



Megaphone Notes
The newsletter of
Classic Bike Racing Ireland





Denis Gallagher

Scottish and Irish Motorcycle Road Race Champion:

15.02.1938 to 28.05.2013

Denis who died since our last newsletter is a Classic Motorcycling legend. His 55 year racing career started with his first competitive outing in Perthshire at Errol aerodrome in **1957, 80 miles from Glasgow's Gorbals where he grew up.** He finished 5th, strapped his racing exhaust to his back (when it had cooled down) put his street legal one and number plates back on, then rode home. Things were done differently back then.

In the early years his friend and mentor Robert McGregor McIntyre (1928-1962) helped with factory spares and parts. Denis who was also an excellent mechanic and good with a lathe could modify engines, fabricate components and adjust the frame layout, all done to improve handling and performance. At the 1957 TT on lap 2, Gilera works rider Bob was the first man to lap the course at 100+mph. His first lap was 99.99mph, his 4th and quickest 101.12mph. That year it was an 8 lap race (302 mile) which Bob managed in 3hrs 2mins 57secs. They had similar riding styles, neat.

Denis enjoyed racing in Ireland, he liked the roads. He won his first Irish title at the Carrowdore 100 in 1965. His last, 45 years later, the 350cc Irish Classic Road Race Championship. He also enjoyed the Isle of Man and has the record time for a 350cc Gold Star. He had 51 starts there until he was 64 when his entry was refused because *he exceeded the age limit*. So he borrowed a push bike and cycled the 37.73 miles to support the Helicopter Rescue Service. When not racing Denis enjoyed

raising money for charity, scuba diving, flying micro-light aircraft, paragliding and bungee jumping. A modest man, he **always acknowledged his sponsors, saying he couldn't have** done it without them and his wife Phyllis, friend and companion since 1958. Gone but not forgotten.



Skerries 2012



Denis with Herbie Ronan
Classic Bike Live 2011

Gedinne Race Report by Mark McCloskey

Gedinne, also known as the Belgian Classic TT, is now in its 10th year and takes place 30km south of Dinant on sweeping country roads in the heart of the Ardennes Forest in Southern Belgium. Gedinne is a pure road race that caters for every available category of Classic race machine, including vintage, post-classic, IHRO (International Historic Racing Organisation), side cars and every class of solo machine.

The event takes place each August and attracts the finest riders and machines from all over Europe. This August seven of our club members made the trip down, loading bikes and equipment into three vans and travelling Dun Laoghaire to Holyhead then Dover to Calais followed by the 6 hour drive to Gedinne. The C.B.R.I. 'Team' were:





Gerry O’Sullivan (500cc Drixton IHRO Class),

Pat Murray (Triumph Daytona 500, IHRO Class),

Kevin Callan (Matchless G50 IHRO class and Drixton Honda CB350 K4).

Sean Henry (Matchless G50 IHRO class and Drixton Honda CB350 K4)


Mark McCloskey (Drixton Honda CB350 K4).

Art O’Hare (Honda 350 CB77).

Like most competitors we arrived at Gedinne on Thursday, parked up in the paddock and proceeded with the usual signing on, processing the necessary paperwork, obtaining passes and then walking the beautiful 5km circuit. Friday had us queuing up with the other hundreds of competitors for scrutiny, which not only includes the machines, but also leathers, boots, gloves and **helmets. At Gedinne it is possible to obtain a ‘one-day’ race licence** and as a result it attracts huge numbers of assorted riders with a wide array of all different sorts of Classic machines that would never be seen on grids over here (CB750 fours, CB500 fours etc..) and many competitors use these machines to race at Gedinne on a one-event race licence. Riders briefing takes place after scrutiny on Friday evening.

Practice starts first thing on Saturday morning. This year’s forecast of rain was accurate. It lashed for most of the morning, yet each practice started and finished on time. A short break for lunch then it was straight into the full schedule of ten, all different, Classic races.

