

2nd-3rd JULY 2022  
**BIG CHILL**

SOLO & SIDECARS, P2 – PRE MODERN

Permit 6/22/1/9147

**CARNELL RACEWAY, STANTHORPE**



  
alan mcintosh  
sports photography

**Wynnum  
Marine**

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QUEENSLAND EARLY MOTORCYCLE SPORTS CLUB INC.



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Photo: Alan McIntosh Sports Photography

## **OFFICIALS LIST**

<b>Steward</b>	Gregg Smith
<b>Clerk of Course</b>	Chris Walker
<b>Race Secretary:</b>	Paul Borowinski
<b>Assistant Race Secretary:</b>	Kerry Hill
<b>Chief Scrutineer:</b>	Hiroko Maruki
<b>2IC Scrutineer:</b>	Steve Robson
<b>Assistant Scrutineers:</b>	Randall Goldsworthy, Ian Milton, Mark Hatch, Max Thompson, Ray Clacher
<b>Transponder Testing</b>	Grant Jordan, Guy Vickerman, Brett Chandler
<b>Chief Marshall</b>	Shelly Thompson
<b>Flag Marshalls:</b>	Bruce Gibney, Glen Brown, Jeff Brown, Randall Goldsworthy, Trevor Kime, Anthony Parker, John Sawyer, Brent Wylie
<b>Starter:</b>	Anthony Christian
<b>Dummy Grid Marshall/Recovery</b>	Andrew Jamieson
<b>Timing</b>	Damien and Chen Wright
<b>Event Manager:</b>	David Vincent
<b>Event Manager Assistant:</b>	Doug Aitcheson

# Big Chill 2022

Hello and welcome to the 24th running of the BIG CHILL historic motorcycle race meeting.

I recently came across a trophy that was awarded at the inaugural Motorcycle Road Races that were held at Carnell raceway.

This meeting took place on the 12th of July 1998 and the trophy was for 1st place in the R.K. chains sidecar race. It was won by Chris Downing, with passenger Mark Jackson. There has been some discussion around what date the club held our first meeting at Carnell and it was nice to unearth this trophy that gives us a definite time line. Thanks to Mark Jackson for digging it out.

With luck we will have a fine weekend of fun and laughter that is what we call Historic motorcycle racing. We have just over the 100 entries including Non comp and so as always plenty of beautiful old bikes to see and hear.

I must thank Ian Milton for his very generous offer of allowing me to pilot his beautiful Vincent sidecar with passenger Dave Vincent on board .I have been having nightmares about the right foot gear change but fingers crossed it will all be good on the day.

Good luck to all and if you don't enjoy yourselves it is your own fault.

And as you have so often said yourself " The only thing better than horsepower is MORE BLOODY HORSEPOWER.

See you there.

Peter Searle

President QEMSC

Team Archaic 432

The logo for Wynnum Marine features the word "Wynnum" in a large, bold, blue, italicized sans-serif font. Below it, the word "Marine" is written in a similar style but with a white outline and a blue shadow effect, giving it a 3D appearance.

## Saturday 2nd July 2022 Schedule

<b>Time/Event</b>	<b>Activity</b>	<b>Laps</b>	<b>WarmUp</b>
<b>7:00am</b>	<b>Gates Open, Sign On</b>		
<b>7:15am</b>	<b>Scrutineering</b>		
<b>9:30am</b>	<b>Riders Brief</b>		
<b>9:45am</b>	<b>Engine Start</b>		
<b>10:00am</b>	<b>Events Start</b>		
P1	Buckets		6 mins
P2	P4/5/6 & F2 Sidecars		6 mins
P3	Period 4 and 5 under 250cc		6 mins
P4	Motards, Pre Modern, SSP300		6 mins
P5	Period 4 and 5 over 250cc		6 mins
P6	Period 6 500cc		6 mins
P7	Period 2 and 3 All Powers		6 mins
P8	Period 6 250 Div 1		6 mins
P9	Period 6 250 Div 2		6 mins
P10	P3 Sidecars		6 mins
NC1	Non - Competitive		8 mins
Q1	Buckets		6 mins
Q2	P4/5/6 & F2 Sidecars		6 mins
Q3	Period 4 and 5 under 250cc		6 mins
Q4	Motards, Pre Modern, SSP300		6 mins
Q5	Period 4 and 5 over 250cc		6 mins
Q6	Period 6 500cc		6 mins
Q7	Period 2 and 3 All Powers		6 mins
Q8	Period 6 250 Div 1		6 mins
Q9	Period 6 250 Div 2		6 mins
Q10	P3 Sidecars		6 mins
<b>1 - 1:30pm</b>	<b>Lunch</b>		
R1	Bike and Rider Over 100	6	1
R2	Buckets	6	1
R3	P4/5/6 & F2 Sidecars	5	1
R4	Period 4 and 5 under 250cc	6	1
R5	Motards, Pre Modern, SSP300	6	1
R6	Period 4 and 5 over 250cc	6	1
R7	Period 6 500cc	6	1
R8	Period 2 and 3 All Powers	6	1
R9	Period 6 250 Div 1	6	1

