money races between actual Grands Prix, in their Mercedes vans stuffed with race bikes, towing caravans, looked to me like the epitome of fun back then, as long as you stayed alive. Many didn't.



**The Long Lunch. Image: Anda Bulgakova, brandstoriesnz.com**



Proud supporters of

# motorsport

***MTF Finance Wairau Valley is locally owned  
by Ken Dobson and Richard Scott.***

As huge motorsport enthusiasts and previous racers, they're proud to support several Kiwi riders competing in New Zealand. Ken and Richard sponsor the 250 Pro Lites class, and have been helping out with the Carl Cox Motorsport Cup for more than a decade.

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📍 1/54 View Road

[mtf.co.nz/wairauvalley](http://mtf.co.nz/wairauvalley)

**mtf**  finance  
WAIRAU VALLEY



***Roland Dane in discussion with four-time world champion Kork Ballington. Image: Anda Bulgakova, brandstoriesnz.com***

And last Saturday, in a shed in Wanaka, I was lucky enough to eat, drink and talk with a number of the survivors from that era during The Long Lunch.

Guys such as Graeme Crosby, the Kiwi from Blenheim, who finished second in the 1982 500cc World Championship (the forerunner to the present day MotoGP class) and won three Isle of Man TTs; Stu Avant, the perennial privateer from Christchurch who, as much as anyone from those times, typified the spirit of the racer-gypsy lifestyle whilst making a name for himself in GPs on a Suzuki RG500; and South African (now resident in Brisbane) Kork Ballington, a superstar in my book.

Ballington was World 250cc and 350cc Champion in both 1978 and 1979 on the in-line twin Kawasaki's. His teammate was Greg Hansford, the Aussie, who later switched to four wheels with success before passing away tragically at Phillip Island. No mean combination in terms of talent.

They fought some truly epic battles in the heady days of the late 1970s, none greater than in the 250cc race in The Nations Grand Prix at Mugello in 1978 when Kork won by 25mm or so in a photo finish. The third place rider, Franco Uncini, a future 500cc World Champion, finished over 50 seconds behind the Kawasaki pair.

And then there was one Aussie legend, sitting opposite me last Saturday, who should have been in the mix in Europe in the 1980s, but never actually got to Brisbane airport, let alone London Heathrow! He was a prolific race winner at home, more than holding his own against some of those who'd later win big on the world stage. His name seemed familiar... Paul Feeney. Turns out his son can race a car pretty well!

Feen and I had actually travelled over to NZ with a couple of other car dealer mates, plus Dick Smart (a member of the Mick Doohan squad for years), one of an iconic group of mechanics and engineers with a MotoGP past who were at the lunch.

Those other bolties and crew chiefs over there included Jeremy Burgess, Mike Sinclair, and Paul Tracey, all highly successful back in the day. JB made his name with not only with Mick, but also Valentino Rossi of course, whilst Mike and Paul, Kiwis both, worked with Kenny Roberts for years.



**(left to right) Paul Feeney, Graeme Crosby, Stu Avant, Kork Ballington, Jeremy Burgess, and Peter Ingley (Dunlop tyre guru). Image: Anda Bulgakova, brandstoriesnz.com**

Collectively, these motorcycling legends made the day at Warbirds truly memorable. Stories flowed as fast as the beers. But even without The Long Lunch, Warbirds over Wanaka was a superb spectacle, and I can't recommend it highly enough when it returns in a couple of years' time.

We also managed to get down to Invercargill to go through both the Bill Richardson Transport World museum and the Classic Motorcycle Mecca emporium. The BRTW is particularly interesting and must rank as one of the best in the world of its type. As you wend your way through the maze of halls there is a never ending array of trucks and vans that provide a fascinating insight into antipodean life through the last century. It's well worth the trek south from Queenstown.

Of course, it's impossible to complete this travelogue without mention of the Highlands racetrack in Cromwell. It so happens that I know the owner, a Mr A Quinn of Brisbane, Australia. He employs a first class manager for his Kiwi operations, Josie Spillane, who ensured that our group of five pensioners (well, four plus one worker) enjoyed a morning taking in the Subaru WRX Experience at Highlands. Very well run, it allowed the runts of the litter to outperform their personal capabilities to the extent that they actually thought they'd won the day ahead of the proven talents of Feen and me. A ripper day out.

If I make it all sound like an advertisement for Queenstown, Wanaka, and the South Island, then that's as it should be. There's more than skiing over there. A lot more.

Finally, a big shout out to Peter Donaldson for arranging The Long Lunch and making everyone so welcome. If you, dear readers, don't share my passion for MotoGP and its history, then so be it. All I can say is that you're missing something very special.

**<https://speedcafe.com/rolands-view-warbirds-and-war-stories-over-wanaka/>**



*Paul Feeney in discussion with Graeme Crosby. Image: Anda Bulgakova, brandstoriesnz.com*



*Warbirds over Wanaka. Image: Anda Bulgakova, brandstoriesnz.com*

# AMCC – 2024 AGM & Prize-Giving:



## ***Marshal Awards:***

### **Marshal of the year award -- Chris Smith.**

For being the dependable person who has brought along so many new marshals.

### **Tristan Bolton Award -- Zoe Robinson.**

A young person who realised their strengths and weaknesses and has stepped up where they can and flourished in ability and maturity.

### **Dennis Sampson Award -- Rachel and Mikayla Waldrom.**

For their dedication to the community of marshalling across multiple sports, not just road racing. For pushing out of their comfort zones, but knowing when to look after themselves.



*Juniper White*



# 2024 Auckland Motorcycle Club (Inc.)

## Annual General Meeting Minutes

Subject	Annual General Meeting
Location	NSCC, Mt Richmond Domain, Otahuhu
Date and Time	Saturday 5 <sup>th</sup> April 2024, starting at 6:10 pm
Attendees	Phil Kaverman (Chair), Trevor Heaphy (Secretary) and 41 members and partners (quorum required 21, is 10% of members).
Apologies	As per List below

### 1. Notice of Meeting.

Phil Kaverman 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 2023 minutes be accepted as a true and correct record. These were copied and left on tables for members to review.

Moved: Trevor Heaphy Seconded: Phil Kaverman

### 3. Matters Arising

Nil

### 4. Apologies

- Mark Halls
- Timo Sibley
- Chris Costello
- Selby??
- Warren New
- Alister Wilton

### 4. Obituaries RIP

- Jeff Bloor
- Scott Buchanan
- Mathew Pavletich
- Damon Rees

### 5. Correspondence

- Nil

### 6. President's Report

Welcome along to the Auckland Motorcycle Club 2024 AGM and Prize-Giving.  
Thanks for making the time to be here, and for supporting your Club.

