



BRA Enews #2 From The BRA - Direct From Us To Your Computer!!!!



Hello and welcome again to the BRA eNews

The somewhat missing eNews of the past months brought about of course by a COMMUTERLITE, (see item below) that dumped The Editor on his shoulder, tough I know but if anything, awkward to say the least.

I wasn't completely out of the loop, with being able to talk to bucket members at socials and via Michaelc's very entertaining TMD forum, for which we all owe him a great deal, as it's a great way for Bucketeers to stay in touch.

I missed the first round @ Wakefield and we all missed the BSFOS at eastern Creek.

As it stands Gary Briggs was going to include a technical "bit" for our next issue but he's busy building bikes and we will miss it this time round, maybe next time.

Just for the sake of it, do feel left out if you have some thing that you feel you should share with others as general bucket info don't hesitate to mail it in and we'll pit it up in an issue, it could be better than having to read my rubbish all the time.....

All The Best

Flap

For Sale - Just \$5,800.....

Chris Scully built, Honda CR85/RS125 Motolite. All the gubbins and gizmos, very, quick, a front runner and runner up in the 2008/2009 championship, gearing, stands and spares. Phone Greg Byrnes - Contact Details www.teammadogracing.com

The BRA Calls To “BRING BACK THE BUCKETS”

The proceeding that led to the omission of Buckets from the Barry Sheene Festival of Speed this year has baffled many a PCRA Club member and bucket racer and raised the ire of quite a few more when the decision was made

It is still a decision that is not understood by many

It seems that as the meeting was not a club meeting, but an open special event and there was no room to include the buckets in the program.

Most things that are good are so, for a good reason and in the case of the BRA it's stability. This was a line I wrote in the first issue of the eNews, it seems this was overlooked by our PCRA brethren, in forsaking the buckets as a major draw card in themselves @ the BSFOS.

Many Buckteers bring a second bike to compete in the other class brackets. E.C. Is hard on our little bike but we always turn up in numbers and put on a good show, this along with the combined entry fee's always went along way to making the meeting a success and improving the bottom line

President, Ken Lindsay (The King) stood firm on this, making representations to have the buckets reinstated on the program.

You can only bang on the door for so long before it becomes a time waster so Ken organised what he considered to be the next best thing, a Bring Back the Buckets protest at the BSFOS.

Ken organised the printing of some highly visible yellow T shirts with bring “Back The Buckets” printed on them in large black letters along with a prominent display of bucket bikes at the race meeting.

KK Made sure the BRA was seen along with the lots of volunteers that manned the display stand in their yellow T shirts.....

Some PCRA members that were involved in the hard work of running the event were a bit miffed @ the BRA's reaction but all said and done the point needed to be made

I hope that we are back on the program next year.

A last remark about what buckets bring to the PCRA:

It's not just the extra cash.

- The BRA has, for a number of years been for want of a better term “the feeder club” for the PCRA

- Many BRA members going on to compete in many other race classes, (I for one would not have involved with the PCRA if not for buckets).
- BRA members has contributed to the running of the PCRA at many levels

The BRA Constitution.

Good news about the BRA Constitution again!

Yes, it was presented as a working dog, ready to be put to the test to the BRA members that were at Wakefield Park PCRA Round 2.

For a hard copy if you want one, you can contact Ken Lindsay on 0439871927 or go to our web site – www.ozbucketracing.com

A down loadable copy is there. While you are there, check out what's been done by site manager, Jim Murphy, another devoted bucket tragic with some great ideas.

The site has all the latest S & M (Motolite and Superlite) rules, photos and profiles and a direct link to the T.M.D forum.

THE COMMUTERLITES

Here at last, the good news many of us have been waiting for.

A new class of 'bucket' has been in the pipeline and in discussion for while now, loosely based around the concept of a class for the Asian built 125 4stroke commuter / fun bikes

These bikes are now price positioned at the bottom end of the Australian motorcycle market.



Cheap to start with and even cheaper second hand, a draft of the proposed rules has been drawn up, below is the official draft release.

CommuterLites

The BRA are interested in introducing a new bucket category called COMMUTERLITES.

The attraction of this category is the ease of starting to race and being competitive straight out of the box. Machines will be virtually standard with some nominal practical changes.

Listed below is a draft set of rules, please read these rules.

If you have any thoughts or you feel amendments are required you have contact Ken Lindsay ASAP as we are hoping to get this class up and running ASAP.

CommuterLites:

A racing class open to all 4 stroke 125cc commuter bikes.

To be eligible for racing the motorcycle must have:

- ADR Compliance
- A 4 stroke engine of no more than 125cc
- The motorcycle must comply with any general requirements of road racing in the MOMS.

The following items may be modified from OEM.