## Saturday 2022 Schedule

Time/Event	Activity	Laps	WarmUp
R10	Period 6 250 Div 2	6	1
R11	P3 Sidecars	5	1
NC2	Non - Competitive		8 mins
R12	Buckets	6	1
R13	P4/5/6 & F2 Sidecars	5	1
R14	Period 4 and 5 under 250cc	6	1
R15	Motards, Pre Modern, SSP300	6	1
R16	Period 4 and 5 over 250cc	6	1
R17	Period 6 500cc	6	1
R18	Period 2 and 3 All Powers	6	1
R19	Period 6 250 Div 1	6	1
R20	Period 6 250 Div 2	6	1
R21	P3 Sidecars	5	1
NC3	Non - Competitive		8 mins
<b>4:30pm</b>	<b>BNSH</b>		

**Rint spring rounds are races 1- 41 Only**



# Sunday 3rd July 2022 Schedule

<b>Time /Event</b>	<b>Activity</b>	<b>Laps</b>	<b>Warm Up</b>
<b>930am</b>	<b>Riders Brief</b>		
<b>945am</b>	<b>Engine Start</b>		
<b>1000am</b>	<b>Events Start</b>		
R22	Buckets	6	2
R23	P4/5/6 & F2 Sidecars	5	2
R24	Period 4 and 5 under 250cc	6	2
R25	Motards, Pre Modern, SSP300	6	2
R26	Period 4 and 5 over 250cc	6	2
R27	Period 6 500cc	6	2
R28	Period 2 and 3 All Powers	6	2
R29	Period 6 250 Div 1	6	2
R30	Period 6 250 Div 2	6	2
R31	P3 Sidecars	5	
NC4	Non - Competitive		8 mins
R32	Buckets	6	1
R33	P4/5/6 & F2 Sidecars	5	1
R34	Period 4 and 5 under 250cc	6	1
R35	Motards, Pre Modern, SSP300	6	1
R36	Period 4 and 5 over 250cc	6	1
R37	Period 6 500cc	6	1
R38	Period 2 and 3 All Powers	6	1
R39	Period 6 250 Div 1	6	1
R40	Period 6 250 Div 2	6	1
R41	P3 Sidecars	5	
NC5	Non - Competitive		8 mins
<b>1- 130pm</b>	<b>Lunch</b>		
R42	Old Bike Australasia King / Queen of Carnell	6	1
R43	Buckets	6	1
R44	P4/5/6 & F2 Sidecars	5	1
R45	Period 4 and 5 under 250cc	6	1
R46	Motards, Pre Modern, SSP300	6	1
R47	Period 4 and 5 over 250cc	6	1
R48	Period 6 500cc	6	1
R49	Period 2 and 3 All Powers	6	1
R50	Period 6 250 Div 1	6	1
R51	Period 6 250 Div 2	6	1
R52	P3 Sidecars	5	
<b>FINSH</b>	<b>- Please Return Transponders</b>		

## Buckets

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year
3	Rusty	Pierini		honda	xl	150	1973
11	israel	suarez	Suarez & Sons Tiling	Honda	CB	125	1972
21	Jack	Muller	OneAddiction	Yamaha	YZF-R15	150	2012
25	Max	Thompson		Benelli	2C	185	1972
37	Michael	Franklin		Kawasaki	Kh100	100	1980
69	Adrian	Coney	Bms motorcy- cles	Kawasaki	KX	125	1975
333	Cyrel	Wright		Yamaha	YZF R15	150	2011
808	Karen	Horey		Kawasaki	z200	200	1981