It's fair to say that life is largely back to "normal" now, following several years of Covid disruption across many facets of our lives.

Certainly, for AMCC, we are back into a steady rinse-and-repeat rhythm with our events

The Bucket community recently aligned their programme to the calendar year, and have decided to cease events on the HD Club Circuit; focusing back to Tokoroa, until Colin Dale becomes a thing.

Earthworks are in progress in Mangere presently.

Besides their Club Series rounds, The Buckets also delivered the 2-Hour and Bucket GP – for a total of 5 events since the last AGM.

In Road Race, AMCC has a very successful formula for our events at Hampton Downs.

The re-adoption of Formula Auckland a few years back, and the considered combination of classes to provide decent sized fields and plenty of track time, seems to work well.

We will be doing a bit of work on this over winter, to ensure the lap time parity is correct.

It's a point of pride that the Club can accommodate any motorcycle into a class, so riders are able to truly run-what-they-bring.

Our Series is under-pinned by three significant things: -

a/ a long-standing and successful partnership with Ken Dobson and his mega CCMC competition.

"Thank you" Ken, Carl Cox Motorsport, and MTF Finance.

b/ our other sponsors and partners - Motomail, Mr Motorcycles, M&M Engineering, CTAS, and MX Timing. And most particularly Suzuki who have come on board as Series Sponsor with a give-away new GSX-250 for the past 2 seasons.

They have indicated they will be back this coming year also.

So "Thank you" to Chris Hyland, Craig Brown, Mark Halls, Grant Collingwood, Nicole Bol, and Simon Meade.

Be sure to support these Sponsors commercially, when the opportunity presents.

c/ And last but certainly not least – our terrific AMCC Volunteers (and I'll come back to them soon).

And the road race year was rounded out by our annual commitment to MotoFest – pretty much the largest road-race event of the year - certainly for AMCC, and it's a 100% full-on weekend for all involved.

For those not aware, AMCC provide services (basically personnel) to HD – under a formal MOU and fiscal agreement – so this event can happen.

HD are the promoter, and we on-charge the direct costs we incur in the delivery of our services, and take a very small fee, to re-invest back into the Club.

We maintain a good relationship with HD.

And then the Kayo GT which is organized by Dave Sharp and Co, but AMCC got in behind this for the 2nd running – again held at Tokoroa.

So a good range of events ...

It's important to remember the Club is a not-for-profit.

We don't operate the Club, or run events, to make money – but we do have a very strong motivation to cover our costs.

And we are very diligent with our budgeting, to ensure our entry fees align with the cost of running the event, in line with the entries we anticipate.

It only takes one wet event – where everyone stays away – and we quite quickly land in a sizeable fiscal hole. So it's a real balancing-act.

Fortunately – we're getting better at getting it right.

Our HD apartment continues to be an appropriate investment for the Club – and whilst we do spend on maintenance to maintain the asset, the extra income derived from the rent helps off-set any losses on the road-race side.

We've had a good tenant for the past 12 months, but have recently been advised they are moving on; so the agency is currently looking for someone new.

AMCC first ran at HD in Oct 2010.

And have run exclusively at HD since our 2012-13 season; after we last ran at Pukekohe in March 2012.

Rd 4 of our Club Series – on 19 Nov last year – was AMCC's 50th Club Series road race event at HD. With 47 being on the National Circuit, and 3 on the Club Circuit.

That is quite a number – and deserves celebration.

At an average of \$30k per event – that's the best part of 1.5 Million that AMCC has invested in road race over the past 12 seasons.

As a Club, on average we are investing in excess of \$10k Per Month – on road race.

And again, as an NFP, at the end of the day – everything goes back into the Club & road-race.

That is our "commercial" reality.

I'll just finish with our Volunteers.

Greg last year said "Our teams of volunteers on both the big and small tracks can take a high level of credit for running very professional operations".

That's so true.

AMCC is fortunate to have a depth of experience that consistently delivers, in our "safety-first" mindset.

I would like to thank all those who contributed over the past year; to the Exec Committee, the Bucket Committee, the Road-Race Committee, and to all the Volunteers – across all roles that allow the club to operate, and to deliver all our events.

I'd particularly like to call out the core of the team – Trevor, Paul, Greg – who are into everything and "keeping the lights on"; to AJ and Troy for spearheading road-race; and to Juniper for being the eternal advocate of the orange army, our essential Flaggie volunteers.

And to all our COC's and stewards – Chris, Jane, Cullie, Paul (again), and more ..

They say it takes a community to raise a child.

Well – it takes a community to run our Club, and deliver our events.

And AMCC lean heavily on a small group in this space.

