

On Track



SPORTS RIDERS CLUB OF TASMANIA INC.



2015 Interclub Open Champion - Brett Simmonds

Committee Members

President - Mark de Jong
Vice President - Boyd Witzerman
Competition Secretary - Rod Garrett
Treasurer - Chris Price
Public Officer - Emma Whitehead
Chief Marshall - Danny Moss
MTAS delegate - Shaun Lennard

Life Members

Keith & Pat Bingham	Shaun Patmore
Malcolm Campbell	Shane Rattenbury
Cam Donald (Hon.)	Lance Roper
Nick Hutton	Steve Sellers
Sandra Johnson	Eric & Cindy Simmonds
John & Sharon Kranz	Brett Simmonds
Shaun Lennard	Jon Williamson
Kate Lucas	

President's Report



Another quarter of a year has passed and here we are, well and truly into our winter break. Welcome to our second edition of "On Track". The weather has reminded us of our proximity to the South Pole and the hours of light have (thankfully) seen their shortest day but behind the scenes, probably similar to inside many members sheds, work on the committee continues.

This winter marks the first time we start a "summer series" of racing and along with it comes some seriously fun events. Shortly after the winter break the Baskerville foundation Historic 2+4 event is being held on the 2nd to 4th of October and on the 1st of November the SRCT will be holding our second signature 2 hour endurance event. Both of these events require significant organisation.

For those of you who attended last year's 2+4 you will all remember what a fantastic event it was, despite the winds trying their best to spoil the fun (and succeeding in destroying part of our sheds and several of the 4 wheel competitor's cars). Those that competed will also remember the concerns for rider safety with a much broader spectrum of competition in the motorcycle races compared to previous years.

For this year's event we've managed to convince the 2+4 committee to run two separate classes. Allowing us to separate the bikes into over and under 500cc groups will hopefully prevent the safety concerns of last year. As part of this however, the condition was set that we are required to run full grids (10-15 bikes) for both classes.

Under approval of Motorcycling Australia and the 2+4 committee, we have decided to let the event run as "pre-modern" allowing bikes for both classes to have a build date of up to December 1999. This will hopefully encourage a number of additional entries into the event to bolster the grids by allowing bikes falling outside of period six, and un-log booked bikes to enter. All in all it is looking to be a fantastic event.

In other club news, we recently held our first end of year dinner in around 10 years. Although held mid-year we still had a great turn out with 60 plus members attending for a good meal, some trophy presentations and a rather entertaining bit of banter from superbike legend Robbie Phillis. Robbie definitely got some good laughs and everyone left with a big smile. This event can only grow in future and it is a great occasion to support the social side of our sport.

Financially the club is finally making some headway which is a welcome turnaround from the hardship we went through over the last decade. This means we are in a position to start investing in some of our facilities which are in dire need of attention. The purchase of some new radios and a better software module for our timing system are the first steps. These should help improve communication during events and also provide better and more efficient scoring for competitors.

A few years ago the club also put forward the purchase of a generator to power the pits. This was put on hold when Motorsports TAS informed us they were investigating the upgrade of the circuit's power facilities. The quotation of works required is almost complete and it's looking likely that power upgrades will happen in the very near future. The SRCT has pledged the money that was set aside

for the generator to help towards the power upgrade, a service that will benefit all circuit users.

So as you can see still a lot to do during our short hiatus from Baskerville. And on top of that I still need to organise new paint work and give the R6 a good going over before next season starts. Enjoy the break and we look forward to seeing you all when riding resumes!

Ride safe,

Mustard.

SRCT Annual Dinner & Interclub Awards

It has been a long time since the SRCT has hosted an annual dinner, but at the request of many around the state it was agreed to reintroduce it this year along with the 2015 Interclub presentations. Thankfully we did because everyone who attended unanimously agreed it was a fantastic night.

