



36 Crescent Road  
Yarra Junction 3797

Surface Mail



The newsletter of the Historic Motorcycle Racing Association of Victoria

# **Annual General Meeting**

**Monday 11th August, 7:00pm  
Mitcham Angling Club  
11 Brunswick Road Mitcham**

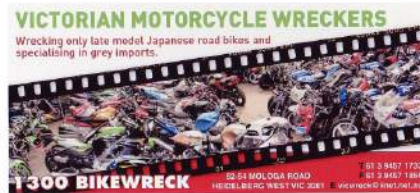
Please support our sponsors who support HMRAV!

**Cadbury**



**Classic THUNDER Motors**  
(03) 5989 6596

**PABLO'S**  
MOTORCYCLE TYRES  
(03) 9561 5522



**The Print Shop**  
SPORTSWEAR

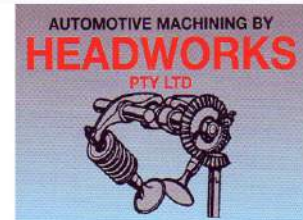
**DYNOBIKE**  
"feel the difference"

dedge@dynobike.com



**Bike Mart**  
Motor Cycle Accessories

Ringwood  
9879 5822



(03) 9568 5226

daviddicksonillustration.com  
mob: 0407 203 403

**SCULLERYMADE**  
Telephone: (03)9509 4003



**ANDY STRAPZ**  
Designs from a life on the road  
www.andystrapz.com

**Sagarloaf Motel Broadford**  
(03) 5784 1069

**SPEED**  
MOTO TUMBI  
(02) 4977 3662

**The Flowerdale Hotel**  
(03) 5780 1230

**BadgeReplicas**  
www.badgereplicas.com.au

**FLACK**  
ENGINEERING SERVICES  
Doug: 0409 451 202



**Trials EXPERIENCE**  
0402 181

**Manx Classic Spares**  
(03) 5331 6466



**Motofinish**  
Trevor May  
(03)5856 1663

Classic Motorcycles Service and Tune  
**DAM LAVERDA**  
Racing  
Greg Parish  
Ph. 0417 140 141  
www.thedam.com.au

0417 331 683  
**WILD RIDER**



**HYDRABLASTING**  
Component Surface Cleaning  
0408 444 058

**Draggin**  
(03)9646 0377



**Ron Maroney Marine Services**  
Ph: (03) 5774 2222 / Mob: 0427 575 976

**Old BIKE**  
AUSTRALASIA

**The Reefton Hotel**  
(03) 5966 8555

**Ferntree Gully Hydroblasting**

Contact John: 0412 79 69 89

**MOOSE RACING PRODUCTS**  
Euroa  
(03) 5795 1828



# The Committee

Position	Name	Address	Contact Details
<b>President</b>	Brian March	39 Beresford Cres Gladstone Park Vic 3043	<a href="mailto:bmarch12@hotmail.com">bmarch12@hotmail.com</a> 0439 113 325
<b>Vice President</b>	Dave Philpots		<a href="mailto:doghousedave@bigpond.com">doghousedave@bigpond.com</a> 0419318138
<b>Club Secretary / MV Delegate</b>	Phil Watson		<a href="mailto:slimphil9@yahoo.com">slimphil9@yahoo.com</a> 0413 999 194
<b>Assistant Secretary</b>	VACANT		
<b>Treasurer</b>	Doug Hicks Life Member	PO Box 670 Cockatoo Vic 3781	<a href="mailto:ossalad1@yahoo.com">ossalad1@yahoo.com</a> (03) 5968 9395
<b>Assistant Treasurer</b>	VACANT		
<b>Race Secretary</b>	Kelly Spargo	P.O. Box 5058 Pinewood Vic 3149	<a href="mailto:kelbelspa80@hotmail.com">kelbelspa80@hotmail.com</a> 0411153215
<b>Assistant Race Secretary</b>	Marg Todd		<a href="mailto:margt1602@live.com.au">margt1602@live.com.au</a>
<b>Promotions Coordinator / MV Delegate</b>	Dave Philpots		<a href="mailto:doghousedave@bigpond.com">doghousedave@bigpond.com</a> 0419318138
<b>Volunteer Liaison</b>	VACANT		
<b>FLATCHAT Newsletter Editor</b>	Glen Dane	21 Downey Drive Doreen Vic 3754	<a href="mailto:slowboy94@gmail.com">slowboy94@gmail.com</a> (03) 97173008 0425 731 794
<b>Red Plate Co-Ordinator</b>	Mike Chegwidan		0401 819 609 <a href="mailto:milescheg@hotmail.com">milescheg@hotmail.com</a>
<b>Ladies Liaison</b>	Leanne March	39 Beresford Cres Gladstone Park Vic 3043	
<b>Memberships</b>		PO Box 2023 Gladstone Park VIC 3043	
<b>Merchandise</b>	Rebecca Betteridge		
<b>Merchandise Assistant</b>	Dave Betteridge		
<b>Committee Members</b>	Robert Todd	Roger Gunn	
<b>Life Members</b>	John Todd Mike Brudar Mick Large John Daley	Garth Rhodes Dave Large Graham Harder Doug Hicks	Shirley Luke Robert Todd Marg Todd