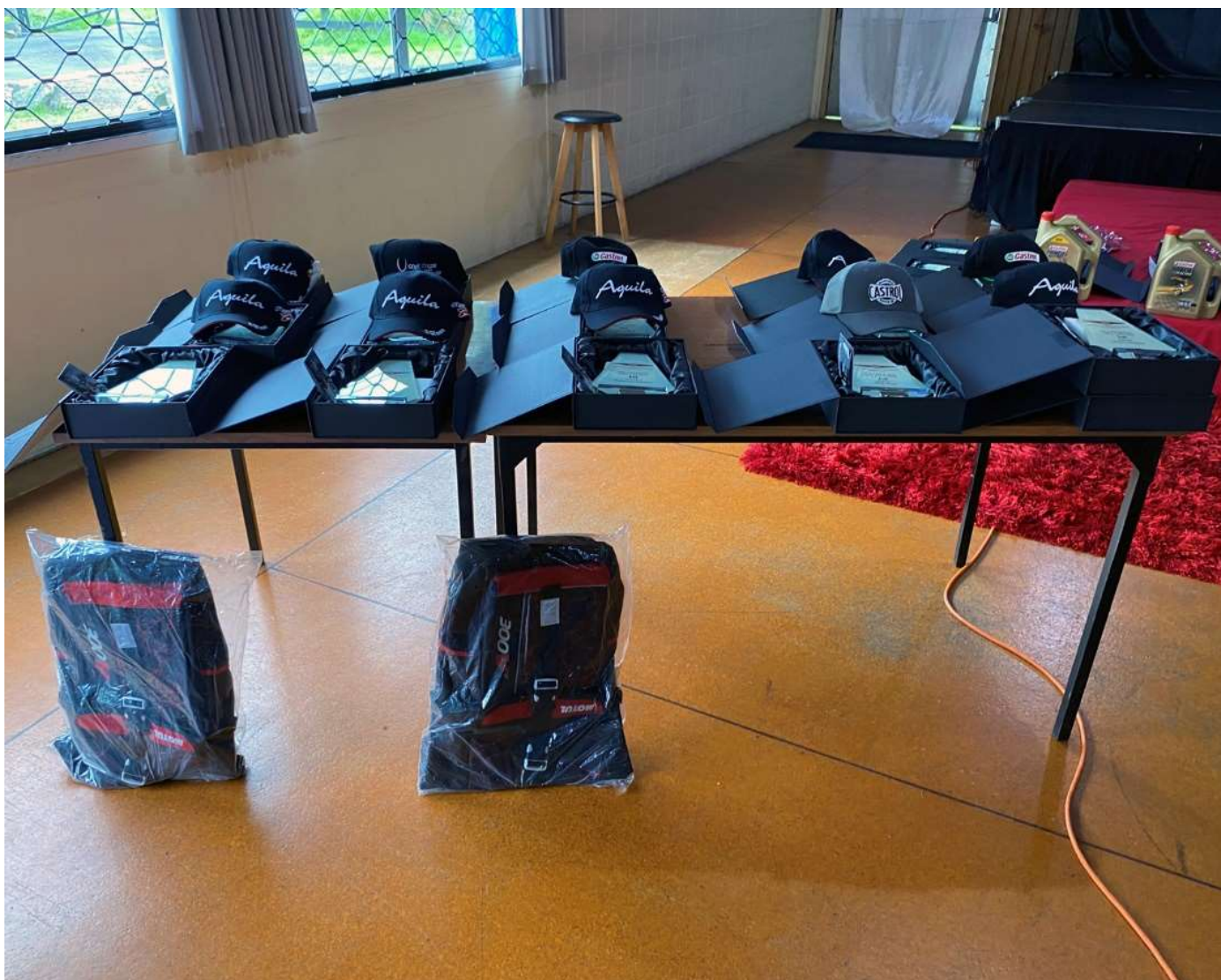
Succession planning is a real challenge.

All clubs and community groups are under pressure for volunteer resource, as the busy-ness of life, and demands in peoples work and personal lives, compete for any precious spare hours.

AMCC is no different. So we would ask that you continue to consider where and how you can put something back into your Club.

Put your hand up, bring your professional experiences, and your fresh perspective, and come and make a difference.

Well, that's nearly all from me.



**Bucket Awards:**



**Road-Race Awards:**

Looking ahead – 2026 will be our centenary year. That’s a huge milestone, and not far away - and I suspect we will start planning for that later this year.  
And we have – also before 2026 – to re-register AMCC under the revised Incorporated Societies Act (2022), so there is a bit of work to do there over the next year also.

For now - Please enjoy the evening.

The Club is strong, and I have confidence that all those elected tonight will continue to work well together, in our ambition of fostering this wonderful sport that is motorcycling.

Thanks, Philip

Moved: Phil Kaverman, Seconded: Greg Percival

#### 7. Treasurers Report.

AMCC TREASURY REPORT EOY 2023 for AGM, April 6<sup>th</sup> 2024

**BNZ ACCOUNTS at the end of January 2024**

000 \$36,779.24

003 \$1,154.34

025 \$16,345.75

Total: \$54,279.33

TD03010 \$22,629.50

TD03011 \$22,712.65

TD Total: \$45,342.15

**Total Funds: \$99,621.48**

#### Property, Plant and Equipment and Investment Property

Property, plant and equipment and investment property are stated at cost.

Buildings at cost (Apart 416 Ganley Block, Hampton Downs) \$525,000.00

#### Major Club Activities Profit & Loss (refer to Xero Report Attached, GST Exclusive)

Suzuki AMCC Club Series (4 Rounds)

Income \$123,044.36

Expenses \$123,930.66

NZSBK6 Taupo

Income \$62,101.96

Expenses \$59,243.98

Motofest

Income \$14,314.78

Expenses \$378.11

Apartment

Income \$24,884.95

Expenses \$31,660.81

Membership

Income \$10,100.00

Expenses \$1,200.00

Miniature Road Race

Income (note, 1 track hire rec'd Jan 2024) \$4,880.87

Expenses \$5,478.70

YTD Total Income: \$240,179.26 (2022 \$205,662.51)

YTD Total Expenses: \$236,212.44 (2022 \$196,143.23)

Net Profit: \$3,966.82 (2022 \$9,519.28)

Moved: Greg Percival Seconded Paul Stewart

## 8. Road Race Report

Hello and welcome to the Auckland Motorcycle Club AGM for 2024

The time between the AGM last April and the Start of our race season always comes around fairly quickly and the road race committee was excited to begin the season in September. We had 4 rounds of club racing on the calendar, 3 rounds on the national track and 1 round for the smaller capacity bikes on the smaller club circuit.

Round one in September had around 150 entries across the various classes we run with many riders cross entering into other classes. It was also exciting to see a huge number of new riders that have come up from track days. I just want to acknowledge all the club members that encourage these riders to come along and have a go at club racing. Dave Sharp and Fergus Maynes are two riders that do a huge amount of work in this area, Ferg does a little talk at track days and has some information on hand for those interested. The racing across all classes was good and set up what was going to be an exciting season.

Round two arrived in October with around 140 entries and once again the racing was close at the pointy end of all classes with the front runners banking more points in the chase for club championship glory. It is fair to say that the junior class puts on some exciting racing with top 6 or 7 riders battling hard for that valuable points lead.

Round three or two (a) or call it what you will... was a new experimental round for the smaller capacity bikes with the buckets welcome to join in. This was run on the club circuit with the objective of as much track time as possible. The day got away to a bit of a late start thanks to the fog blanketing the track. Turn one was fairly busy with riders who felt the need to check surface conditions up close and personal. Once again great racing and awesome to have the bucket guys on track us. Overall, this event went fairly well, there are a few things we will look to do to improve this as we hope to run it again.

The final round in November saw our entries drop down to around 130. The day started off wet, however this did improve throughout the day and the track was pretty much dry by the end of the day. With all the close racing at the previous rounds it would be important to be consistent today, one mistake could cost a championship. Riders rode well, achieved what they needed to with the results being celebrated before you tonight.

There was an added incentive again 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. Rongyuan Zhang 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.

