
The Good Oil



Volume 25 Number 10 Oct 2017

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HISTORY IN THE MAKING?

Commentators are describing it as one of the most spectacular last laps in the history of Grand Prix motorcycle racing. Andrea Dovizioso's win at Motegi comes 10 years after Aussie Casey Stoner delivered Ducati its first GP title on the same circuit. Danny Ahern and several other register members are heading over to Phillip Island for this weekend's classic showdown between Honda and Ducati. So this week we take a break from our normal routine to bring you a detailed diary showing how the Ducati team handled the challenging conditions last year Page 8 *Pic courtesy MCN-UK*



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

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Honorary Life Members	Peter WESTERMAN (†Deceased) Richard RAKE Danny AHERN David MANSON Len SMITH Ken LUCAS “Doc” WATSON (†Deceased) Trevor HENDERSON Phil BAUGHAN Len DYSON (†Deceased) Les Bell Joe Ahern	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009 2013 2017

PRESIDENT'S REPORT

During the winter months, there really aren't a lot of events to report. Now, with the warmer weather now upon us, this has changed. On 7th October, HMCRRSA members displayed bikes at “Hart's Mill” at Port Adelaide. Periods 2 to 5 were represented by Danny Ahern (Matchless and Norton), Phil Baughan (Tribsa and Honda), Otto Muller (TZ350), Dean Watson (Velo MAC), John Whallin (BSA) and Yours Truly (Bulty and BSA).

Sadly, Paul Walker withdrew for health reasons. Otto took part in the Birdwood ride on his Adler, joining about 100 other motorcyclists on a wide variety of makes and models. “Nip” Kuerschner's AJS Club stand had his “10R” racer replica, 1955 500

“Compy” and the Corlett 1912 Triumph, plus cutaway single engine and AJS lamp. Barry Farley displayed his replica of Jimmy Davies' JAP V-Twin speedway outfit and a 2-valve Jawa solo, and there were three examples of the Tilbrook marque. As is so often the case, you meet old friends you haven't seen in years, spend time with current ones and make new ones. Lew Hylton, the chief organiser, was hopeful of getting more clubs involved in future with a view to sharing the organisational load.

As well as enjoying the day, our members handed out flyers for our State Titles, hopefully generating more interest. So let's all get behind it and PUSH!

Trevor Henderson, President

TREV'S TIDBITS: NOT YOUR AVERAGE JOE

As a musician, Joe Ahern would appreciate the better vibes from a decent crowd compared with a poor one. So, although Joe was unable to be present at our August gathering to accept his Life Membership, being informed by phone, it may have been a blessing in disguise.

Although not huge, the September roll-up was somewhat better than its predecessor. I know we'd had some cold and wet weather, which seemed to have kept attendances down, but surely we classic racers are made of sterner stuff. We may not be able to match the lap times of the modern guys, but we should be able to show them how to brave the elements in support of our Club.

I gave Joe an introduction just prior to General Business and, after a round of applause, he responded with a rundown of his time in the Club, of some great racing particularly with the inimitable Paul Walker.

Although most of Joe's road racing had been on Japanese two stroke twins prior to the twin Norton, he did need to be reminded of the ES2 Norton that started the ball rolling, though it was apparently no fairytale debut.

My experiences with Joe include a memorable trip home from the Nationals at Lakeside in 1995, his advice on taking the first turn at Eastern Creek the previous year which let me have the adrenalin rush normally reserved for better racers and which gave me 3rd place in a National Title, and his ride on my Bully at Mount Gambier which netted him 2nd overall in the "Classic Master of Mac Park". Joe has also put in for the Club when possible, despite the restrictions imposed by his line of work.

Welcome to the ranks of Life Members, Joe!

**Thumbs Up and change right
Trevor Henderson #55.**



THE COMP SEC: MOTOGP, SOUTHERN CLASSIC, NATIONALS

Well it doesn't happen that often, but I am an apology for this month's general meeting as I got convinced a week away with like-minded friends what would be a good idea. I have witnessed motor bike races all around the world and in many different ways.