To make it even more special and a lot more fun, 'Mr Superbike' Robbie Phillis joined us to share some great stories and present trophies. For those younger ones amongst us, Robbie is one of the legends of Australian Road road racing having won multiple Australian Superbike

2015 InterClub Winners			
Open		Lites	
1st	Brett Simmonds	1st	Andrew Blackberry
2nd	Kurt Sushames	2nd	Matthew Garrett
3rd	Mark Delantey	3rd	Liam Hickey
600		Formula Baskerville/Clubman	
1st	Jason Spencer	1st	Dean von Bibra
2nd	Toby Honeychurch	2nd	Daniel Briggs
3rd	Boyd Witzerman	3rd	Matt Smith

Championships and is also an ex World Superbike competitor having won several races and finished as high as 3rd in the world championship in 1991 and 1992. He is also still a regular and very popular competitor in Australian Historic racing.

The Scott Goodman 'Rising Star Award'
A new award was presented this year in honour of one of the greats of our club who we unfortunately lost last year. Scott Goodman was somewhat of an institution of Australian motorsport and devoted endless hours to supporting and promoting local racing. If one thing characterised Scott



more than anything else, it was his desire to identify, help and guide up and coming riders. Fittingly, we thought the award most worthy of carrying Scott's name was the 'SRCT Rising Star Award'.

This year's winner was Matt Garrett who managed to win his first race at only his second race meeting. There was no mistaking Matt's joy at receiving the award.



Well done Matt!



Congratulations to all trophy recipients!



Robbie Phillis

So what's your excuse for not giving racing a go?

These are the usual ones:

- I'm not fast enough
- My bikes not the latest ZXCBGSR1 big banger
- I don't have the latest flash leathers, paddock stands or tyre warmers

You are fast enough, you're not likely to win, but you probably won't finish last. It will take a number of races for you to get comfortable, but over time you will get



great satisfaction from improving your lap times. The big bonus is your road riding will also improve.

You don't need the latest rocket ship to race, its better if you hone your skills on something that is a bit more forgiving in a class where there are a bunch of other riders running around at about the same pace.

You just need a back protector, a pair of leathers, boots and gloves in reasonable condition and an approved helmet.

Formula Baskerville is a perfect class for all new comers to racing. You can ride any motorcycle that you have. The only class rule is you cannot do better than a 65 second lap, if you do you will receive a 10sec penalty for each lap you break out.

There are some standard things that you will need to do to your bike like lock wiring the oil drain and filler, remove the coolant from your radiator and replace it with water. Remove side stand and add a shark fin to your swing arm there are a couple of other things to do but we can guide you through the process.

So why don't you give it a go!

Interclub Series Round 4 **8-April-2015** **Race Report**

There was no disputing that bike racing was back in a big way at Baskerville after a fantastic turnout of both competitors and spectators for the final round of the state Interclub series for 2015.

Thanks to The Mercury and ABC news for their support, there was a noticeable crowd on the hill and the pits were full all day with enthusiastic onlookers and excited competitors.

The club's new timing system ran flawlessly, the day ran smoothly and our competitors put on a show to remember...



In the starters hands with the Interclub Title on the line

Open and 600cc

With the 2015 Interclub Open championship on the line we knew we were in for an exciting day.

Brett Simmonds was the man to beat and came into the event holding a 25 point advantage over Ulverstone's Kurt Sushames. Kurt was running a brand new Kawasaki ZX10-R and he rides Baskerville well so Brett would definitely have his work cut out. Add to that Brad Wootton on his trusty GSXR1000 plus a spattering of quick 600s and the stage was set for some great racing in the 18 strong field.

Race 1 saw Brett win the start from pole position to lead the field up the hill for the first time. Down the straight and what a sight it was, three 1000cc bikes running nose to tail, all lifting front wheels at over 220kph! Hot on their heels and riding out of his skin on the 600 was Boyd Witzerman desperately trying to hold onto the big bikes, then a short gap back to John Parnell, Mark Delanty on his ZX10, Trevor Joyce on the VTR and finally Jason Spencer on his 600 to round out the leading group.