With club racing finished we had short break leading into our last event for the season, our biggest event Motofest and the final round of NZSBK. For many of us this would be 3 days at the track working our magic behind the scenes to put on a great event. The first two days went fairly smoothly but Sunday it rained the absolutely awesome marshals out on track got a tad wet. The racing was stopped for a lengthy period to assess track conditions and allow the marshals to come off track. After the delay we got back to racing and finished a successful weekend.

To Finish I would like to acknowledge all the volunteers on the road race committee that make these events possible, to the flag marshals that stand out there all day in all weather conditions and our officials upstairs (in the air-conditioned control room) Thank you for all the hard work you do. As we head into the new season the road race committee will be working on some improvements to our events and correcting a couple of mistakes we made this year. As always we are here for you the club members we represent if you have ideas or want to suggest something please contact one of us or if you have the spare time join us!!  
Bring on the new season!

Moved: Troy Walton Seconded: Andrew Pybus

#### **10. Miniature Road Race Report**

The AMCC bucket championship is run each calendar year, & in 2023 we ran a 3-round championship, all at the Tokoroa kart track, instead of split between Tokoroa & Hampton Downs. Congratulations to our 2023 championship winners, most of whom are receiving their trophies this evening:

F4: Nathanael Diprose

F5: Nathanael Diprose

B Grade: Timothy Wigram

Sidecars: Chris Lawrance

In February we had the 1st round of our 2024 champs, but you can hear about that next AGM.

We ran the national bucket GP event last March, & congrats to the placegetters:

2023 F4:

Jason Hearn

Gary Cunningham

Wesley Jones

2023 F5:

Regan Griffiths

Blair Lambarth

Roger Whitmarsh

Once again we did not have enough sidecar entries to run the sidecar GP title in 2023.

We have also run the 2024 GP last month, but that will feature next year.

2024 F4:

Rogan Chandler

Rick Ford

Paul Ellis

2024 F5:

Blair Lambarth

Rick Ford

Gary Cunningham

We ran our usual 2-hour endurance race in November; congratulations to the placegetters:

Gary Cunningham & Colin Box

Paul Ellis & Cody Green

Rick Ford & Blair Lambarth

As well as these 5 events at Tokoroa, in 2023 instead of running some events ourselves at Hampton Downs, we joined in with the main club at a single event at the Hampton Downs club circuit, involving several of the smaller classes, including buckets.



*Ken announcing Season 14 of CCMC; and about to hand out the Cup awards:*



*Juniper video-calling the Marshall award winners who were not able to be present:*



The North Island championship, which a group of us have run for a number of years now, did not run over the 2023-24 summer, in part due to the unavailability of the Taumaranui kart track.

Competitor numbers were disappointingly low in 2023, but it has been great to see them picking up again in 2024.

Though we were no longer paying the expensive Hampton Downs track hire charges, we still had to face the challenge of Kartsport Tokoroa putting their prices up significantly. So our race entry fees have gone up, but we still offer the cheapest racing around.

We managed a \$700 (8%) operating profit for the year, which helped make up for the slightly larger loss in 2022.

We couldn't have survived another year without the ongoing support of the regular bucket officials - Cully, John, Carl, Chris, Warwick, plus Pip as our regular medic & Brook as lap scorer.

We are watching the rather slow progress with the new Colin Dale kart track, in the hope of one day returning to an Auckland base for our racing.

Moved: David Diprose Seconded: Greg Percival

#### **11. Membership Secretary Report**

##### **New Membership Details:**

1. 3 – Senior memberships for December 2023
2. 1 – Senior memberships for January 2024
3. 2 - Senior memberships for March 2024
4. 3 – Junior memberships for March 2024
5. 1 – Junior memberships for April 2024

##### **Renewal Details:**

1. 1 – Senior memberships for December 2023
2. 1 – Senior memberships for March 2024

##### **Financial Membership Details 2023-24 season:**

1. Family Members - 11
2. Junior Members - 17
3. Senior Members - 148
4. Associate Member - 2
4. Total (Financial Members) for 2023-24 Season – 179

##### **Non-Financial Renewal Membership Details 2023-24 Season:-**

1. Honorary Members - x30 (Not shown within the total renewals for 2023 - 2024 season)
2. Life Members - x25 (Not shown within the total renewals for 2023 - 2024 season)
3. Marshall Members - x17 (Not shown within the total renewals for 2023 - 2024 season)
5. Total (Non-Financial Members) for 2023-24 Season – 72

##### **Total Combined Membership Details 2023-24 Season:**

6. We have a grand total of 251 Members of the Auckland Motorcycle Club Inc for 2023-24 Season

##### **General Membership Admin**

1. All membership card will be emailed from now on given all the issues I have had with NZ Post of and lots of membership cards not being received.
2. I am also looking into an automatic online membership where cards will be issued as soon as payment is received.

Moved: Trevor Heaphy, Seconded: Phil Kaverman,

#### **12. Fixing of Subscriptions for the coming year. (Unchanged)**

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

Moved: Greg Percival, Seconded: Phil Kaverman

### 13. Life Member Nominations

No new nominations

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 Kaverman
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

### 14. 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: Trevor Heaphy, Seconded: Paul Stewart

### 15. Motorcycling New Zealand AGM Report

Chris Costello attended in Glenn Mettam's absence. Reported in Newsletter

### 16. Appointment of Ballot Scrutineers

Christine Stewart and John Catton were appointed.

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

Patron – Jim Campbell. Nominated by Phil Kaverman, seconded by Trevor Taylor

President – Philip Kaverman. Nominated by Trevor Heaphy, seconded by Paul Stewart

Vice President – Mark Hall. Nominated Greg Percival, seconded by Phil Kaverman.

Club Captain -No nominations

Club Secretary – No nominations, Trevor Heaphy to fill the role in the interim.

Membership Secretary – No nominations, Trevor Heaphy to fill the role in the interim.

Treasurer – Greg Percival nominated by Trevor Heaphy seconded by Phil Kaverman.