Whilst I have done the corporate thing at World Supers in the early '90s, a first for me this year is joining in with the hospitality of Corporate Ducati. Yes along with some great folk from DOCSA Kate and I are going to endure a full week away with road trips, country pubs and what should be a great time. We are part of a group of 13 sharing a big house in Cowes (we have scored the bedroom and ensuite I believe). The balcony has a spa, so yeah looking good. The itinerary has us leaving Adelaide on Wednesday landing sometime in the afternoon at Port Campbell, yeah start of the Ocean Rd et al. We are travelling by car while most of the others are on bikes. I hope no one breaks down as we are now travelling in Kate's new wheels rather than my ute, which may have been handy perhaps. Next day sees us land at Cowes for the three days of MotoGP entertainment. Let's see what stories evolve and which ones can be told!

A couple of weeks later has me and a few other club members heading for Broadford for the Southern Classic (entries still open.....just) I look forward to two full days racing and sharing time with some of my racing pals. No Friday practice for moi as I will be at a track session Thursday and Friday at Phillip Island, whizzing around on my Triumph Daytona 675. That will be fun I am sure.

The week after the Southern Classic sees Wakefield Park in NSW host the 2017 National titles. As I write this the entries have been closed one day. It sounds like a few classes once again have struggled to make the numbers to give their class National Title status. I know this will have a few people pull their entry and reconsider where they will spend their money to go racing. Sidecars have been woeful with numbers and only the Period 4 is getting the required 6 starters a couple of days out! I trust the nationals end up being another great event at a different venue. I look forward to some of our members participating getting their typing fingers happening once they are home to share their story.

I hope to have the entries for our State titles out by end of month. Get in early if a carport is top of your priority list!

This week entries came out for the Island Classic. I've got my entry into the post. I can tell you that our club has been allocated some garaging and those that registered their interest in sharing have been noted and are on my list.

On the bike front I had both my Manx G50 and the G50 out to Mallala for a shakedown having both been through a tidy up, strip and rebuild program over winter. Both bikes behaved beautifully and now I can't wait to get the mojo back and get close to PBs at all tracks we race at in the next 6 – 8 months.

Danny Ahern
Competition Secretary

Draft Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA held at the MSA clubrooms on Thursday, Sept 21.

The meeting opened at 8pm with 23 members present.

Apologies: Con Desyllas, Claire Harmon.

Visitors: Brad Burt

New Members: Dean Pitman

Minutes of previous meeting: Proposed John Inkster, seconded Dan Ahern. Unanimously accepted.

Business arising: None

President's Report:

- Trevor received a historic photo and passed it around the meeting.

Secretary's Report:

- Veteran and Vintage MCC SA Inc are running a motorcycle-only swap meet on 2 October at Balhannah oval. An open invitation to all clubs to participate via displays of bikes eligible for historic registration and to set up a stall to sell club regalia etc.

Treasurer's Report:

- Out goings for the previous month included garage fees for national titles, permit cost for upcoming state titles and the club's donation re Paul Gloede's memorial.
- Dean provided details of the June balance sheet.

Competition Secretary:

- Club member Dan Gleeson is attending the Wakefield Park 2+4 meeting. Adelaide motor sport festival permit is in train. List of machines has been provided to the organisers.
- Electronic entries for upcoming state titles is assured.
- Hart to Hart event discussed. A total of eight bikes registered to participate.
- Posters to promote the state titles at end of year will be ready soon.

RR Committee Delegate:

- Road Race Panel meeting attended by Chris Hayward and Dean Watson.
- Much of the meeting dealt with rider grading.
- Creation of standard supp regs for state titles (moderns only) to be used in 2018.
- Amberlight Café is holding an event on 11 November and clubs are invited to participate by way of setting up displays etc.
- State title status for naked bikes class will happen in 2018.