Racing at Gedinne is truly a sight to behold with full grids for



each race. Add to that the thrilling spectacle of these fabulous machines hurtling past the start/finish in the wet before stitching the brakes and dropping down through the box into first gear to power through the chicane and then off out into the country side for another lap.

The side cars were particularly spectacular to watch especially the GP500 class where the Czech team of Hans-Rudolf Christinant and Kurt Rothenbuhler gave a masterful display lapping their Schmid Yamaha OW 31 at lap speeds in excess of 117kmh.

Gedinne also has 3 separate side car races catering for every **type of side car class. Saturday's racing which took place in the wet provided some of the most exciting racing I've seen for many years.** The outright winner in the 600cc class was the team of

Bill Hodgkins and Bert Vloemans on a Yamaha OW41 outfit. The 2 lads put on a spectacular display lapping at speeds in excess of 117kmh and taking an outright win.

Among the many teams to enter at Gedinne, the only one that **was larger than 'ours' was Team 'ARIJ' Racing from Harridge in the UK.** They fielded 2 side car outfits as well as five solo machines.

In the IHRO class G50 mounted Luke Notton and BSA Gold Star **mounted Clive Ling provided some of the weekend's most exciting racing leading the IHRO race while lapping at speeds in excess of 120kmh.** Further down the field **Gerry O'Sullivan and Pat Murray** rode well and achieved very respectable finishes in a field of top class competitors.

In Sunday's 350cc class, Kevin Callan, Mark McCloskey and Sean Henry were locked in a race long duel which was thrilling to watch and resulted in all 3 riders finishing in the top 10. Well done lads.

Gedinne also caters for the vintage classes and if any spectators suspected that this might mean a gentle parade on some ancient looking machines from the 1930's and 40's, they were in for quite a shock. British rider Andy Hunt on a 1934 500cc Cotton Jap lapped at over a 103kmh narrowly beating Andrew Bennett on a 1948 Manx Norton.

In all it was a spectacular weekends racing, congratulations to the organizers and well done to all the competitors, especially our Irish contingent.



Known knowns: things we know we know.

Known unknowns: things we now know we don't know.

Unknown unknowns: things we did not know we don't know.

Q1 What was Joey Dunlop known as, before Joey?

Q2 What was Mike Hailwood known as, before Mike?



Q3 Name the bike, rider and event



IRISH FESTIVAL OF SPEED

August Bank Holiday, 3rd and 4th.

If you look at the web site you'll find an 11minute 42 seconds video of this year's Festival with bikes prominent from 1:03 to 1:07, from 7:04 to 7:08 and 8:44 to 8:46. There's also a couple (2) of photographs. We made an impression. Or at least it's fair to say we made an impression with some elements over the weekend: a new breed of enthusiast, the Show and Shine brigade. Show and Shine lads (no females present) enjoy paying €75 entry to Show and Shine their bog-standard BMWs. They moved location because the Classics were raising too much dust on their way to and from *Demonstrating*. Apparently Showing is more fun than Shining, for some. Besides Show and Shine there was a good display of 4 wheel exotica which can clearly be seen on www.irishfestivalofspeed.com

We had good fun there parading on new tarmacadam, on a very tight and narrow circuit, with a CBX anxious to get past. It's a classic so the only issue was it has 3 or 6 times the number of cylinders the other bikes have. We also had an outing on the ambulance track which runs inside Limerick race course; 2 straights and 2 long sweepers, an oval? It was an



enjoyable weekend for all, unless you enjoy a few pints before the **barbie**, Dublin hadn't finished winning yet (agin Cork) and it was TIME TO GO (speaking as one who participated).



The next parade was the *Spirit of Dunboyne* event on Sunday September 29th. No Barbequing. A great weekend, everything went well, except for one poor unfortunate – more in a minute. The parading was on Sunday but plenty happened on Saturday as well: *craic agus ceol* some call it with club members Liam White on guitar and Sean Henry on drums.