#### Road Race Subcommittee

Nominee	Nominated	Seconded
Andrew Pybus Coordinator	Paul Kaverman	Paul Stewart
Timo Sibley	Andrew Pybus	Juniper White
Juniper White	Phil Kaverman	Trevor Heaphy
Troy Hedges	Juniper White	Andrew Pybus
Mike Black	Andrew Pybus	Juniper White
Ray Clee	Andrew Pybus	Paul Stewart

MNZ Delegate – Juniper White

Nominated by Trevor Heaphy Seconded Phil Kaverman

#### General Executive Committee

Nominee	Moved	Seconded
Glenn Mettam	Trevor Heaphy	Phil Kaverman
Trevor Heaphy	Paul Stewart	Phil Kaverman
Juniper White Chief Flag Marshall	Trevor Heaphy	Greg Percival
Paul Stewart	Trevor Heaphy	Ray Clee
Logan Rowell	Trevor Heaphy	Phil Kaverman
Hamish Simpson	Greg Percival	Paul Stewart

Phil Kaverman declared all the nominations closed, voted on and to congratulate the incoming Committees.

#### 18. Rule Change

Nil

#### 19. General Business.

- Nil

This meeting was declared closed at 7:00pm

Moved: Paul Stewart, Seconded: Trevor Heaphy.

Signed: \_\_\_\_\_ Date: 5<sup>th</sup> April 2024

Phil Kaverman  
President

# Leading By Example:



## “Thanks” Dave Sharp and Double Six Motor Sport.

Dave made a point of going around the room after the AGM/Prize-Giving, to distribute personalised posters to the many people involved in running AMCC, and those who make our race events happen. This off the back of a considered and articulate speech when accepting his 1<sup>st</sup> Place trophy for Formula Auckland.

What a great example of professionalism and promotion, from an AMCC stalwart who has spent the past few seasons honing his craft in the glare of our premier category, Superbike.

Dave also has expended considerable effort engaging the track-day fraternity – along with Fergus Maynes and others, encouraging this community to give road-race a try.

And he also finds time to be a driver behind the Kayo GT event, and junior rider development. Great Stuff

Similarly Double Six Motor Sport.

It was awesome to have a large contingent along – and after sweeping SUPERSPORT 300 in the Club Series, it was brilliant to see Cameron Leslie, Hamish Simpson and Logan Rowell step forward fully decked in KTM gear, and looking a million dollars as they spoke with confidence and accepted their awards.

We also look forward to Hamish and Logan returning to the General Committee for the coming year.

Leading By Example .....



# “10 YEARS AGO” ...

## THE RIDER'S BRIEFS

THE OFFICIAL NEWSLETTER OF THE AUCKLAND MOTORCYCLE CLUB INC.

### MAY 2014



34) Daniel Mettam (Suzuki GSX-R600) comfortably won the AMCC Formula 2 Club Series title  
Photo Courtesy Phil Kavermann

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

MNZ Elections 2014

Round 6 Media Release

Round 6 Hyosung Cup Report

## PRESIDENT'S REPORT MAY 2014



### All done for another season

6 Club rounds and 4 Art days completed this season and we are busy negotiating dates for next season as I type.

We will be looking at the date for prize giving/AGM for as soon as possible after the Bucket season has finished and let you all know the dates asap.

The new (ish) early start to the meetings format has been well established and appears to be well liked and enables the meeting to run smoother allowing for delays as they arise. We are always looking at improving the experience and welcome feedback from anyone with an idea.

The new website is appealing to many and is much easier to navigate around and again we look for feedback.

The European season has kicked off and the club has both Avalon Biddle and Connor London representing us and their other sponsors over there so we shall all follow them on the Wil Sport media pages and Avalon's media releases and wish them a successful season.

The next thing on the agenda for the club is to ensure we all vote in the upcoming MNZ Board vacancies, it only takes a couple of minutes to complete and is a must for you to do to ensure our sport moves forward. A few exec committee members will represent the club at the MNZ AGM in May too.

Enjoy the 'off season' and look forward to catching up with many of you at the AGM/Prize Giving

Cheers

Graham Bastow

#93

# Carl Cox:



*Carl Cox at the 2024 La Fabrica Argentina.*

## Why British DJ Carl Cox sponsors New Zealand motorsport racers

*By Bonnie Jansen - NZ Herald - 2 Apr, 2024*

<https://www.nzherald.co.nz/sport/why-british-dj-carl-cox-sponsors-new-zealand-motorsport-racers>

For renowned international musicians, touring a small country like New Zealand typically ranks low on their priority list. Similarly, the idea of sponsoring grassroots sports is often an overlooked endeavour.

British DJ Carl Cox sees it differently and sponsors Kiwi sidecar teams Tracey Bryan and Jo Mickleson, Barry Smith and Stu Dawe and several other New Zealand motorsport drivers.

Despite the niche investment, Cox views it as an excellent financial opportunity.

“Why would I spend \$10-to-15-million for a sticker on one Formula 1 car for a weekend?” Cox asked the Herald. “Because of me and my profile and who I am, everyone expects me to be involved in Formula 1 or Moto GP but all I can hear is money, expense, sponsors, and I’m not doing that at all. But when someone says, do you want to run a sidecar team and it’s going to cost you roughly about 10,000 to 12,000 New Zealand dollars, that sounds more like it.”

Cox, a prominent DJ and electronic music producer, is known for his influential role in the global dance music scene since the late 1980s but beyond music, Cox has also been involved in sponsoring and supporting motorcycle racing and sidecar teams.

But how did the music icon end up engaged in the niche code?

It all started in 2013 when Cox was on a trip to Aotearoa where he stumbled across the Barry Smith and Robbie Shorter Sidecar Racing Team.





**British DJ Carl Cox sponsors Kiwi sidecar teams Tracey Bryan and Jo Mickleson, Barry Smith and Stu Dawe.**

It brought him back to his childhood and his love for motorsport where he avidly followed various racing events such as sidecar racing at Brands Hatch and the Isle of Man TT. Despite his dedication to music, Cox has always maintained a keen interest in motorsport, even participating in drag racing himself.

A decade ago he took Smith and Shorter to the Isle of Man TT. Despite limited resources and no established structure, the team secured 11th place out of 45 teams for two consecutive years.

This triumph propelled the Carl Cox Motorsport team into the limelight, defying the absence of a website or formal setup.

From there the sponsorship group evolved into a powerhouse where Cox and his team expanded to sponsor athletes around the globe competing in motorcycle racing, supercars, and drag racing.

Today he continues to sponsor motorsport in New Zealand and around the world, including the two Kiwi women's and men's sidecar teams.

The 61-year-old acknowledged that his venture into sponsoring New Zealand grassroots sports might seem unconventional given his background. However, he elaborated to the Herald that there's a compelling rationale behind his decision.

"Seeing the grassroots, when they're racing you can go into the pits, you can speak to them – they're really good, awesome people.

"The people with their families that have been racing for years don't want much. At the end of the day any little bit helps to get them to where I believe they can, and should be.