MSA delegate:

- No report

General Business:

- Trevor introduced Joe Ahern to the meeting. Joe was presented with an Honorary Life membership during the previous meeting (AGM).
- Joe thanked the club and spoke about his history with the club including his early days racing a Norton ES2 before achieving many successes riding his TR3 Yamaha 350.
- Andy spoke about his participation in the level 1 Officials accreditation training course.
- John Inkster suggested that the club might consider establishing a register of accredited officials within the HMCRRSA.
- Phil provided information on the upcoming observed trials sidecar events.
- A motorcycle swap meet is scheduled on 8 October at Lockleys.

Meeting closed at 9.40

Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of SA held on Oct 3 at the MSA clubrooms

The meeting opened at 7.30pm

Attendees: Trevor Henderson, Dan Ahern, Chris Hayward, Neil Watson, Bob Balestrin, Stuart Penn, Paul Walker.
Apologies: Nathaniel Wilson,
Visitors: None

Minutes of previous meeting:

- Acceptance proposed Paul, seconded Neil. Carried unanimously.

Business Arising:

- Dan reported that the poster design is completed and following discussion it was agreed that 100 x A5, 50 x A4 and 10 x A3 sized posters would be printed.

President's Report:

- Trevor has spoken to Tony Tildesley who has said that he will be away for some time during the next 12 months travelling overseas.

Treasurer's Report:

- No report due to Dean's non-attendance.

Secretary's Report:

- No correspondence to report.

General Business:

- Trevor reported that he'd contacted Trish Channel re her availability to be the starter for the upcoming state titles. This matter is still pending.
- Handicapper for state titles event discussed. With the recent passing of Laurie Fox, we need to find a replacement for this role re the sidecar handicap race.
- Dan agreed to speak with Brian March re his potential availability and willingness to take this on.
- Chris/Dean to enquire at next Road Race Panel meeting about potential candidates for starter role.
- John Whallin unable to take on the bike recovery role at state titles. Will raise this at the next monthly meeting seeking volunteers for this role.
- Event sponsors update. Trevor went through the list of businesses from whom we're seeking sponsorships. Whilst some have committed to take this up again for 2017, others are yet to confirm their support. Outstanding potential sponsors will be contacted over the next month.
- Dan reported that Alice (web designer) has confirmed that the online entry forms and Pay Pal are all operational.
- Meeting discussed clarification around the level of support to be provided to club members re garage hire at race meetings.
- Following a lengthy debate, it was agreed that riders with 5 years or greater continuous membership will enjoy 100% pit shed payment support at selected race meetings. This currently includes the annual Island Classic race meeting and National Championships. HMCRRSA members with less than 5 years continuous membership will be required to pay the scheduled cost for garaging.
- The Committee will review specific events that will attract this level of support on an ongoing basis.
- Hart to Hart motor cycle display scheduled for Saturday 7 October discussed.

Meeting closed 9.20pm

INSIDE DUCATI'S MOTOGP TEAM



No, this photo wasn't taken after Andrea Dovizioso's amazing win at Motegi on Sunday. It was taken by leading Australian photographer Phil Aynsley just after "Desmo Dovi" finished fourth at last year's Phillip Island round of the MotoGP. Aynsley and Good Oil editor Hamish Cooper were "flies on the wall" for the entire race weekend. Every practice, qualifying and during the race they were inside Ducati's pit garage and they both gained the belief that Ducati was about to start something special. Here is a version of the report published last year in Australian Motor Cycle News.

Ducati is on the cusp of a new era in MotoGP. Signing 2015 champion Jorge Lorenzo not only increases focus on the Italian factory, it raises worldwide interest in MotoGP. HAMISH COOPER and photographer PHIL AYNLEY spent the entire Phillip Island round with the team for this exclusive inside look.

FREE PRACTICE ONE (Friday 10.55am):

Anyone who has worked on a motorcycle knows that anxious feeling when you finally fire up the engine.

It's no different in MotoGP. I can feel electricity in the air as mechanic Mark Elder wheels Andrea Dovizioso's Desmosedici into pit lane. This is the culmination of two days of work creating a potential race winner from 46 boxes flown over from the previous round in Japan.