From lap one it was obvious that Brett meant business and he was clearly on it. As the race wore on he managed to eke out a 2 to 3 second margin over Kurt who had his hands full holding off a very determined Brad Wootton who was looking for a way through at every opportunity. At the line it was Brett, then Kurt with Brad still right on his heels, then Boyd only a few seconds further back to be the first 600 home. Behind Boyd came the second 600 of John Parnell who managed to get the better of Mark Delanty in a very entertaining race-long duel. Both riders had ridden superbly considering John was running a very well-used rear tyre and Mark was still sore from a pretty quick off he had suffered in practice the previous day.

The remaining races were all equally entertaining with Brett managing to take all 4 wins and wrap up the 2015 Open Interclub Title in convincing style. Kurt and Brad shared the honours for the minor places after battling each other all day, and Boyd continued to dominate the 600cc class to take a clean sweep which included an outstanding personal best lap time of 56.8. Entertaining battles continued all day further back in the field and demonstrated again the growing strength of the Open and 600cc fields.

Up to 500cc and Historic

Some of the most entertaining racing often comes from the matchup between historic bikes and the more modern Up to 500cc class. This time was to be no exception and even though Railton's Peter Bellchambers put in an outstanding ride on his Period 6 GSXR750 to take all 4 wins, he certainly didn't have things his own way having to fend off Larry Eaton all day on the more nimble but less powerful Husky motard, the two putting on some of the best dicing of the day. We won't go into who may or may not be the more senior of the two in years, but we can say that a certain motard rider was kept quiet all day about being 'too old for this' ;-). Well done to both riders for putting on a great show with some fantastic racing.



Peter Bellchambers had a great day, with 4 wins from 4 starts.

Further back in the field Andrew Blackberry started out well quickly getting up to third in race 1 and looked set for another great days racing until he unfortunately ran wide at the top of the hill and parted company with his Aprilia. Thankfully Andrew wasn't seriously injured so he will hopefully be back to his best again before the next meeting.

Tim Lester riding his recently acquired Period 6 Honda VFR750 put in a very good ride to be the second historic bike home and took a well-deserved 3rd place

outright. Rounding out the leading group came Cody Travers and Dave Chopping who also entertained us all day with some great battles.

Lites

We should be getting used to the close racing that this class produces by now, but this time it seemed they stepped it up another gear.



It was close racing all day between #65 Liam Hickey and #95 Matt Garrett

Battles raged all day throughout the field, but the dicing at the front between Liam Hickey and Matt Garrett was simply superb. Liam, through experience and sheer determination I expect, managed to hold off Matt in the first 3 races to claim the wins, despite both riders swapping paint at almost every turn and Liam pulling off a somewhat desperate last corner pass in race 3. Come race 4 however and it was clear Matt had had enough of being the bridesmaid and put in the ride of his short career to claim a brilliant maiden victory. Congratulations to both riders on their hard, safe racing.

Unfortunately for Aaron Wade who picked up an excellent 3rd in race 1, mechanical problems set in for the remainder of the event eventually forcing him onto a

borrowed bike. Despite that, the battle for the final podium position was still hotly contested between John Kranz, Cameron Rowell and Russell Jenkins, with John Kranz eventually claiming the honours with his 2 third and 2 fourth places.

Formula Baskerville

Once again there was another big line up for the ever popular Formula Baskerville class for bikes/riders lapping no faster than 65sec, or should I say 'not meant' to be lapping faster than 65sec. The competition at the front in each race was so hot that almost half the field lapped faster than that!