## **Presidents Report**

It's been a sad time in my house lately. Members of my family went to two funerals in three days. It's been hard for us as it brings a lot of things into question and makes you consider what you do and why.

One of the funerals was for a young bloke that was only 25. He hadn't even had a chance to make his mark and it saddened a lot of us to think of all the opportunities he'd missed out on.

The other was for a legend who had packed so much into his life that it seemed almost impossible to imagine all the adventures he'd had.

That legend was Ray Kelly. And although Toddy and Ray's wife Dot have collaborated on a piece published further on in this edition, I'd like to say a few words about Ray.

One thing that was mentioned at the funeral was that Bernie Mack and Ray Kelly raced Manx Norton outfits to 5 Australian Sidecar Championships and multiple State Titles.

Think about that for a moment. Think about what the roads/cars/bikes/wages were like back in the 50's and 60's. Think about the commitment from all those involved. Think about all the sacrifices that were made. But mostly think about all the great adventures these guys must have had.

Ray also raced with people like Lindsay Urquhart and spent a bit of time racing Formula V and Formula Ford cars.

He was also a constructor. Ray built a number of racing sidecars, two of which, Toddy's Green Triumph and Glen Dane's old black Triumph, are still out there racing today.

Ray was a great friend and supporter of the club and I know he was very touched when we named the classic sidecar handicap race at the Southern after him. It has always been a great honour for me to have Ray and Dot as guests of the club at the Southern Classic so they could present the trophies to the winners. I'm sure all past winners will treasure the fact that they were presented with their trophies by the man himself.



Ray & Dot Kelly with winners of the 2011 Ray Kelly Classic sidecar handicap Peter Heywood and Chris Large

The club has decided that this year's Southern Classic will be in honour of Ray Kelly. We'll be mentioning Ray in all our promotions, we'll have some special merchandise to commemorate the event and we'll be running a couple of parade laps on the Sunday as a tribute to the man.

I hope it will show Dot and all his family the regard in which Ray is held by the club. And it'll give some of us racers who knew him a chance to show our respects to a racing legend.

I guess this week has highlighted to me the sadness of a life taken so young with so little time to enjoy all that there is. And the joy of celebrating a life well lived, filled with great fun and adventure and surrounded by friends and family. We all share a great sport and passion. Get out there and enjoy it and be like that legend, Ray Kelly, and have some adventures.

Marchy.



**HMRV Club meetings are conducted at the**  
**Mitcham Angling Club - 11 Brunswick Road, Mitcham**  
Meetings are (usually) held every 2nd Monday of the month from 7pm SHARP:



**Come along and join us!**

Date :2<sup>nd</sup> June 2014  
Time :7.00 p.m.  
Venue : Mitcham Angling Club

Present :            Leanne and Brian March, RegBoeti, Doug Hicks, Mick Chegwiddden, Dave Philpots, Roger Gunn  
Apologies :        Rebecca, Dave, Ellie and Ryan Betteridge, Marg and Toddy, Glen Dane, Kelly Spargo  
The meeting opened at:7.05p.m.