A drag-racing-style starter is pushed on to the end of the crankshaft and the V4 engine bellows into life, quickly settling into a fast idle. Using a starter rather than rollers means the gearbox doesn't get loaded up.

Mechanics and technicians circle the noisy beast, which soon sounds angry as the throttle is twisted, building revs and engine heat. “Desmo Dovi” pulls on his helmet as final pre-flight checks are concluded.

Icy wind, sheeting rain, 14C track temperature and the fact that this year’s Michelin tyres are new to Phillip Island have raised stress levels but there is a calm bubble around the team. Dovi clicks noisily into first gear and disappears down pit lane.

Most of the mechanics and technicians, including the team’s hierarchy, retreat to the garage monitors. Transfixed by the wall of screens, they look like punters analysing the odds at a betting agency.

I can easily recognise Dovi’s Desmosedici as it howls down the straight. The V4 has a deep, brutal roar that is an octave below the distinctive drone of Yamaha’s cross-plane in-line four-cylinder, Honda’s rasping V4 and the shriek of the Suzuki and Aprilia.

Dovi breaks this session into three runs.

Mechanics and technicians go into overdrive during his brief stops, downloading information from the engine’s electronic brain, changing wheels and rear sprocket while adjusting suspension settings.

All this is done with a calm efficiency that is amazing to watch, especially in such a cramped space.

Out goes Dovi again into conditions that would have road riders thinking twice about whether it was worth the effort. But he has to get race-speed kilometres up to give the technicians something to analyse.

He plugs away through the murk and mist, shaving seconds off each lap. By the time he calls it quits he has finished sixth fastest, taking his time from 1:48.978 down to 1:41.569.

Technicians pore over the tyres while Dovi pulls off his helmet to sit sodden in his chair. Crew chief Alberto Giribuola sits beside him with a clipboard taking notes while some heavy hitters, including team mastermind “Gigi” Dall’Igna, simply kneel before him, hanging on Dovi’s every word.

“Gigi” then walks over and touches the rear tyre before the bike is pushed up on a workbench.

The team has a little over three hours to debrief and apply what they have learnt in the past 45 minutes to Dovi’s Desmosedici for the next outing.



FREE PRACTICE TWO (Friday 3.05pm):

Conditions are even worse and officials delay the start. Eventually just six venture out. Dovì's bike is put through its usual warm-up procedure: three minutes at fast idle followed by another two minutes of gentle revving that booms through the garage like a pump-action shotgun.

Up close the Desmosedici is an elegant kitset of carbon and exotic alloys. Its distinctive wings are pop-riveted to slim pieces of bodywork held in place by tiny screws.

The small details are stunning. Strangely, instead of open megaphones the exhaust tips have muffler-like inserts in them. Looking closer at Dovì's bike reveals he uses a thumb-operated rear brake, with the small lever on the left handlebar. It is impossible to see the motorcycle totally stripped of its fairing as technicians hide it in screens from prying eyes.

Nevertheless, it's easy to see how \$2 million gets sunk into a typical MotoGP motorcycle.

Dovì's bike is ready to go but no one seems in a hurry to send him out and the session is soon red-flagged, ending the day's work.

FREE PRACTICE THREE (Saturday 10.55am)

A slowly drying track but a constant threat of rain has technicians weighing up options for this crucial session.

Riders have to be in the top 10 to avoid the 15-minute madness of Qualifying 1, from which only two can graduate to the final grid shootout of Q2. Dovì's sixth position in FP1 looks good but his team-mate for this event, Hector Barbera, is back in 19th.

Gigi looks grim as he follows his riders on the pit monitors. Information fed back includes crucial sector times. Comparing these lap by lap can give clues to possible changes to improve handling into corners and traction out of them.