## P4, P5, P6 & F2 Sidecars

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year	Swinger
32	Craig	Harms		Ireson	Ireson	1000	1983	John Cooper
42	Peter	Abell	Abell painting services	Kawasaki	Gpz	900	1984	Anthony Mackinnon
67	Tim	Hewitt	Nuweld	TRANZAC	SIDECAR	650	1972	Karla Hewitt
86	Peter	Searle	Peter Searle Small Engines.	Tranzac	Sidecar	998	1982	Paul Montiford
94	John	Williams		tranzac	gsx	1000	1985	Scott Shields
380	Gary	Ellis		tupper	GPZ900r	900	1984	Colin Solomon

## P4 and P5 Under 250

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year
3	Rusty	Pierini		honda	xl	150	1973
9	Barrie	Stevens		suzuki	TS250	250	1971
11	israel	suarez	Suarez & Sons	Honda	CB	125	1968
14	charlie	mccarthy	redhead autos dalby	Bridgestone	Bs100sp	99	1980
24	Bernie	Stevenson		Ducati	Bernie	250	1980
25	Max	Thompson		Benelli	250 2c	250	1969
34	Tim	Antak	GC Motorcycle Wreckers	Suzuki	T20	249	1967
37	Michael	Franklin		Kawasaki	Kh100	100	1977
69	Adrian	Coney	Bms motorcycles	Kawasaki	KX	125	1975
81	Max	Jordan	JBR	Yamaha	DT125	125	1980
211	Grant	Jordan	White's racing products, One Addiction	Yamaha	Dt125	125	1980
267	David	Vincent	BRM Motorcycle Engineering	Suzuki	GT	250	1972
808	Karen	Horey		Kawasaki	z200	200	1981



## Motards, Pre Modern, SSP 300

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year
6	Peter	Herlihen		Yamaha	FZR	400	1990
18	Mark	Garbutt		Honda	VFR	400	1992
33	Jason	Brown	Fubar Racing	Honda	VFR	400	1989
35	Kirsten	Oliver	Dave Oliver's Motorcycle Tyres	Aprilia	SXV550	550	2006
57	David	Oliver	Dave Oliver's Motorcycle Tyres	KTM	SMR450	450	2022
67	Dean	Marsh		Honda	Crf450	450	2019
67	Michael	Boyd		KTM	450EXC	450	2014
76	John	Downs		Rotax/Suzuki	MT500	500	1990
82	David	Cocroft	Motorbike Addiction	Honda	CBR400RR	400	1987
101	David	Vanstrien		Yamaha	Yz450f	450	2006
114	David	Van Keimpema	Egg racing	Honda	Cbr250	250	1990
171	Damion	Davis	Lennox Floors	honda	cbr rr	400	1989
672	Jason	Piggott		Honda	VFR400	400	1990
707	Jimmy	Strang		Honda	MC19	250	1988
862	Grant	Stacey		Yamaha	WR	450	2007
906	Robert	Dietrich	Future racing	Honda	Cbr400	400	1990
999	Simon	Lewis	Skypig Racing	Husqvarna	FS450	449	2017
	Nathaniel	PARK		KTM	sx	250	2012



## P4 and P5 Over 250

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year
7	Ian	Morrison		Laverda	Montjuic	500	1979
11	Israel	Suarez	Suarez & Sons Tiling	Honda	CB	350	1972
25	Max	Thompson		Ducati	Pantah	500	1980
37	Michael	Franklin	Mcfbuild	Kawasaki	Kh100	100	1980
67	Dean	Marsh		Honda	CB350	350	1972
88	David	Tye		Ducati	TT2	500	1980
138	Gary	Ellem		Honda	CB	350	1972
144	Barry	Knight		Suzuki	t500	500	1972
171	Damion	Davis	Lennox Floors	Yamaha	RD	350	1981
300	Cyrel	Wright		Yamaha	SR	500	1979
302	Ryan	Munns		Bultaco	Metrala	350	1972

### Ray's Scrutineering Advice

Tips and advice on how to get your machine on track for beginners. Experience in many classes and periods.