We had two runs on Sunday, in glorious sunshine; out to the main road, quick as you can go between roundabouts then back into Dunboyne. The second run was delayed by an oil spillage (aforementioned *poor unfortunate* car guy) which



would have been serious had we been on a racing line but was ok at parade speeds.



ROAD RACING

Glanmire 15.06.13

The Cork Motorcycle Racing and Vintage Club set up in 2011 by former members of Munster 100 had a new venue in June with **racing in Glanmire, aka the 'Great Stuff' Cork Motorcycle Road Races**. Unfortunately not everything went to plan, some of it to do with the surface, the rest to do with the weather. We wish you more luck next season as it was not a great return for a lot of long and hard work. Some top riders decided against racing and withdrew their entries.

Jamie Hamilton was one but we may see a lot more of him in the **future as, along with other top racers, he's enthralled by the prospect of racing classics**. The word is out: they may not be as **fast as modern machinery in a straight line but they're not slow** in corners and great fun to ride.

There was Saturday practice for all classes but only the 600s were timed due to the conditions. Grid positions were as Championship position, intending to keep everybody safe and to put less pressure on competitors. Classics were allowed to race on Saturday evening so riders could get to Mondello for Sunday. Philip Shaw won the 250cc race, his third in a row and Barry Davidson the 350cc, from Sean Leonard. At the presentation Barry, who has yet to be beaten this year, dedicated his win to Denis Gallagher. Robert McCrum on *Matilda* [his Westlake 950] won the unlimited class again and in the 500cc race local rider Tony Willis led for five laps before his battery died and was overtaken by Freddie Stewart who took the win.

Sunday:

Rain stopped play after 3 laps of race 2 (half Championship

points awarded) and that was it for the day; meeting abandoned.

From the newest circuit on the calendar riders next appeared at the oldest one:

SKERRIES 05.07.13

The 250cc, 350cc and 1000cc Skerries races produced similar results to Glanmire i.e. the same winner in each class but the situation was reversed in the 500cc race with Tony Willis finishing 12 seconds ahead of Freddie Stewart.



WALDERSTOWN 13.07.13

The Junior Classic 350cc race was decided in the same order as Skerries with Barry Davidson winning ahead of Sean Leonard and Allan Brew. Robert McCrum again won the 500cc – 1000cc Championship Race; 10 years ago **Robert's racing career could have been** finished when he lost his right leg below the knee, the innocent victim of an accident that happened behind him.



ARMOY 27.07.13

Same again at the Ballymoney Borough Council Junior Classic: Barry Davidson, Sean Leonard, Allan Brew. Kevin Strowger won the 250cc race, Philip Shaw 2nd, both on Suzukis and Bryan Allan 3rd on a Dempster Racing Honda; Barry D. uses the 350cc version. Robert McCrum won the Senior from Richard Ford [Norton 750] and John Scott [Triumph 930]. Allan Brew [G50 (496cc)] won the 500 class from Richard Lambourne [Norton] and Gary Jamison [Honda].

MID-ANTRIM 03.08.13

This time it was the Ballymena Borough Council Junior Classic: Allan Brew finished 1.15 seconds ahead of Sean Leonard but was 7 seconds behind Dempster Racing Barry Davidson, who won. Philip Shaw [Suzuki 250] won the 250cc race but it was a good

MID-ANTRIM 03.08.13

This time it was the Ballymena Borough Council Junior Classic: Allan Brew finished 1.15 seconds ahead of Sean Leonard but was 7 seconds behind Dempster Racing Barry Davidson, who won. Philip Shaw [Suzuki 250] won the 250cc race but it was a good day for Dempster Racing with Bryan Allan [Honda 182] 2nd and Gary Hutton [Honda 198] 3rd. **Gary's improving with every outing. In The Peoples' Senior Classic John Scott triumphed [930cc], first across the line in front of Martin Lyons and Gary Jamison, both on Honda 500s. Robert McCrum didn't finish but had the fastest lap.**

We've had the newest, the oldest and now it's time for the last road race of this season:



KILLALANE 08.09.13

2013 Champion Philip Shaw won the 250cc race; Alan (Bud) Jackson 2nd, Gary Hutton 3rd. It was nearly business as usual in the 350cc class – *2013 Champion* Barry Davidson won again from Sean Leonard, who also finished 2nd in the Championship, complementing his great results in the Isle of Man; he came home with 2 Silver Replicas. This time Sean Henry took 3rd place, a very impressive and on the day, well deserved result. *2013 Champion* Robert McCrum won the 1000cc race but was beaten on the road by Michael Dunlop who set a new lap record on Gerry

O'Sullivan's Honda 500cc.
With Guy Martin riding
Tony Carton's G50
(originally prepared for
Martin Finnegan)
finishing 2nd in the 500cc
race, 4th on the road with
Richard Ford [Norton
750] 3rd .



For detailed Ulster Centre results go to www.elaps-timing.com ;
www.mylaps.com for Southern.



SHORT CIRCUITS

KIRKISTOWN 01.06.13

RACE 1

James Conroy
Dave Hickie
Alex Conroy
Nicky Lambe
George Stinson
Herbie Ronan

RACE 2

James Conroy
Alex Conroy
Dave Hickie
Nicky Lambe
George Stinson
Herbie Ronan





CLASSIC BIKE LIVE

MONDELLO 16.06.13

RACE 1	RACE 2	RACE 3
Eanie Horan	Dave Hickie	Dave Hickie
Herbie Ronan	Eanie Horan	Eanie Horan
Martin O'Neill	Herbie Ronan	Herbie Ronan
Sean Henry	Martin O'Neill	Martin O'Neill
Gerry O'Sullivan	Sean Henry	Sean Henry
Ian Thompson	John Miller	Gerry O'Sullivan

The Dave Manly Award for Best Performance at the meeting went to Dave Hickie, presented by Gillian.

Rosemary Smith presented Pete Simpson with the Dunboyne Club Award for the Best Turned Out Bike.

Tom Kavanagh got the Best Performance Outside Results Award, presented by Paula Digan.

Paula also presented Angelo McDonnell with a much deserved award for Special Effort and Persistence.



Answers from Page 8:

Q1 William Joseph Dunlop.

Q2 Stanley Michael Bailey Hailwood.

Q3 Jonny Miller, Dresda Triumph 750, Classic Bike Live 2013

Adelaide Masters Classic Races 05.10.13

Race 1	Race 2	Race 3
James Conroy	James Conroy	James Conroy
Robert McCrum	Tony Willis	Alex Conroy
Dave Hickie	Alex Conroy	Nicky Lamb
Eanie Horan	Gerry O'Sullivan	Herbie Ronan
Tony Willis	Herbie Ronan	Tony Willis
Herbie Ronan	Ivan Crowe	Robert McCrum

2013 Southern Centre Championship Result

350cc	500cc
Sean Leonard	Freddie Stewart
Herbie Ronan	Tony Willis
Kevin Callan	Sean Henry



I STARTED RACING IN '05...OR DID I?

We have all been asked the question by somebody at one time, **"When did you start racing?"** I usually answer **"In 2005."** That was until last summer when my wife decided to redecorate the living room.

You see, she had an idea to get some frames and put some of the better photos of my race bikes, on the wall over the mantle-piece. So she went out and got four frames. **We'd pick the best two** of each bike. Two of my classic, a Hansen-Honda 450 Replica, and two of my Pre-Injection CBR600. It would be easy, **until we discover how many bike pics were in that "family album"** box on the wardrobe.

"Oh look, it's me on the Norton", and **"there's you and John the following week at the Bexhill 100 with the Triton."** I was working for a motorcycle restoration company called Retrotec and the **Bexhill 100 was similar to the "Spirit of Dunboyne"** where classic bikes and cars commemorate old racing events.

Heading down to the Arundel show on the Speedtwin must be **'88, the year after the big storm in England.** **Can't say the Triumph was my cuppa tea** but I loved the maroon colour and really pleased with the paint job which I only finished that week.