Suspension technician Peter Bergvall gently lays an Ohlins shock under Dovì's second bike, which is missing its wheels. Mechanics and technicians descend on it. Two strip out and replace the rear shock while another fits the front wheel and mudguard and two others put a different sprocket on the rear wheel, push it into place, adjust alignment with a special template tool, then set the chain tension.

Five minutes into the session Dovì suddenly appears. He leaps off, shouts a few words then jumps on his second bike and is gone as the garage fills with the smell of a hot engine, brakes and tyres.

A mechanic screws a special fitting into the petrol tank filler and a jug of fuel is poured in. Then mechanics and technicians swarm over the bike, changing the rear shock, adjusting the front forks and replacing the front wheel.

Halfway through the session the weather closes in and riders start crashing.

Dovì's back in and some big decisions are made regarding set-up and tyre choice. The rain will go away and riders, including Marc Marquez, will set their fastest time. Then rain will return for the closing laps.

Dovì has four runs during the session. Each time his bikes have been heavily tweaked. Wheel changes involve slick front tyre with intermediate rear; wets both ends or slicks both ends.

The biggest changes come when Dovì's bike is set up for full wets. As well as replacing the rear suspension unit and linkage the top of the front forks are pulled apart, new springs fitted and the stanchions gently hammered through the yokes with a plastic mallet. In an age of electronic sophistication it seems a bit old school but is taking some steepness out of the steering head angle.

Later, the team's track technical co-ordinator and a man with over a decade of experience with Ducati's MotoGP effort, Fabiano Sterlacchini, explains how they take the edge off the Desmosedici for wet conditions.

“The load on the tyres in wet conditions is much lower than in the dry,” he says. “So to reach the same weight transfer and same level of stroke you need softer spring rates. This allows you to use the maximum amount of stroke and allow better absorption.

“In very changeable wet/dry conditions, you always go from softer to stiffer suspension, and with intermediate tyres we have an average value of suspension stiffness, but the values are closer to the dry setting. In fact, the front height normally remains the same and sometimes due to the track conditions or layout we adjust the rear height.”

It's been a flurry of activity but Dovi's 1:34.721, set on his final lap, puts him 5th overall. Meanwhile, Barbera has nailed 10th ahead of Suzuki star Maverick Vinales, Yamaha's Valentino Rossi and Honda's Cal Crutchlow, while Jorge Lorenzo is stone motherless last. Amazing.

What also is amazing is that of Dovi's 13 laps, only five have been at full noise. Four bike swaps with the two bikes being modified multiple times for just five serious laps. That's MotoGP racing for you.



FREE PRACTICE FOUR (Saturday 2.30pm)

With both riders straight through to Q2 the stress levels are back under control. Now the team needs a long run to gauge tyre life during the actual race.

Actor, motorcyclist and regular pit visitor Keanu Reeves has just left and it's time to get to work. However, the session is red-flagged by torrential rain after just 10 minutes and the bikes don't go out again until 3.10pm.

A paltry six full laps won't give the team much information

QUALIFYING 2 (Saturday 3.35pm)

Twelve riders have 15 minutes to sort out the first four rows of Sunday's starting grid.

There's no Rossi and Lorenzo has only just snuck into Q2. This certainly is a bizarre weekend.

Again, the weather is the wildcard. Although it's cold and threatening, the air is dry and the track is 19C and not as slippery as it looks. However the radar shows a big rain front is due.

Marquez gambles on full slicks to set pole with a 1:30.189, well outside Lorenzo's race lap record of 1:28.108.

With minutes remaining Dovi pits to change from an intermediate to full slick rear. But he's soon back shaking his head.

Even on the out lap he could feel the tyre wasn't hot enough on its left side.

It means he's qualified ninth and is on the third row. Barbera is 10th and on the row behind.

However, in what could be a significant omen both Ducatis have rediscovered their awesome top speed.

Barbera has clocked 332.7km/h and Dovi 330.3km/h. The next fastest is Crutchlow at 326.8km/h, who is second on the grid. Marquez is sixth fastest at 324.8km/h.