**0418 192 232**



alan mceachern  
sports photography







## P6 500

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year
5	David	Reed	Reedy Racing	Yamaha	FZR400	400	1988
6	Peter	Herlihen		Yamaha	FZR	400	1990
7	Paul	Brown		Honda	CBR250RR	250	1990
23	Gregor	Robertson	Folwick construction	Honda	Cbr	250	1990
25	Paul	Montiford		Honda	Cbr250RR	250	1990
30	Simon	Lewis	Skypig Racing	Honda	VFR400	399	1989
33	Jason	Brown	Fubar Racing	Honda	VFR	400	1989
65	Peter	Kaim	Team HoonTune	Honda	Cbr	250	1991
70	Hayden	Gill	Team HoonTune	Honda	Cbr	250	1991
71	Keith	Wenban	Humphrey B bear racing	Honda	Vfr	400	1990
76	John	Downs		Rotax/Suzuki	MT500	500	1990
78	shane	askew		Honda	Cbr	250	1991
81	Max	Jordan	JBR	Honda	VFR400R	400	1992
82	David	Cocroft	Motorbike Addiction	Honda	CBR400RR	400	1987
171	Damion	Davis	Lennox Floors	honda	cbr rr	400	1989
273	Steven	Bailey		Honda	Mc22	250	1990
313	Ethan	Chandler	Roon Sport	Honda	CBR	250	1990
672	Jason	Piggott		Honda	VFR400	400	1990
906	Robert	Dietrich	Future racing	Honda	Cbr400	400	1990



## P2 AND P3 ALL POWERS

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year
2	Ross	Kenman	Wynnum Marine	Norton	750	750	1962
12	Brian	March	Numbskull Racing	Indian	Scout	750	1941
39	Grant	Jordan	Ian Milton, Wynnum Marine	Triumph	Speedtwin	500	1939
49	Gary	Slater		BSA	B31	350	1955
66	Guy	Vickerman		BSA	Silver Star	500	1939
72	Craig	Piggott		honda	cb72	250	1962
81	John	Munns		Triumph	T120	650	1959
87	Greg	Brillus		Norton/Vincent	Norvin	500	1962
100	Michael	Chegwidden		Vincent	Vincent	1000	1952
380	Gary	Ellis		Indian	Scout	750	1941
750	Ross	Bolding		Harley Davidson	WLA	750	1942
	Colin	Solomon		Suzuki	K10	80	1962

## P6 250 Division 1

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year
3	Rusty	Pierini		honda	cbr	250	1990
7	Paul	Brown		Honda	CBR250RR	250	1990
23	Gregor	Robertson	Folwick construction	Honda	Cbr	250	1990
25	Paul	Montiford	Super Serious Racing	Honda	Cbr250RR	250	1990
27	Craig	Harms		Honda	Cbr250rr	250	1990
65	Peter	Kaim	Team HoonTune	Honda	CBR250RR	250	1991
70	Hayden	Gill	Team HoonTune	Honda	CBR250RR	250	1990
78	Tim	Coney		Honda	Cb250n	250	1980
81	Max	Jordan	JBR	Honda	CBR-RR	250	1992
82	David	Cocroft		Honda	CBR	250	1990
211	Grant	Jordan	Gazport Spada Enhancement	Honda	CBR	250	1990

## Sponsors on board for the QLD Historic Road Racing Championships

We are happy to announce that **WynnumVaine** will be the naming rights sponsor for this event. After their support and professional displays at the 2021 event we are very excited to have them back.

We also have

**OneAdIt on** (motorcycle repairs, QRIDE licencing and dyno tuning) have secured their spot. They will have 2 races named after their business, a spot for marquees and banners and be on the program and advertising material.

**Dave Oliver's Motorcycle Tyres** (wizard of all things related to tyres and handy racer himself) has joined the party too. He was our wonderful naming rights sponsor in 2020 and we are very fortunate to get his support once again for 2022.

**White's Racing Products/Bridgestone** will be onsite to provide tyre changing services during the weekend. Craig always travels with a fantastic collection of tools, parts and motorcycle gear for purchase at great prices at the event.

**Royal Precision Lubricants** have joined in and will be promoting their incredible oils and fluids. An Australian owned and run company manufacturing high quality products.