Mathew Carey on his CBR600 managed to win the start in all four races, but it seemed in each race he had a different challenger. In race one Mathew had managed to open up a nice lead whilst a battle royale raged behind between Tim Lester, Matt Allen, Dave Chopping, Stephen Oliver, Dylan Calow and Will Keyes. Matt Allen eventually broke clear of the pack and then set about pegging back the leader. Bit by bit the gap closed and the two crossed the line on the penultimate lap with barely a second separating them. A last corner lunge by Matt Allen looked as if it might pay dividends, but Mathew Carey held his nerve and continued on to claim a very well-earned victory.

In race 2 Mathew Carey again managed to win the start and lead all the way to the finish, but this time it was Dylan Calow who decided to have a crack at the lead, and after putting an excellent braking move on Will Keyes at the end of the straight, set about chasing down Mathew. Time ran out though and he didn't quite get there but he had seen what was possible. In race 3 Mathew again won the start, but this time Dylan was up to speed sooner and was into 3rd place by lap 3, right behind

Tim Lester who was doing an awesome job of holding onto Mathew on his historic VFR 750. A brilliant battle ensued between the 3 before Dylan finally broke clear to take the race from Mathew, with Tim third. In the final race, Dylan again left himself with all the work to do after getting away in 4th place, but riding high on confidence after his race 3 win, he was soon carving through the field, and by lap 3 was into another great dice with Mathew for the lead. This continued for the remainder of the race but it was to be Dylan who made it to the line first to claim his second win for the day.



Dylan Calow scored a brilliant win in Formula Baskerville after setting a lap time of 61.75! Hope to see you in the 2 hour Dylan.

Report by Chris Price

Don't forget the next race day is the
MOTORWORKS 2 HOUR
Sunday 1st November
Details next page

www.srct.org.au

Ride Days coming up
Sunday 13th September,
Sunday 11th October,
Saturday 31st October,
Sunday 6th December

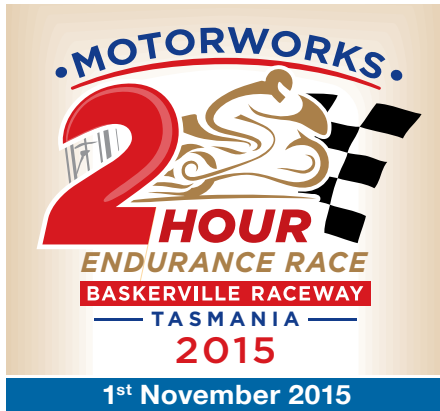
Interclub Series Round 4 -April 8th-2015, Overall Results

Rider	Points
Open	
Brett Simmonds	100
Kurt Sushams	78
Brad Wootton	74
600	
Boyd Witzaman	100
John Parnell	80
Jason Spencer / Chris McGrath	70

Rider	Points
Formula Baskerville	
Mathew Carey	90
Dylan Calow	85
Will Keyes	71
Lites	
Liam Hickey	95
Mathew Garrett	85
John Kranz	68

Coming Soon

The Sports Riders Club of Tasmania is continuing one of the great traditions of Australian Motorcycle Racing, the 2 Hour Endurance Race.



Open to all machines.

Contested in 2 classes,
up to 500cc & Open (over 500cc).

Prize money of \$2,500 for the outright
place getters and \$1000 in 500cc class...

Ride by yourself or as a team.

Qualifying cut off of 115% of pole time,
(approximately a 65sec lap time). This lap
time applies to both classes and all riders
must qualify.

The event has a full support race program
including:

- Formula Baskerville
- Lites
- Historics
- 600cc and Open (Modern)

Supp regs out now
so get your entries in !!

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www.srct.org.au or [facebook.com/groups/srctas/](https://www.facebook.com/groups/srctas/)

Meet the Officials

At every race and ride day there are a number of people who organise and run the event. Some are highly visible and are sometimes quite loud, others you may not even notice. There are some officials that are used at both ride days and race meetings.