WARMUP (Sunday 11.40am)

Teams have one last chance to calibrate machines and calculate team strategy. The track is dry, the chilly wind is keeping the rain away and the sun is out. It's still only 12C but the tarmac is 28C.

Dovi and Barbera up their top speeds, hitting 336.5km/h and 334.0km/h respectively. Ducati dominance down Gardner Straight is underlined by Danilo Petrucci's 332.4km/h on a customer "GP15", a slightly upgraded version of last-year's Desmosedici. Even Mike Jones, the Aussie stand-in at Barbera's usual Ducati team, hits 330.5km/h, faster than Marquez at 329.2km/h.

But in a snapshot of how the race could unfold, Marquez sets the fastest lap of 1:29.897, ahead of Rossi with Vinales, who qualified 13th and a row behind Barbera, third fastest. Crutchlow is fourth quickest with Dovi 8th and Barbera 12th.

With the race not until 4pm, Dovi and Barbera head to the Ducati supporters tent for a "meet and greet" session.

With stunning honesty Dovi explains the issues he's been battling: "We've struggled with tyre pressures and the cold; trying to balance the two."

Earlier in the weekend Michelin's motorcycle manager Piero Taramasso said his company had produced a "Phillip Island tyre" to meet the unique conditions.

He also acknowledged that the event is Michelin's "own Grand Prix" as it deals with the island's "four seasons in a day" for the first time.

Fans are given another insight by Ducati Corse Sporting Director Paolo Ciabatti. During a short Q&A session with other team principals he explains how its MotoGP effort has been through "some difficult years" and how "Gigi" and Casey Stoner have brought a new focus.

"We've finally managed to win a race," he says, referring to Andrea Iannone's breakthrough win in Austria.

What about this weekend? "So far we are quite satisfied," he replies.

THE RACE (Sunday 4pm)

The pit garage is empty and silent. Most of the crew are out on the grid awaiting their riders. The rest are over at the pit lane monitor and signalling point. Rather than being with the official team, Dovi's signaller is farther down the wall as he prefers to read the board closer to the finish line.

The two spare race bikes are propped up outside on race stands with tyre-warmers and thermal blankets. With no wheels visible their aerodynamic wings make them look like personal spacecraft from a sci-fi movie.

There is a tinge of nostalgia to realise this will be the last time I'll see the bikes like this. New regulations will create a motorcycle that looks more like a street bike than a prototype. Surely it diminishes the purpose of MotoGP's senior class, which is to build the world's most futuristic two-wheeled racers.



My thoughts are shattered by a wall of noise as the grid forms. Whereas in practice and qualifying the bikes gently took off on their laps, here they are all in unison. Riders grab handfuls of throttles as they get “into the zone”.

Mechanics and technicians jog back into the garage and cluster around the screens. They appear calm but you know a kaleidoscope of thoughts is tumbling through their minds.

Dovi's on the charge from the start. By lap 2 he has slipped past Jack Miller into 5th. On lap 3 he is hunting Suzuki's Aleix Espargaro, who started from 4th. Then Rossi slices through the field from 15th to catch Dovi.

Dark clouds briefly blot out the sun in pit lane. Instantly eight mechanics run to the two spare bikes and change them to wet weather spec in a blur of tools, wheels and suspension components.

Marquez crashes out of the lead and Crutchlow takes over. He begins a Lorenzo-like performance, reeling off consistent laps like a musician's metronome.

Dovi is blindingly fast down Gardner Straight, eventually recording 340.5km/h. A podium finish beckons but he is struggling in the corners.

The ragged edge beckons when Dovi is caught in a Suzuki sandwich of Espargaro and Vinales. Espargaro brakes into Turn Four and his front wheel snaps away, slamming him into the tarmac. Steady on, Dovi, it could be you next time.

Rossi is into second but can't catch Crutchlow while Vinales slowly pulls away from Dovi.

Sometimes points are more important than podiums and Dovi is showing how he will be a rock-solid foundation for Lorenzo next year.