"And that's me, that's where I fit in."

Cox said his appreciation for the unique skill and talent required for the sport helped drive his involvement. "I was in the Isle of Man when I had my sidecar passenger experience – which I will never do again.



*Tracey Bryan and Jo Mickleson of Wanganui on an LCR (Louis Christen Racing) F2 600 sidecar.  
Photo / Danielle Zollickhofer*

“I was hanging on for dear life and couldn’t get my bum over,” Cox laughed.  
“I had a newfound respect for what they do based on my experience.

“Can you imagine going round the Isle of Man – 32 miles of just sheer speed and ability and bravado it is unfathomable. It’s something to behold at the end of the day,” Cox said.

## **An aging sport**

Despite his respect for the code, he’s not naive to the fact that interest in sidecars is declining.

“It’s diminishing before our very eyes – there’s not a lot of attention to sidecar racing.”  
Cox believes part of this is because the newer generations have lost the thrill.

“It’s difficult now because we’re talking about another generation that are riding a push bike or a scooter and that’s the most exhilarating thing they can think of.  
“If they want their kind of adrenaline fix they’ve got their computers, they’ve got their laptops, they go inside and they’re happy.”

But Cox exclaimed to the Herald that if he has a say in the future of the sport, he won’t let it go anywhere any time soon.

“I’m sticking my pitchfork in the grass so we’re not moving – we’re not going to go quietly.  
“At the end of the day, I will still fight for the little guy and the opportunity to bring the attention to the sport.

“More than anything the sidecar efforts that people put in just need help to put it in the crosshairs of people based on what it actually is, what it entails and how important it is for motorsport, to still be alive today.

## **A balancing act**

Cox said music will always be his top focus despite balancing motorsport alongside it for many years.



***Carl Cox at the 2023 Ultra Europe Split Croatia.***

“I’ve been doing [music] for 45 years – I should be over it by now and I’m just not.”

He said balancing both his loves is full on – between testing race cars, creating and producing music and running his record label, Awesome Sound Wave.

“What I’m trying to do with my music and motorsports is to have a balance between the two, so they don’t encroach on each other in such a way which make sort of demands on myself from a health point of view.

“All the motorsport stuff is in the daytime and all the music stuff is in the night-time and somewhere in the middle, I have to try and get in some sort of rest.

When he’s in New Zealand visiting his racers, he told the Herald, Cox always tries to schedule a couple of gigs.

But Cox said he wouldn’t change his hectic schedule as he encourages fellow top artists to consider investment where they can.

“Just get involved!

“Go see the races, see what you could do to try and get involved.

“For me, it was just a conversation to be had with certain teams and people.

“There was no preference for guys or girls, it was pure ability, pure passion, pure understanding of what was required and what was needed if I could help in any way.

“It all started with just helping a team out that just needed entry fees, just needed some oils, just needed some tyres – and that’s all you needed just to get a little bit further.”



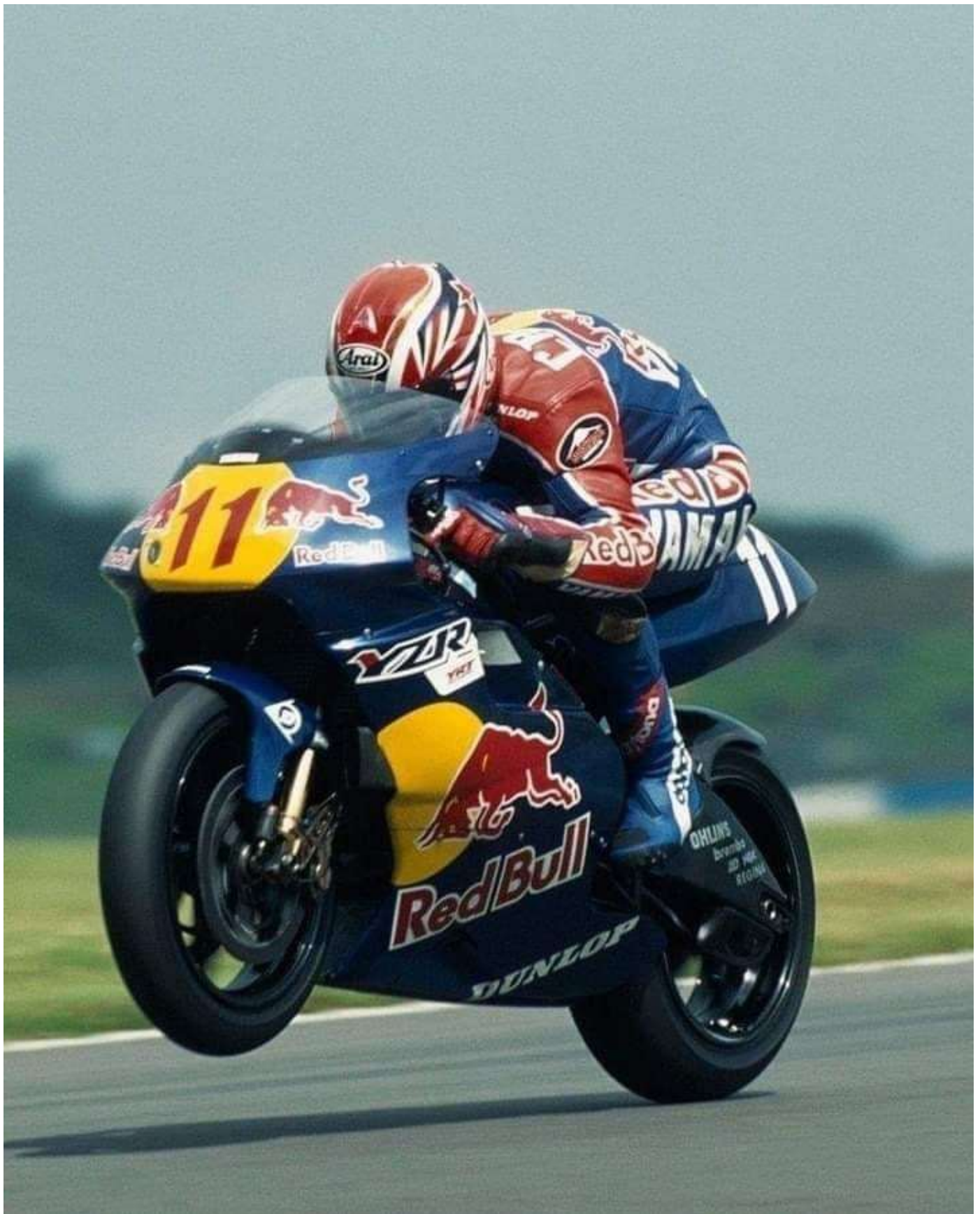
Peter Hickman is riding a BMW S1000RR for the Carl Cox Motorsport team in New Zealand's Suzuki Series.  
Photo / Colin Smith