## P6 250 Division 2

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year
9	Barrie	Stevens		honda	spada	250	1989
21	Jack	Muller	OneAddiction	Honda	CBR250rr	250	1991
23	Greg	Watson		Honda	MC19	250	1989
34	Tim	Antak	GC Motorcycle Wreckers	Honda	CBR	250	1990
39	Johan	van Munster		Honda	RS125	125	1993
45	RON	ANTAK	GC Motorcycle Wreckers	Honda	CBR	250	1990
63	Davy	Noending	GC Motorcycle Wreckers	Honda	CBR250R	250	1990
75	David	Dodd		Honda	CBR250R	250	1990
75	Guy	Vickerman		Honda	MC22	250	1989
78	shane	askew		Honda	Cbr	250	1991
84	Blair	Piggott		Honda	CBR250R	250	1990
114	David	Van Keimpema	Egg racing	Honda	Cbr250	250	1990
136	Michael	Cramer		Honda	NSR250R	250	1988
273	Steven	Bailey		Honda	Mc22	250	1990
303	Stephen	Accatino		yamaha	RZ250r	250	1989
313	Ethan	Chandler	Roon Sport	Honda	CBR	250	1990
707	Jimmy	Strang		Honda	Mc22	249	1990
	Jackson	Park		honda	cbr	250	1989

## P 3 Sidecars

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year	Swinger
15	Matthew	Klein	Tronix Racing	Norton/BSA	Manx	740	1962	Damian
26	Max	Jordan	Ian Milton, Wynnum Marine	Triumph	Special	600	1950	Grant Jordan
82	Ross	Kenman	Queensland Norton Restoration	Norton	750	750	1962	Andrew Ireland
100	Peter	Searle	Ian Milton, Wynnum Marine	Vincent	sidecar	1200	1948	David Vincent
267	Rodney	Torr		Triumph	Torr	750	1962	Jessie Torr

## Non Competition

<b>First Name</b>	<b>Last Name</b>	<b>Sponsor</b>	<b>Manufacturer</b>	<b>Model</b>	<b>cc</b>	<b>Year</b>
Chris	Cutler		Chater-Lea	Face Cam TT Replica	348	1927
Colin	Crumlin		BSA	Gold star	500	1956
DARYL	THEXTON		Yamaha	SRX	250	1987
David	Reed	Reedy Racing	Yamaha	RD400	400	1976
Doug	Aitchison		Triumph	Faster!	650	1966
Elizabeth	Garbutt		Honda	RS	125	1993
Gary	Slater		Excelsior	Manxman	350	1937
Graham	Gough	LG Racing	Norton	International	500	1954
Greg	Watson		Honda	Spada	250	1989
Janet	Park		Honda	CBR	250	1989
Jennifer	Larsen	LG Racing	Norton	ES2	500	1955
John	Bathurst		Vincent	Rapide	1000	1956
Karen	Horey		Kawasaki	Rusty	200	1980
Keith	Gitsham		Honda	S1185	125	1972
Kerry	Hill		Adler	MB	250	1954
Michael	Franklin		Bsa	B34	500	1956
michael	trivett		suzuki	rgv	250	1990
PETER	ANTAK		Honda	CBR250RR	250	1990
Peter	Collins		Suzuki	T250 Hustler	250	1971
Rick	Coppens		Ducati	450 MK 3	450	1974
Ross	Bolding		Harley Davidson	WLA	750	1942
Stephen	Coney		honda	cb450	450	1968
stuart	dalziell		BSA	Gold Star	500	1956
Trevor	Fryer		ducati	450	450	1968
Vivan	Kuskopf	Mates rates racing	Honda	CBR	250	2013

**MICK'S FIX**  
Leather Repairs  
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**alan mcintosh**  
sports photography

## Chater-Lea Brooklands Replica by Chris Cutler



In 2015 I found most of a 1926 Chater-Lea face cam engine in Switzerland. The owner wanted to keep the 1926 engine parts as spares for his 1927 machine but after a lot of negotiating I was able to buy the engine parts as the starting point for the Brooklands Replica project. He was happy with what I was going to build and that was the commitment I made to him.

The original machine was built by Dougal Marchant who was the development engineer at Chater-Lea in London. He was very successful in 1926 winning the 350cc Solo Championship at Brooklands at 93.97 mph. In the same year he did the flying start kilometer at 102 mph, part of a number of records which were at speeds greater than those for the 500cc.