**ITEM 1: MATTERS ARISING FROM LAST MINUTES:**

Roger to attend Historic meeting on Wednesday 4 June 2014.  
Roger advised Teardrop flags are \$195 each. Will require at least 2. Roger to prepare some graphics and distribute.

Tail lights on trailer have been repaired.

Moved: Dave Philpots                      Seconded:              Mick Cheg

## ITEM 2: PRESIDENTS REPORT

Winton – seemed to be a good meeting from my perspective. Program/race schedule worked, received no complaints from competitors over the weekend. Very little interaction with Austin 7, so that probably means they didn't have any issues with the bike side of things either. A lot of help from all the volunteers, especially Lisa Hickinbotham, Chrissie Clancy and Jo Mickelson.

The club is in a good position financially and I would like the committee to have a think about ways to “give back” to the members.

Some ideas to be considered:

### Discounted memberships for 2014/2015

### Discounted SC entries for members

## Travel cost assistance for members racing at the Nationals

## A free Sunday breakfast ride for the Red platers

Discounted/free merch for members at the SC

We don't have to do anything but I think it would be appreciated and it should be something all members, (racing and non racing) can benefit from.

Discussion on how to encourage more volunteers, particularly from the red plate members. Brian to filter spread sheet to all red plate members and to arrange an email requesting assistance/volunteers.

Moved: Mick Cheg                      Seconded:                      Roger Gunn

### ITEM 3:SECRETARIES REPORT

Letter from Victorian Commission for Gambling and Liquor – to confirm compliance with legislation for raffles.

Moved: Roger Gunn                      Seconded: Doug Hicks

## ITEM 4: DELEGATES REPORT

Met with MV CEO Wayne Holdsworthy at AGM.

Keen to move things along more efficiently.

Brian had coffee with him after the meeting. Has promised to correct some of the issues identified in the past.

Appears to be a positive change.

May herald changes to how MV complies with constitution.

MV CEO spoke to Roger after the AGM and wants to catch up.

Roger believes that Historic Road Racing Commission may become redundant in the not too distant future.

Brian discussed about option of having President's from Historic clubs around the country having an annual meeting to discuss matters and feed up possible rule changes to MA.

[illegible]

**ITEM 5: RACE SECRETARIES REPORT:**

No race secretaries report.

Moved: Phil Watson                      Seconded:            Leanne March



# MY RACING HISTORY

## RAY KELLY

In 1947 I worked as an apprentice motor mechanic in Dandenong Road East St Kilda. I lived in Camberwell and rode a push bike to and from work each day. Through the panel beater at our garage I was introduced to some boxes of parts of a 1930 Dunelt motor cycle for five pounds, which I paid off at one pound a month.

By 1948 after working through lunch, after work and some Saturday mornings and also with help from the panel beater, I had a complete motor cycle. As there was no magneto we made a distributor and fitted it with coil ignition. The battery was on the charger each day as I had no generator. The big day arrived, lunchtime I sat on the seat with the engine running. We were at the back of the workshop and Jim Taylor (the panel beater) was giving me instructions on how to ride a motorcycle. I had to keep the rev's up as it would not idle, let go and push the lever into first gear and grab the throttle again. As I sat with the clutch pulled in, bike in gear and a lot of rev's to keep the engine going the clutch cable broke, the bike took off on the back wheel and we headed through the workshop. When the back wheel hit some grease the bike went into a slide, threw me against the brick wall and proceeded through the glass counter of the spare parts department. From then on I was made to take it to the side street to learn to ride.