Let's start with Ride Days, these events are run under a recreational permit from Motorcycling Australia and as such must comply with some rules. These rules aim to provide a safe and fun environment to ride your motorcycle and improve your skill level in a controlled event. The ride day is run by an official appointed by the club with the required licence level. The nominated official is responsible for the safe running of the day making sure that all riders have a MA licence and any incidents or accidents are dealt with in the appropriate manor and all documentation is correctly filled out and submitted to Motorcycling Tasmania.

The day is run from the start line with the official controlling all the session times and making sure that all the riders are behaving appropriately on track. One of the most important jobs at a ride day is undertaken by the sign on crew. This is the job that puts the most pressure on the volunteers. Sometimes with over eighty riders to process in a relatively short time things have to be done quickly but accurately.

Race Days are run under a MA permit with the club organizing the necessary officials with the exception of the Steward who is appointed by Motorcycling Tasmania.

Flaggies are the unsung heroes of ride days and race meetings. No event could happen without them, and they are arguably the most important officials at any event.

The start line officials are the engine room at any race meeting and are responsible for getting races started, making sure all the riders are in the right place on the grid and keeping every thing running on time.

The Clerk of Course is like a conductor of an orchestra as he or she directs the meeting, monitoring the races and makes sure things are run as they should be. The Clerk of Course also can stop a race when required and order a restart.

The Steward is appointed by Motorcycling Tasmania as their representative at the race meeting and oversees the running of the entire race meeting. If required the Steward can hold hearings if there are any protests.

More info on the duties of officials can be found in the 2015 Manual of Motorsport available on line at <http://www.ma.org.au>

If you think that you might like to help the club in an official capacity, feel free to have a chat with us at the next ride day.



Rugare Nyakunu



This is where on a club or a race day we will choose someone to have a chat with and see what they would like to get out of coming to the track with their bike. This time we have spoken to Rugare "Rue" Nyakunu. When I spoke to Ru he was riding a 2010 CBR 1000 and had done approx. 8 track days and had been riding for about 8 years.

He would like to go interclub racing and when speaking to him at the last track day he said he would like to race in the 2 hour in October (anybody up for a partner maybe??).

His favourite rider on the world stage is Cal Crutchlow as he has had to work hard to get to where he has as he might not have the natural ability of some of his counterparts.

It was Rues bad luck (or maybe our good luck) that brought him to the track when he was hit by a SUV from behind. What keeps him coming back is his want to improve (and from what we have seen he is doing that all the time) and that he doesn't have to worry about the party lights coming on.

One of the changes he would like to see at the track is power connected to the pits and at the last committee meeting there was talk that that might be happening in the not too distant future.

Laure Despland



I was born in Switzerland in 1982. My grand-dad and my dad had motorbikes and therefore I was introduced to it at a very young age. I remember going on little ride with my dad when I was around 4 years old (my older brother on the back seat and me on the tank)! My grand-dad had built a track in the backyard of his rural property, and my brother and I loved to ride our motorbikes there; though my grand-dad didn't like when I was going too fast on the jump on my 50cc (usually encouraged by my brother)! The family also used to go riding in the wood nearby. In addition to riding bikes, I also practiced a lot of other sports: skiing, snowboarding, gymnastics, rock climbing, paragliding, martial arts, horse riding, surfing and swimming, to name a few! When I turned 18 I got my motorbike license (legal age in Switzerland) and bought a second-hand Yamaha DTR 250cc and loved riding it around Geneva.

In 2006, I decided to go to Australia to continue my study in environmental science on the far north coast of NSW. I bought an Arqin RT 200cc and, as I didn't have a car license at that time, I used it

for absolutely everything, from going to uni to going shopping (I became a master at tying up carton of beer on the back of the bike)! I absolutely loved the ride to uni on the twisty road from Lennox Head to Lismore. I had great fun but also some scary rides... back tire blowing up, brown snake lunging at my bike, being caught in massive summer storms! The bike "died" in 2009 and I bought a car.