The major components of my machine have been scaled from two photographs of the period taken at Brooklands. Steffan Heusser from Somerset West in South Africa put all of the components on to CAD and a large part of the bike was constructed from those drawings. The frame was made and remade by hand a couple of times. I was the student and Steffan called the shots.

The wheels were made at Central Engineering in the UK on hubs made from the CAD drawings. There is no front brake and the capacity of the rear brake has yet to be tested in earnest.



A very creative metal sculptor in Somerset West, Barry Ashmole created the fuel tank, oil tank, seat and the exhausts including fish tails. Absolutely brilliant work.

The engine work including modern conrod bearings and many other engineering modifications was done by George McKenzie. Beautiful work and done right. A very steep learning process for me and I now feel confident about working on it.

I have done all of the detailed engineering and fabrications. Due to my limited machining ability there were a few reworks. Lots of clevis pins and yokes especially for the forks and front suspension, gearshift and control levers. It has a foot clutch on the right hand side, throttle on the right hand side and gear shift on the left hand side. Advance/Retard is on the right hand side.

I decided to leave all the metal work bare as was the case on a lot of machines in the day.

I guess it is no surprise that no one thought I would ever finish what I started but I have finally done it. First start up of the machine was in November last year.

Now busy trying to fix up all the bugs in particular oil leaks. For starters what do you expect on an engine with open rockers lubricated with oil passing along brass rocker bushes on the cam box.

Looking forward to The Big Chill.



We all enjoy the building journeys of our members bikes and any articles similar to this are welcome for inclusion in the newsletter and website.

Email them to [secretary@qemsc.com.au](mailto:secretary@qemsc.com.au)

## Bike and Rider > 100 Years

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year
5	David	Reed	Reedy Racing	Yamaha	RD400	400	1976
6	Geoffrey	Martin		honda	drixton	500	1969
9	Barrie	Stevens		suzuki	TS250	250	1971
12	Brian	March	Numbskull Racing	Indian	Scout	750	1941
24	Bernie	Steven-son		Ducati	Bernie	250	1969
25	Max	Thomp-son		Ducati	Pantah	500	1980
34	RON	ANTAK	GC Motorcycle Wreckers	SUZUKI	T20	249	1967
39	Grant	Jordan	Ian Milton, Wynnum Marine	Triumph	Speedwin	500	1939
49	Gary	Slater		BSA	B31	350	1955
66	Guy	Vicker-man		BSA	Silver Star	500	1939
72	Craig	Piggott		honda	cb72	250	1962
81	John	Munns		Triumph	T120	650	1959
88	David	Tye		Ducati	TT2	500	1980
144	Barry	Knight		suzuki	t500	500	1972
267	David	Vincent		Suzuki	GT	250	1972
300	Cyrel	Wright		Yamaha	SR	500	1979
380	Gary	Ellis		Indian	Scout	750	1941
750	Ross	Bolding		Harley Da-vidson	WLA	750	1942

# Wynnum Marine



## OldBleAustraliaKing/ QueenofCamell

#	First Name	Last Name	Sponsor	Manufacturer	Model	cc	Year
7	Paul	Brown		Honda	CBR250RR	250	1990
9	Barrie	Stevens		honda	spada	250	1989
23	Gregor	Robertson	Folwick construction	Honda	Cbr	250	1990
30	Simon	Lewis	Skypig Racing	Honda	VFR400	399	1989
33	Jason	Brown	Fubar Racing	Honda	VFR	400	1989
66	Guy	Vickerman		BSA	Silver Star	500	1939
76	John	Downs		Rotax/Suzuki	MT500	500	1990
81	Max	Jordan	JBR	Yamaha	DT125	125	1978
84	Blair	Piggott		Honda	CBR250R	250	1990
88	David	Tye		Ducati	TT2	500	1980
91	Tony	Clarke		Suzuki	GS	500	1989
114	David	Van Keimpema	Egg racing	Honda	Cbr250	250	1990
144	Barry	Knight		suzuki	t500	500	1972
171	Damion	Davis	Lennox Floors	Honda	CBR	400	1989
267	David	Vincent		Suzuki	GT	250	1972
273	Steven	Bailey		Honda	Mc22	250	1990
302	Ryan	Munns		Bultaco	Metralla	350	1972
313	Ethan	Chandler	Roon Sport	Honda	CBR	250	1990
672	Jason	Piggott		Honda	VFR400	400	1990



# EVENT MERCHANDISE



## Shirt \$35



## Beanies \$15



CHARCOAL ("LEGEND" BRAND)



RED



WHITE



PINK



NAVY



ROYAL

Big Chill 2022 - Poster Boy President Pete.