1954 Rider Bernie Mack with passenger Ray Kelly

I rode this bike to and from work, with no registration, no licence and no lights until the end of 1948 and then traded it in on a 1936 250cc Royal Enfield at Bradshaws Motorcycles shop in Camberwell where Doug Sunderland worked. I now had a registered bike and went for my licence

In 1949 I joined the East Malvern M.C.C. By then I had traded the Royal Enfield on a brand new C11 BSA. During 1949 I had my first ride in a scramble run by the EMMCC on their track at the corner of Warrigal Road and Waverley Road Chadstone. The lights came off the 250cc BSA, and only on road tyres I lasted one heat, in the second heat the gear box seized. With the 3 speed box 2<sup>nd</sup> gear was used the most and it seized on the shaft. As this was the first race meeting I had been to, I fell in love with sidecar racing.

Next move I sold the BSA and bought a 500cc New Hudson, about 1937 vintage. I also bought a sidecar chassis and planned to build an outfit for scrambles. This came to a stop when I went to work in Seymour for a period of eighteen months.

When I was home at the weekends Saturday afternoon was spent with Hartwell members at the pub, which included Cyril Bower. Cyril worked in the workshop at Bradshaw's Motorcycle shop and was building an Ariel outfit for the scrambles, he informed me I was to be his passenger. Cyril had raced before the war, sidecars on the Speedway, and a 250cc Velo on the road.



Tasmanian TT, Longford - March 1955

Our first outing in 1950 was of all places the mud battle at Korweinguboora, we ended up swamped in the creek.

I changed from the EMMCC to Hartwell, at that time a passenger had to be in the same club as the rider in closed Club meetings.



I was passenger with Cyril until early February 1953. I was married to my first wife in February, so Cyril enlisted a mate who was a passenger at the speedway, for a scramble the same weekend. During the scramble the passenger had a heart attack and died, Cyril retired racing after the incident.

Bernie Mack from East Malvern Club had gone overseas to England and Europe for the racing season and in September 1953 wrote to Bob Mitchell in the Hartwell Club to arrange a passenger for him for his first ride the week after he arrived home. Bob told Bernie he had arranged for me, but only told me two weeks before the race meeting. Bernie's original passenger was now riding with George Murphy. I had to change from Hartwell MCC back to EMMCC to take the ride. I rode passenger with Bernie until 1958 when he retired after the Easter Bathurst meeting. During those years we won

- Five Australian Championships (Road Racing)
- State Titles in Victoria, Tasmania, South Australia and New South Wales.
- Victorian hill climb championships
- All road racing was on a 500cc Manx Norton
- All scrambles and some hill climbs were on a Gold Star BSA

#### VICTORIA

ROAD CIRCUITS: Fisherman's Bend, Darley (Army Camp), Victoria Park Ballarat, Altona, Little River (Street Circuit), Phillip Island, Bandiana (Army Camp), Mildura (Road and Street Circuit), Wangaratta (Airstrip)

HILL CLIMBS: Rob Roy, Templestowe

NEW SOUTH WALES: Bathurst, Mt Drutt

TASMANIA: Longford

QUEENSLAND: Southport (Road and Street Circuit), Australian TT

SOUTH AUSTRALIA: Gawler (Airstrip)

Until 1955 we rode his Gold Star BSA scramble outfit also, but Bernie decided to concentrate on road racing, he let me ride the Goldie until it was sold.

I did not ride again until 1960 when Lindsay Urquhart returned from a season overseas and I had a ride with him at his first meeting at Fisherman's Bend.

I then bought a ridged framed 650cc Triumph and built an outfit of my own and rode this bike until 1963, when Lindsay built me a unit construction frame. This was based on a Manx Norton, very low but not a kneeler. It had a 16" front wheel and a 13" Austin rear wheel and a 12" sidecar wheel, and a highly tuned 650cc Triumph engine, with a BSA twin steel con rods and Urquhart cams. Eventually Neville Doyle sponsored me with a 500cc Triumph motor also.

In 1967 with the help of Peter Harwood an EMMCC member and scramble rider who worked for me, also some help from Lindsay Urquhart, I built up a second outfit with a Hillman Imp car engine.

I had reasonable success with State titles in Victoria and South Australia. In 1968 I sold all my bikes and went car racing.

During 1960's circuits had changed to: Calder, Sandown, Phillip Island, Winton, Hume Weir and Victoria Park Ballarat.