He finishes fourth but back in the pit garage “Gigi” greets him like a winner with a fatherly hug and words of praise.

There is a strong dose of reality in Ducati's racing garage that makes you realise something truly great could happen next year.

Honda will have Marquez, this season's winner. Ducati will get Lorenzo, 2015's under-rated champion. Yamaha's lead rider will be Rossi, who last won a title in 2009. Do Suzuki, Aprilia and KTM have a rider who can challenge?

Ducati just needs to continue this year's momentum to become MotoGP's top dog again.

THE STORY SO FAR

Ducati joined MotoGP in 2003, a year after the four-stroke era began.

Innovative from the start, it eventually gained an advantage with its electronics. Casey Stoner capitalised, adding his fearless riding style and taste for Bridgestone tyres to deliver the 2007 title four races before season end.

A controversial carbon chassis replaced the tubular frame and Stoner was unable to repeat championship success again with Ducati.

In 2011 Valentino Rossi and his entire crew moved to Ducati. In a touch of arrogance they predicted victory but their effort became a dead end that eventually ended the career of Ducati's racing manager Filippo Preziosi.

Big changes involved Paolo Ciabatti coming across as project director, leaving his role as director of the World Superbike Championship.

The masterstroke was the arrival of "Gigi" Dall'Igna from Aprilia in 2013. He took the project back to basics, exploiting its lack of success to move the team back into the Open class. This gave more options to develop and test, much to the angst of its big-name rivals.

Stoner was returned to the fold as test rider and big money from main sponsor Phillip Morris lured Lorenzo from Yamaha.

Dall'Igna and Lorenzo go back a long way, to when the young Spaniard raced a 125cc Derbi, then won two world 250cc titles on Aprilia machinery.

Lorenzo brings just one person with him from Yamaha, his long-time mechanic Juan Llansa. His crew chief will be Stoner's guide to his world championships for Ducati and Honda, Christian Gabbarini.

The stage is set for Ducati's main act in 2017.

THE MECHANIC

American Mark Elder (pictured above holding the bike as Dovi comes in from the wet) has been with Ducati's MotoGP effort since the beginning. "This weekend is about as crazy as it gets," he said after qualifying. Asked if Ducati had slowed the number of technical changes since the well-publicised Rossi period he shook his head.

"There are actually more changes now but the difference is we aren't going from concept to concept," he said, referring to Rossi ditching the carbon frame for an alloy beam.

Elder is moving to an important role with Yamaha next season

THE MENTOR

Superbike legend Davide Tardozzi was brought back to organise logistics and bring his race wisdom to bear in moments of crisis.

"When the crew chiefs were looking at the data I was watching the weather and working out the best time to exit the riders," he said after a chaotic Saturday. "This is not a job, it is my passion."

Asked what it took to create a pressure-proof team he said: "You don't need the 10 best mechanics, you need the 10 mechanics who can work best together. Each one needs to know his place and be able to step back and let the others in to do their work."

2017 Dates

Date	Event	Venue
Nov 4-5	Southern Classic	Broadford, Vic
Nov 9-12	Aus Historic Titles	Wakefield Park, NSW
Nov 18	Interclub Ride Day with DOCSA	Mac Park
Dec 9-10	Motorsport Festival	Victoria Park, Adelaide
Dec 30-31	SA Historic Titles	Mac Park
Last Saturday of each month	Mac Park Ride Days	Mount Gambier

For Sale/Wanted

Wanted	Single downtube frame to take 150cc Bultaco engine which is 375mm long	Trevor 83845284
	JAP 350 ohv inner timing cover and a 350 ohv cylinder head from the mid-1930s.	Bob Glynn 8263 9133
For Sale	Triumph 650 bare High Comp. +20 piston (may suit BSA B31) \$40. Triumph 750 piston +20 \$40	Trevor 8384 5284
	Club Shirts \$35, Caps \$15, Hats \$18, Mugs \$4.50, Cloth Badges \$10 and Stickers \$2.50.	Buy at next club meeting

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