Firstly, a big warm (hopefully), welcome to all our competitors and especially to those who have made the pilgrimage from interstate and the far North.

I would also like to acknowledge, thank and welcome all of our officials and flaggies.

In keeping with what has become a tradition at our race meetings, we recognize a member who has contributed above and beyond to making QEMSC, the great club that it is.

This time it gives me great pleasure to honour our club president, Peter Searle.

Pete's passion is racing sidecars which he has been doing for many, many years, even back in the halcyon days of Bathurst. However he is also a great supporter of all classes of racing motorcycles, both historic and modern.

A keen and competitive but also safe rider, Pete can be found riding either, Harry the Honda or his amazing Konig powered outfit at every possible opportunity.

If you see Pete in the pits, ask him about how the Konig runs on the smell of an oily rag.

Always the gentleman both on and off the track, Pete is also a very capable administrator and diplomat.

President Pete has been at the helm of the good ship QEMSC for a number of years and his steady hand, guided the club through the turbulent waters of Covid and other challenges.

It was Pete who suggested QEMSC hold our annual historic championships mid week, with many believing it would not be successful.

History shows that he adhered to his convictions and the formula worked so well, that 2022 will be our Trifecta mid week meeting at Morgan Park.

In closing, I would like to say that it has been an absolute pleasure working with Peter on the QEMSC committee and I wish him all the very best for the future, both on and off the track.

Finally, always remember Pete's favourite saying.

"There's only one thing better than horsepower and that is MORE bloody horsepower".

Ian Milton.  
Vice President.

## **Historic Racing – What is it All About?**

The Queensland Early Motorcycle Sports Club, promotes road racing for all types of motorcycles up to December 1990. This includes solo classes for pre 1946 ( Period 2, Vintage ) , pre 1963 ( Period 3, Classic ) pre 1973 ( Period 4, Post Classic ) , pre 1983 ( Period 5, Forgotten era ) & pre 1993 ( Period 6, New Era ) ( As per 2022 MOMS )

Sidecars classes are the same as solos classes but we also cater for some Modern machines depending on track limitations. At Australian title events classes are broken up into more categories, see the Historic Road Racing rules from the 2022 Motorcycling Australia MOMS ( Manual of Motorcycle Sport ).

To be eligible for racing, machines must be visually compatible with those manufactured in the period. i.e. they can be modified internally but must look period. This means the bikes are fast – rules allow for them to be internally modified using modern materials and also allowing to run modern race compound tyres. A lot are running modern crankshafts, pistons, valves etc allowing compression ratios of up to 15:1 and engines capable of up to 13,000 RPM.

Race machines must be issued with an MA Historic log book to meet compliance requirements with national historic racing guidelines.

This makes for exciting racing that is attracting more and more competitors and spectators, partly because the bikes can be developed and worked on by the enthusiasts, unlike most modern racing categories.

## **What sort of bike do you need?**

A Manx Norton would be nice, but many of us have a huge amount of fun getting the best we can out of pretty standard road bikes. Or you can prove your mechanical prowess with internal modifications to get the most out of an old engine and spruce up handling and braking. It's all about being where you want to be and fitting into a class of racing that suits you. This is the beauty of historic racing.

If you're interested in getting started in Historic racing the best way is to talk to people already involved. Find out what types of machines are most suited to historic racing in terms of availability of parts, cost, available modifications for racing, expected longevity, etc. It may seem that the old bike in the back shed is the best way to go, but it may be that you're better off using it to fund something more appropriate. For more information please contact

President: Peter Searle, Mobile: 0410 514419, email: [president@qemsc.com.au](mailto:president@qemsc.com.au)

**Come & join us at our club meetings every second Tuesday of the month at the Geebung RSL, 23 Newman Rd, Geebung QLD 4084. Meetings start at 1900 but many members enjoy a meal and drink before hand**

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