During my sidecar racing I had only one passenger, Alan Jamieson who was the brother in law of Ken Rumble. We also had a Norton scramble outfit which we rode when there was a break in road racing events.

During the 60's I was President of the EMMCC for approximately 3 years and made a Life Member in 1968



Brian Hilder, Ray Kelly, Bernie Mack & Noel Cheney

Southport, Queensland - October 1955



## CAR RACING

I started in Formula Vee with my first drive at Templestowe Hill Climb. I drove at every race in Victoria and also every hill climb. I was Hill Climb champion in Victoria Formula Vee for three years in a row. Templestowe and Rob Roy went and we only had one hill climb at Lakeland which was on the highway towards Woori Yallock.

One driver who had just started racing in Formula Vee was Larry Perkins.

Formula Ford had just started around this time, so after three years I bought a Formula Ford, a year later converted it to a Formula 3 racing car.

With the Formula 3 I finished fourth overall in the Stillwell Series run at Calder. Each year I raced whatever car I had at the time, at every road race and hill climb in Victoria.

During my time in Formula Vee I also raced at Warrick Farm in Sydney and Mallala in South Australia.

In early 1972 I was offered an Elfin Formula 2 to drive by John McCormick who also drove a Formula 5000 for Elfin. Due to finance I had to refuse. I was also offered a drive at Bathurst in a Ford Capri, but I had to refuse for the same reason, finance.

In 1974 when sponsors were becoming big I retired as there was no hope of competing against cars with the big sponsors and as I was over 40, sponsors were only interested in young drivers.

I had a change of life style after that taking up boating. In 1980 I married for a second time to Dot who you know, had an interest in horse racing for twelve years.

In 1992 while recovering from a stroke I had the brilliant idea to build a classic sidecar and race again. After finishing it I joined the HMRV and entered the Phillip Island Australian Championship Meeting but I found there was too much weakness in my right arm.



Bernie Mack & Ray Kelly - Mt Druitt, NSW 1956



Phillip Island 1967 - Ray Kelly with his Hillman Imp

*On Monday 16th June Ray Kelly passed away.  
He was an honoured member of the HMRV and a true gentleman. He will be sadly missed.  
The committee and members of the HMRV wish to extend our condolences to wife Dot.  
May Ray rest in piece*

# Swinging with the Prez

Phil Watson's relives his first time

Photo courtesy Colin Rosewarne Photography [www.colinrosewarnephotography.com](http://www.colinrosewarnephotography.com)

Winton Classic, the meet that can't be beat, it's a great little track and a great weekend. This year was no exception, no rain, it wasn't that cold and a good turnout of bikes for the weekends racing and some eye pop'n classic display bikes.

This year I had the honour of stepping into the first ladies shoes and swinging on Brian March's Norton side car. It was halfway through the first lap of qualifying that I realized that I had forgotten the little that I knew and then sum, of swinging on a side car.

By the end of practice only 3 laps mind you, I was totally stuffed. I staggered over to my own bike and set off for qualifying, unfortunately I only got in half a lap before the gear lever snapped off and I had to retire. As I coasted into the pits a thought bubble above my head read - *how the hell will I manage back to back races for the weekend*. So I did the only noble thing and tried to run away.

This didn't work out too well as I couldn't run very fast. The bruising on my hip and fractured rib from the first outing slowed me down. After being told to harden the "f" up by those in the know and a quick refresher lesson my confidence was back. And after learning of Dave Philpotts and Reg Boetti's evil plan to take out the president "Operation Kennedy", it was on.

By the end of the first sidecar race things were starting to fall into place and I was developing my own very individual style of swinging and was feeling more confident. Unfortunately the solo was not going as well. Coming in from the sidecars and trying to roll start the bike was not working. I had become a victim of my own unpreparedness, needless to say I couldn't get the bike going and missed the first race. The second outing on both bikes was a lot better and by starting the solo on the rollers I managed to get out for the race, although I did miss the warm up lap.