Mid 2012, after finishing my PhD, I decided to move to Tasmania. I needed something new and Tasmania seemed to be the right choice. I wasn't disappointed and I quickly built strong friendships and found a job as an environmental scientist. Life was good and I was surfing every weekend but something was missing. So in February 2014, I bought my first naked bike, the new Triumph Street Triple 675cc. I fell in love with it immediately and did some amazing rides including a great West coast adventure. In November 2014, as I was buying new bike gear, the guys at the shop told me about the track day at Baskerville raceway and convinced me to come along. Being a woman in a sport dominated by men I was expecting to be in a competitive environment where men would laugh at

the female newbie (95% of the riders are male). I was totally wrong! Everybody was incredibly nice and supportive, giving me great tips and encouraging me. I was very nervous on my first lap and probably took 5 minutes to do it but came back to the pit after my first session with a big smile on my face knowing that I was hooked. Since then, I have learned so much about my ability and my bike capability. Riding on the track is the safest environment to learn these things and push my limits. I also learn a lot by watching and talking to other riders. The ultimate goal of the track day is to have fun, from novice to rider groups, so I really encourage all women and men to come along. Can't wait for the next ride.



Tasmanian Motorcycle Council

Most SRCT members join the club for track days or racing, but many also ride on the road, so it's useful to know about the Tasmanian Motorcycle Council (TMC).

Like the SRCT, the TMC is run by volunteers. Council members give their own time to work with the state and local governments on a range of issues. The TMC is also represented on the Road Safety Advisory Council.

The TMC's next meeting is its annual general meeting, being held at the Iron Horse Bar and Grill at Richardson's Harley-Davidson at Prospect on Saturday 5 September from 3.00pm (yes, same weekend as the ASBK at Symmons Plains).

You can also follow the TMC's Facebook page for ongoing updates (www.facebook.com/TasmanianMotorcycleCouncil) and check the recently-updated website, www.tmcc.net.au, for news on a host of topics.

Shaun Lennard - SRCT rep to TMC



Classic Race Film Night 2nd May

Well this time around we thought we would test everyone's knowledge of racing trivia with a quiz, and just to make it interesting throw in some of our new club T Shirts as first prize – not that we're competitive at all!

Questions ranged from local racing, to superbike, to grand prix it and it certainly tested a few. The winning team with an outstanding score of 36 out of 50 went to Rod Garrett, Marietta Hanson, and Eric and Brett Simmonds (honestly though I think Marietta won it for them...)

Here are a few sample questions to see how you would have gone. (Answers on the next the page).



- In which year did Casey Stoner run white livery on his Ducati at Phillip Island?
- At which circuit did Aussie Chris Vermulen score his only ever MotoGP race win?
- At which circuit did Troy Bayliss win his only ever MotoGP race?

- Which WSBK racer was nicknamed 'The Samurai of Slide'?
- Which racing number is formal World Superbike Champion James Toseland best known for?

Following the quiz was another great classic race, this time it was the 2006 Portugese MotoGP from Estoril - and what a race it was...

Estoril was the second last round of the year and things were getting tight at the top of the championship table as only 12 points seperated championship leader Nicky Hayden from 2nd placed Valentino Rossi.

In practice, Hayden, Rossi and Stoner all put in scorching times to take their turns at the top of the leader board, but come qualifying when the chips were down it was the experienced and confident Yamaha team riding a wave of success which made the running putting Rossi on pole with his team mate Colin Edwards running a close second relegating Championship leader Hayden to the last place on the front row.



The 28-lap MotoGP race at Estoril was a stunner and saw Nicky Hayden's championship hopes crash and burn when teammate Dani Pedrosa took him out on Lap 4. The racing drama was not over, however, as Toni Elias mounted an improbable victory over Valentino Rossi, limiting the Hayden disaster to an 8-point deficit, rather than 13 points going into the final round at Valencia.