## Is Your Club Membership Sorted?

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

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

# Simon Crafar:



**“20 YEARS AGO” ...**



# Results of 2004 Bucket GP

F4 GP				
1	23	Hayden Fitzgerald	CB125T	75 laps
2	71	Dave Manuel	CB125T	75 laps
3	50	David Diprose	TZR-MB100	74 laps
4	52	Rick Jamieson	XL140	72 laps
5	1	Spencer Bell	CG125	70 laps
6	65	Steve Booth	CB125T	69 laps
7	99	Shane Lowdon	CB125T	68 laps
8	88	David Pollard	CB125T	66 laps
9	37	Stacy McIvor	GP125	65 laps
10	8	Brad Francis	CBR140	64 laps
11	17	Lewis Woodhall	TS125	63 laps
12	54	Barry Pollard	TZR-CB100	63 laps
13	2	Wayne Thomas	CB125	63 laps
14	81	Simon Robinson	RZ-MB100	63 laps
	5	Olly Young	Y100	DNF
	19	John Fallwell	MB100	DNF
F4 Superpole				
1	50	David Diprose	TZR-MB100	30.33
2	23	Hayden Fitzgerald	CB125T	30.56
3	71	Dave Manuel	CB125T	30.88
4	52	Rick Jamieson	XL140	31.22
5	19	John Fallwell	MB100	31.56
6	65	Steve Booth	CB125T	33.67
7	1	Spencer Bell	CG125	33.76
8	5	Olly Young	Y100	33.88
9	99	Shane Lowdon	CB125T	34
10	17	Lewis Woodhall	TS125	35.04
11	2	Wayne Thomas	CB125	35.9
12	8	Brad Francis	CBR140	35.91
13	88	David Pollard	CB125T	36.06
14	54	Barry Pollard	TZR-CB100	36.66
15	37	Stacy McIvor	GP125	36.7
16	81	Simon Robinson	RZ-MB100	
F5 GP				
1	27	David Trustrum	RG50	50 laps
2	50	David Diprose	TZR50	50 laps
3	81	Hilton Jane	RG50	45 laps
4	73	Peter Bradder	?	37 laps
	95	Keith Biddle	RG50	DNF
	16	Rick Jamieson	RG50	DNF
F5 Superpole				
1	50	David Diprose	TZR50	32.47

## No Hair Racing Race Report Pacific MC Club #2 March 28th and Auckland MC Club #3, April 4th 2004

### Engine Failures at Both!!

After finishing the last round of the Group 2 Nationals in January, Bob & I had not raced since and were both looking forward to the Pacific round at Taupo on March 28th then the following weekend, the Auckland round at Pukekohe...

#### Part 1 Taupo:

We should have known things wouldn't be going well as on the way down to Taupo, Bob's trailer (after the No Hair trailer lost its axle) blew a tyre just north of Tokoroa at about 7:45am. His spare had a torn sidewall and was bulging so it took us awhile to find help in Tokoroa. We were rescued by Firestone in Ashworth St Tokoroa who opened up their shop for us and found a tyre that would fit our old trailer rims.

We got to Taupo at 10:15am and were scrutineered and allowed to compete (thanks Pacific), just in time for the first F3 practice session. I was just warming up in about the 6th lap when my engine started rattling just

like my old 1WG motor had at Manfeild in December. I pulled off the track and we couldn't hear any noise in the pits. We decided to fire it up again for the 2nd practice session but as soon as I put the motor under load the noise reappeared. I came off and parked the bike on the trailer, tied it down then went off and helped with the lap scoring...that was my racing over for the day. Bob had a quiet uneventful day on the track, from my view point, finishing his races near the back of the field, afterwards when I talked to him, he said there was nothing wrong but he couldn't seem to get motivated.

#### Part 2 Pukekohe:

At Manfeild the old '87 1WG motor that I had thrashed all last winter had run a big-end bearing on the #4 cylinder following my riding it between 12,000 to 15,000rpm all that day due to a carburetion flat spot at 10-11,000rpm. Henderson Motorcycles gave me a newer 3TJ motor ~1990 which I put in my YZF-600 race cams and took down to the South Island for the Nationals rounds. These cams produced a lot of power up the top end all the way to the rev-limiter at 15,500 and even though I knew high revs would 'kill' the engine, it's

*(Continued on page 13)*



*(Continued from page 12)*

very hard not to use it when you've got it, so all in all it was fortunate that the motor survived both SI rounds.

It was the 3TJ motor that failed at Taupo (later I found the #4 big end bearing had failed on this motor too), but I had replaced the bearings in the old 1WG motor, so had 6 nights and Saturday to get the motors changed over...well one thing led to another and I finally got the 1WG motor installed with a new head gasket on Sunday morning at 6:30am, so we were off to Pukekohe for the Auckland Club round.

The motor fired up with no problems, so off I went in practice and managed to equal my best lap time on the old 400 motor of 1:12.29 secs. I came in all fired up for sub 1:11's in the first race. Race 1 started and I got a mediocre start but managed to pick up a few places under braking at the hairpin. One of them was Haydn F. on a RS125 GP bike, but he managed to go round me mid corner, then I nailed him on the exit as the 125's take awhile to find their power band, after 2 laps I think I was in 5th place when the motor started to slow on the back straight and the well known noise came back. I went back to the

pits, put the bike in the trailer and that was another day over.

I've got a few weeks before the next meeting, so am busy rebuilding the 3TJ motor. When I lifted it's head I found the inlet valves had been touching the pistons, so obviously the 600 cams are a bit too radical for the 400 motor...but it was an interesting experiment.

We've had to move our Yamaha support from Haldanes Motorcycles, we've very much appreciated the service and support Haldanes have given us over the past few years but Haldanes have moved away from Yamaha after 30 years. Henderson Motorcycles have risen to the challenge of helping us in our racing efforts, so a big thanks goes to Adam Inta and his team out west.

Thanks too to our other sponsors! WEBDES.CO.NZ ez-Site DIY web site, and SSSLodge - for REAL Horse Power.