Then I found one that Pauline had taken of me at a track day down at Sears Point in US on a Honda Nighthawk. I was living in **San Francisco but was on a week's holiday** when we found out you could take a road bike on track. Why not?

"That's Dollymount beach in Dublin" I said to Pauli, **I have an XL125 and my schoolmates have DTs.** (Ahh, simpler times, when DTs didn't mean you had an addiction problem!).

Now we're getting into black-and-white era. I'm sitting on my uncle's bike, nobody can remember the make, outside my grandmother's house in Dublin. When I got bored my mother would sit me up on the tank, I'd hold the handlebars and "take it for a spin". I'd be gone for hours, in my head anyway. I was aged 5.

So when I'm asked when did I start racing, I suppose that up until 2005 it was a "free practice session", since then I've been "qualifying" and with the support of everybody in the club I've kept on racing.



This is my seventh season, I'm having such a buzz I was asked to tell my story. So if you're reading this newsletter or online and over the years you've had thoughts of classic racing (or parades), please contact our club. Don't think you're on your own, not knowing where to start, not very mechanical, how to get entries, that's what the club is for... to keep us going and to get you started.

I met a chap who lived only a few miles away, who became my mentor, my Simon Cowell if you will, (keeping it topical people!). I picked '105' as my race number because '100' is his and 5 was my lucky number, now '105' is, because I've met the greatest group of people and their families, and realised a childhood dream after 40 years.

Everybody can help you. I'm deeply indebted to my wife for 30

years of support, my mother who never lets me miss a race entry, to my father (who passed away in 2007) who reminded me you only have **one shot in this “crazy playground”** we call life, so have a go on everything before they close the gates! But mostly to my little sister Natalie, who was only with us for eight days in 1962. Every day she inspires me to live life and appreciate the opportunities we have.



SO LET'S GO RACING!

PS Watch out for my next article...“How to write a short piece for the Club Newsletter in 10,000 words or less or more”.

ZAPP BRANNIGAN '105' (aka Angelo Mc Donnell).



CBRI Irish Short Circuit Championship Results

350 Class	
Herbie Ronan	196
James Conroy	125
Ian Thompson	95
Nicky Lamb	83
Martin O'Neill	76
Liam White	63
Ivan Crowe	53
Bill Smyth	52
Willy Wilson	46
Art O'Hare	42
Pete Simpson	37
Jonny Miller	26
John Dixon	19
Brian Matthews	16
James Thompson	16
Robert McCrum	13
Mark McCloskey	11
250 Class	
Brian Matthews	50
500 Class	
Dave Hickey	150
Sean Henry	101
Angelo McDonnell	90
Kevin Callan	74
Gerry O'Sullivan	68
Tony Willis	65
Pat Murray	56
Alex Conroy	45
Thomas Kavanagh	31
George Rogers	13
Unlimited Class	
Eanie Horan	195
Thomas Kavanagh	45
Robert McCrum	25
Jonny Miller	16



Classic Bike Racing Ireland

www.cbr.ie

Membership Form

PLEASE USE BLOCK LETTERING

Name:

Address:

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Email:

Phone No:

Mobile No:

Membership type:

Rider:

Supporter:

Race No.

Membership Fee:

Full Membership: €20 (GBP20)

Signature:

Date:

Please do not send cash in the post. Cheques, postal orders or bank drafts should be made payable to: Classic Bike Racing Ireland.

Please return Membership form to:

Gavin Murphy, 19 Hillview, Drogheda, Co. Louth.

Mobile: +353 (0) 86 370 9776

e-mail: murphygav@gmail.com



Classic Bike Racing Ireland

AGM

followed by

Prizegiving Dinner

Saturday, February 1st 2014

Glenside Hotel
Dublin Road
Drogheda
Co. Meath

Rooms Available Ph. 041 982 9999

Dinner **€25/Person**

AGM - 7pm, Dinner 8.30pm

Contact :

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Kevin Callan @ 087 2394401