Some interesting facts about the race:

- The accident marked Hayden's only DNF of the year.
- Toni Elias took his first and only ever MotoGP win, and with it his first ever premier-class podium. The Spaniard began the last lap in third place, but overtook both Rossi and Roberts into turn one. Rossi then got back in front, but Elias shot past him out of the final turn.
- Elias' victory remains the last time that a satellite rider has won a MotoGP race. Elias, who was riding for Gresini Honda, looked set to lose his seat for 2007 until he took that win.
- The next time a MotoGP race was won by a last lap pass was at Catalunya in 2009 - when Rossi was the winner.
- Second place at Estoril meant Rossi took the title lead for the first (and last) time during the entire 2006 season, having been as far as 51 points behind Hayden after round 11 of 17.
- Rossi lost the race by just 0.002sec to Elias and went on to lose the 2006 world championship by five points when he fell at the Valencia season finale - the same number of points he lost by finishing second to Elias at Estoril.

- Roberts Jr took third, marking the 22nd and final podium of his grand prix career and the last by Team Roberts, which withdrew at the end of 2007.
- Roberts Jr took the lead on the penultimate lap, having thought the race was over one lap early.



Tony who? Tony Elias was a surprise winner of the 2006 Portugese GP.

Remember guys, classic race night is hosted at the Valern Hotel in Moonah, it's free, and anyone is welcome to attend - we would love to see you there so come along and join in the fun !

Keep an eye on the
SRCT Facebook page for details
of the next classic race night.
@ the Valern Hotel,
44 Albert Rd Moonah.

Quiz Answers:
2009, LeMans (2007), Valencia,
Noriyuki Haga, 52

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Suspension and Springs Tech-setting spring sag

Basic suspension setup isn't overly difficult, especially if you take things one stage at a time. And stage one in the quest for a well set-up suspension is to dial in spring sag. No matter what shock or fork you have, they all require proper adjustment to work to their maximum potential.



Spring sag is the amount the springs compress between fully topped out and fully loaded with the rider on board in riding position. It is also referred to as static sag. An appropriate sag setting will allow your motorcycle to have approx. 70% of its suspension travel available to absorb upward movement of the wheel and approx. 30% available to let the wheel drop down into dips in the road or uneven terrain to keep your tire in contact with the ground

If you've ever measured sag before, you may have noticed that if you check it three or four times, you can get three or four different numbers without changing anything. We'll tell you why this occurs and how to handle it.

REAR END

Step 1: Extend the suspension completely by getting the wheel off the ground. It helps to have a few friends around. On bikes with sidestands the bike can usually be carefully rocked up on the stand to unload

the suspension. Most race stands will not work because the suspension will still be loaded by resting on the swingarm rather than the wheel. Measure the distance from the axle vertically to some point on the chassis. Mark this reference point because you'll need to refer to it again. This measurement is L1. If the measurement is not exactly vertical the sag numbers will be inaccurate (too low).

Step 2: Take the bike off the stand and put the rider on board in riding position. Have a third person balance the bike from the front. If accuracy is important to you, you must take friction of the linkage into account. This is where our procedure is different: We take two additional measurements. First, push down on the rear end about 25mm (1") and let it extend very slowly.

Where it stops, measure the distance between the axle and the mark on chassis again. If there were no drag in the linkage the bike would come up a little further. It's important that you do not bounce! This measurement is L2.

Step 3: Have your assistant lift up on the rear of the bike about 25mm and let it down very slowly. Where it stops, measure it. If there were no drag it would drop a little further. Remember, don't bounce! This measurement is L3.

Step 4: The spring sag is in the middle of these two measurements. In fact, if there were no drag in the linkage, L2 and L3 would be the same. To get the actual sag figure you find the midpoint by averaging the two numbers and subtracting them from the fully extended measurement L1: static spring sag = $L1 - [(L2 + L3) / 2]$.

Step 5: Adjust the preload with whatever method applies to your bike. Spring collars are common, and some benefit from the

use of special tools. In a pinch you can use a blunt chisel to unlock the collars and turn the main adjusting collar. If you have too much sag you need more preload; if you have too little sag you need less preload. For road race bikes, rear sag is typically 25 to 30mm. Street riders usually use 30 to 35mm.