Hope to see you at the next meeting (with motors running again)

Cheers, Greg No Hair Racing <http://www.nohair.co.nz>

# Lament For The 2-Stroke:



How good would it be if you could still buy new 2-Stroke weapons like these two beauties ...

The mighty RZ500 & RZ350 of the mid 80's



# Know Your Committee:

A Little Bit Anyway ...

**Name / Role:** Trevor Heaphy  
General Committee and Acting Secretary

**How long with AMCC:** I joined the Club in 1974, and have held various RR Committee and General Committee roles on and off since 1976. Life Member. Clerk of Course at all but the last Paeroa street races

**What have you been up to:** Initially I was a marshal at Pukekohe and Maramarua (enduro). Started road racing in 1978 mostly at club level and retired in 2002. It became obvious early on that my talents were better used in the sport as an official. Over the years I have been an Executive Committee member of the NZACU, Board Member of MNZ, MNZ Road Race Commissioner (for 6 – 7 years), Senior Steward, Clerk of Course and Judicial Panel member (now retired from all roles). Currently assisting the RR Commissioner as a commission member, especially on Circuit Safety issues and rule interpretations. MNZ Life Member.

**Thoughts:** The sport is currently struggling with a dearth of active capable officials. There are a good number of younger riders coming through, which is great. However, unless we get some new blood into officiating, especially in these Health and Safety conscious times, the sport will die. We also need to have new people coming through to assist with running the Club and its events. In all cases, it isn't simply a matter of "parachuting" into the roles, experience is needed to ensure things run smoothly. The only way to achieve this is to get alongside existing officials and office holders to learn from them. I can assure you the current occupiers of these roles are keen to pass on their experience before time takes them out of the sport.

**What's in the Garage:** My first motorcycles were all Suzuki two-stroke road bikes. For a period, I only owned race bikes (Yamaha RD/TR 350, TZ250C and Honda RS250) between the TZ and RS, I production raced a Honda MVX followed by a Yamaha RZ350. After retiring from competing, I have owned a Honda VR750FM, Buell BB12SS and my current machine a Triumph 1200 Speed Twin.



**COC 2016 = 25 Years:**



**TZ250 – Pukekohe:**

# Know Your Committee:

A Little Bit Anyway ...

## **Name / Role:**

Philip Kavermann

President / Riders' Briefs editor / Media

## **How long with AMCC:**

I joined AMCC (along with my son) in 2006.

My son wanted to do a bit of SS150 racing, but ironically at that time there was no class at AMCC to accommodate the 150's, so he ended up racing VMCC and PMCC events at Taupo.

But he also did AMCC ART Days at Pukekohe.

I did a track day also one time – on a VF400 I had at that stage - but soon realized my talent lies else-where; so now I spend most of my race-day time behind the lens of a camera.

## **What have you been up to:**

Multiple years marshalling – 2006 on ..... ART & AMCC Club Series

On the AMCC Committee since 2011.

Membership Secretary for 4 years - from 2011-2014.

Then in 2015 started looking after media, FB, and doing Club Series reports & photography at various events.

This still continues, 9 years deep.

Riders' Briefs editor since 2017 – so 7 years on that now.

And lastly, this is year 2 as President.

Life Member.

## **Thoughts:**

This Club is almost 100 years old. That's pretty special, and will be something to celebrate in 2026.

The Club has a strong focus on safety, and conducting events in accordance with the rule-book, despite the negative commentary this sometimes attracts.

The Club enjoys good governance – from a range of senior members – and members who have a wealth of experience in delivering a range of events, of varying complexity.

The big issue the Club faces is – this pool of talent is aging.

So succession planning, and transfer of that knowledge and experience, is becoming more-and-more important. Critical even.

Volunteer attraction and retention is a significant challenge, and our ability to succession plan the critical roles required to run the Club and deliver events, will determine the future success of AMCC.

You can run a race event without competitors

But you can't run it without all the required race-day roles filled by properly skilled volunteers.

## **What's in the Garage:**

I got my motorcycle licence in 1980, and have ridden and/or owned a bunch of different motorcycles since then.

Currently putting a smile on my face – on the road - are my KTM RC200, and KTM RC390.



**Paeroa 2017:**



# RIP – Tony Knox:

RIP Tony Knox.

Passed away 14 April, 2024.

Following a fatal motorcycle accident on the Raglan highway.

Sincerest condolences to all Family and Friends of Tony, and also the entire Marshalling community.  
From everyone at Auckland Motorcycle Club ...

Tony was a regular marshal at AMCC, and many other events.

And also recently raced the 2022-23 AMCC Club Series in Clubman Junior on a KTM 390 – Placing 1<sup>st</sup>

**He is pictured at Prize-Giving .....**



## MEMORIAL SERVICE FOR TONY KNOX

A memorial service will be held for Tony at HAMILTON MOTORCYCLE CLUB CLUBROOMS,  
149 Seddon Rd, Hamilton - on SATURDAY, APRIL 27TH at 11AM.

This will be a combined Gilmours Hamilton (*Tony's employer*), Auckland Motorcycle Club, Hamilton Motorcycle Club & NZ Classic Motorcycle Racing Register event; as Tony had a significant impact on all these Organisations.





## RACING CALENDAR / COMING EVENTS

### May 2024

4/5 Buckets – Rd 2 Tokoroa

### August 2024

24/25 Buckets – Rd 3 Tokoroa

### September 2024

15 AMCC Club Series – Rd 1 Hampton Downs

*(TBC / Tentative)*

28/29 Buckets – Rd 4 Tokoroa

*(Final)*

### October 2024

13 AMCC Club Series – Rd 2 Hampton Downs

*(TBC / Tentative)*

### November 2024

17 AMCC Club Series – Rd 3 Hampton Downs

*(TBC / Tentative)*

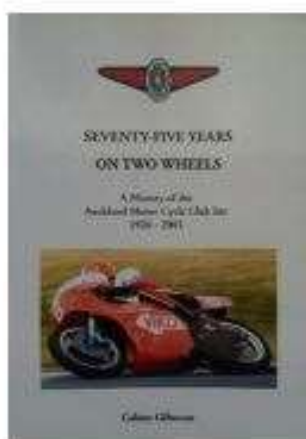
23/24 **Buckets 2-Hour** Tokoroa

### December 2024

7/8 Suzuki Series – Rd 1 Taupo

14/15 Suzuki Series – Rd 2 Manfeild

26 Suzuki Series – Rd 3 Whanganui



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**No classifieds this month**



*Jorge Martin*

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