1. Bodywork, provided the replacement body work provides the same profile as OEM.
2. External Gearing and drive chain.
3. Carburettor jetting / fuel injection mapping.
4. Air filter.
5. Tyres.
6. Brake pad material.
7. Exhaust System.
8. Hand and foot controls.
9. Front fork springs.
10. Rear fork spring.

All other parts must remain as OEM.

Well those are the rules!!!!

You can't get more simple than that...

I have one, the blue bastard that dumped me, but unfortunately it's a bit to flash to be a racer at present and I'm not alone

The Phantom has a very nice one but again too good to race. Unlike Rocket Ron Carrick from QLD, he has 2 and races one already, even Susie on her GS125 has a leg up on everyone, she's a front runner already.

So check it out guys, see what's in at the wreckers and start things happening.

LATE BRAKING eNEWS.....

The Phantom has purchased another CBR and has put it up to be "guest" ridden at the next round, fully decked out and ready to run, a QLD 'Pommy' has already given it an eastern creek lap time, go to the TMD forum and put up your guess of a best lap for a CBR 125, there's a T shirt in it for the winner.

One item that was discussed in the last eNews was the possibility of holding the "Bucket Nationals" outside of the BRA's traditional environs, with the north coast a suggestion, well so far there has been little discussion or interaction on the subject.

The PCRA race program for 2010 is up and running so the dates are set, what we need is some investigation to be done, date and venue wise to move the concept forward..... any volunteers or other clubs interested in doing some liaison.

You can get me on 0414085764.

RACE REPORTS

I dipped out on the first round @ Wakefield, but it was certainly made up for at round 2.

The Motolite class was thrown open with the absence of top runners Gary Briggs, Greg Byrnes, Andrew deJersy and MichaelC, leaving fast Queenslander Rocket Ron Carrick, and Fast starting Ken Lawrence the possible winners.

Ron on the Briggs built YZ100/RS was untouchable in all but 1 race, where he narrowly beat the fast finishing 2009 champion Paul Borg, CR85/RS by a mere 2 thousands of a second or so.

Ken (outa) Lawrence ran his new CRF150/RS and showed what torque can do for good starts, Ken led by 30 meters at the half lap most starts but was out done by the top end of the 2 strokes. Not many can out brake Ken, so he still has a bit of work to be done on the speed side of things.

Looks like fuel injection to me and a few hours sorting.

A new bike for John Kantor CR85/RS with Michael Carruthers on board proved to have potential as a front runner gaining a third placing in the last race, John put on his sad face as he was hoping for better, a front brake issue was at the heart of



the problem with Michael unable to take full advantage of the RS's breaking and handling. (Spooky), Paul Borg made it hard for himself by getting away badly and having to do the Giant Balls, bit to get to the front. It almost worked in one of the closest finishes on the day

Spook's tactics fell short in the last race where his desperation cost him a few place and he finished back down the field.

Overall the 2 strokes ruled in Motolites, Bob Murphy on his CT200/SL was the next best 4 stroke in about 7 place with John Skeers SUZ150/RS, and Fester CRF150/RS back behind the best of the Superlites. Jeff Clissold, CB150 and Ian Gregory CB150.



These 2 showed the likes of Ken Lindsay a clear 100 meters at the finish line, Ken's rides were made even harder with Tim Smith and others spragging his line, and constantly having to fight of Fred Holland who took great delight in hounding Ken all meeting.

Tyler Bradford had a race meeting to forget with the ex Briggs CBR150/ZRS not playing the game with the lap and a half gremlins persisting all day... slow fuel feed possibly... and Jim Murphy was somewhat miffed that he missed a shift and let son Walter beat him to the line when he was well clear.

Suzii poked around at the rear of the field but this time and actually got to do some racing fending off, racing for not last, all good fun...A P5 unlimited race ended the good racing with an oil spill reducing the racing to 4 laps and a yellow flag section of track reducing the overtaking to a limited number of points.

Though all in all I don't think a bucket crashed all day... I wasn't racing of course!

From a non racing point of view my walks about the pits and talks to the guys showed me something I'm proud of as a bucket racer. The standard of presentation of this season's bikes is excellent.... take the new bikes in superlites, like Jeff Clissold, and the Murphy boys for example, look terrific and are of the same quality build and finish of any Aussie Superbike team, no bull, I've seen what's down the grid after the factory teams. Ken Lindsay must be giving away his special polish to new bike owners.

As always the S & M bucket field, Motolite and Superlites was a strong as ever...plus with another 6 or so riders to possibly come back into the grid, the buckets are gaining strength, looking flash and it's all good.....

All The Best

FLAP

FOR ALL RACE RESULTS AND 2010 SEASON STANDINGS go to:

www.ozbucketracing.com

For all bucket gossip go to:

www.teammaddogracing.com/phpbb