FRONT END

Measuring front-end sag is very similar to the rear. However, it's much more critical to take seal drag into account on the front end because it is more pronounced.



Step 1: Extend the fork completely and measure from the wiper (the dust seal atop the slider) to the bottom of the triple clamp (or lower fork casting on inverted forks). This measurement is L1.

Step 2: Take the bike off the sidestand, and put the rider on board in riding position. Get an assistant to balance the bike from the rear, then push down on the front end and let it extend very slowly. Where it stops, measure the distance between the wiper and the bottom of the triple clamp again. Do not bounce. This measurement is L2.

Step 3: Lift up on the front end and let it drop very slowly. Where it stops, measure again. Don't bounce. This measurement is L3. Once again, L2 and L3 are different due to stiction or drag in the seals and

bushings, which is particularly high for telescopic front ends.

Step 4: Just as with the front, halfway between L2 and L3 is where the sag would be with no drag or stiction. Therefore L2 and L3 must be averaged and subtracted from L1 to calculate true spring sag: static spring sag = $L1 - [(L2 + L3) / 2]$.

Step 5: To adjust sag use the preload adjusters, if available, or vary the length of the preload spaces inside the fork.

Street bikes run between 25 and 33 percent of their total travel, which equates to 30 to 35mm. Roadrace bikes usually run between 25 and 30mm.

This method of checking sag and taking stiction into account also allows you to check the drag of the linkage and seals. It follows that the greater the difference between the measurements (pushing down and pulling up), the worse the stiction. A good linkage (rear sag) has less than 3mm difference, and a bad one has more than 10mm. Good forks have less than 15mm difference, and we've seen forks with more than 50mm.

Preload - What does it do?

Preload is perhaps the most misunderstood facet of suspension tuning. Many people think that by adjusting preload that they are stiffening or softening their suspension. Nothing could be further from the truth. Adjusting preload does nothing to your spring rate. All it does is change your ride height and your sag. So, given that, what should you do with those adjusters on the forks?? Basically, just use them to set your sag correctly.

Why Not Try a Ride Day

Ride Days are all about having fun. Having the opportunity to ride without oncoming traffic and without any nasty surprises around the corner, riding as fast as you want to and not losing your licence, exploring your own and the bikes limits. All this in a safe environment and for minimal cost. Once you get on the track . . . you'll never want to leave!

In order to participate at a Ride Day/Clinic you will need to:

- Get yourself and your motorcycle to the track
- Be wearing appropriate clothing:
Helmet, Gloves, Boots, Full-length trousers and a Protective jacket
- Join the SRCT. Annual membership is \$60
- Get your Motorcycling Australia Recreational Licence.

If you have a current motorcycle licence from any Australian State you only need to fill in the application form and pay the annual fee of \$105 or the one day fee of \$25.

- Sign Up, fill in and sign an indemnity form and pay the track fee SRCT \$60.

Note the Track Fee is waived for all first timers.

So your first Ride Day will cost \$85 or \$165 all up, and other Ride Days will cost \$60 each (+ \$25 if you need another one day licence).

ALL BIKES & RIDERS

SPORTS RIDERS CLUB OF TASMANIA

BASKERVILLE RACEWAY

SRCT 2015 RIDE & RACE DAYS

for event details www.srct.org.au

RIDE DAYS			RACE DAYS	
1 st March	11 th * April	2 nd * May	12 th April	Round of Tas Interclub & Round of S.R.C.T. Championships
21 st # June	13 th September	11 th October	21 st June	Round of S.R.C.T. Championship
31 st * October	6 th December	Give it a Go!!!	1 st November	Motorworks 2 Hr Endurance Race

* Saturday # Ride & Race Day

➤ LP Rider Discounts ◀



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