Day two dawned and while still a bit sore from the Saturday's outings I was raring to go. The best race of the day, and weekend was the sidecar handicap. We did our best time diving under Dave and Reg into the corner after the back straight, Boom, another nail in the coffin of Operation Kennedy. I now had a system going for starting the solo but neglected to get a system going for refuelling running out of petrol three laps into the last race. With racing finished, and a second place in the sidecars Team March/Watson had put an end to a shoddily executed Operation Kennedy.

Another great Winton weekend was at a close, sadly it may be the last but time will tell. I would like to thank all those that put in the time and effort to make this meeting happen, the A7 car club, HMRAV and the riders and supporters that made up the weekend. Thank you all.





# HISTORIC 2+4 WINTON

**Winton Motor Raceway - Saturday, 24<sup>th</sup> May & Sunday, 25<sup>th</sup> May, 2014**

Vintage	Ken Lucas	Des Heaney	Peter Birthisel
Class C Solos	Keith Campbell	Stan Mucha	Ross Bolding
Classic Solos 125cc	N/A		
Classic Solos 250cc	John Imrie		
Classic Solos 350cc	Phillip Paton	Greg Watkins	Alan Murray
Classic Solos 500cc	Keith Campbell	Greg Watkins	Clive Harrop
Classic Solos Unlimited	Garth Francis	Ryan Francis	Doug Gorrie
Post Classic 125cc	Aiden Westrip	Stacey Heaney	
Post Classic Solos 250cc	Stuart Gorrie	Phillip Watson	
Post Classic Solos 350cc	N/A		
Post Classic Solos 500cc	Neil May	Des Heaney	
Post Classic Solos Unlimited	Graham Hehir	Brad Gorrie	Stacey Heaney
Forgotten Era Solos 125cc	Denis Brown	Terry Morris	
Forgotten Era Solos 250cc	Danny Serong	Glen Walch	Michelle Loone
Forgotten Era Solos 350cc	Peter Large	Terry Morris	
Forgotten Era Solos 500cc	Paul Saggasser	Noel Heenan	Mike Van De Zand
Forgotten Era Solos 600cc	Daniel Sandler		
Forgotten Era Unlimited	Roger Gunn	Bernie Leen	Anthony Bann
Classic Sidecars up to 650cc	Peter Large / Wayne Rowe	Geoff Dodd's / Zane Dodd's	Michael Large / Greg Ditchfield
Classic Sidecars Unlimited	Chris Large / Peter Heywood	Brian March / Phillip Watson	Dave Philpots / Reg Boeti
Post Classic Sidecars 836cc	Geoff Grant / Craig Lawson	Calvin Merlo / Colin Magney	Tim Loone / Michelle Loone
Post Classic Sidecars Unlimited	John Clancy / Chrissie Clancy	Peter Cheeseman / Sean Cheesman	
Forgotten Era Sidecars	Geoff Irwin / Eric Morrison	Ray Early / Rod Foster	

## Trophy Results for Sunday:

<b>Bill Luke Memorial Trophy</b>	Keith Campbell	Bob Rosenthal	Clive Harrop
<b>Ken Lucas Handicap Trophy</b>	Keith Campbell	Bob Rosenthal	Ryan Francis
<b>Sidecar Handicap Trophy</b>	John Clancy / Chrissie Clancy	Geoff Grant / Craig Lawson	Ray Smith / Ron Gardner

### KEN LUCAS AWARDS:

**Oldest Competitor of the Meeting -**  
**Furthest Travelled Competitor -**  
**Best 500cc Classic Machine -**  
**Best Presented Machine -**

#60 Bob McDonough  
 #4 Ross Graham (New Zealand)  
 Matchless #789 Brendan O'Neill  
 Sidecar # 39 Martin Norman & Darrell Groat



## The HMRAV AGM is coming up again on the 11th of August.

I'd like to encourage as many of you as possible to come along.

Why?.....because we need more people to get involved....that's why!

Your current committee has been doing a great job but they need more people to come along and share the load. The club is growing all the time and we now have a much broader membership base than before. The Come and Try days and the growth in Red Plate permits have brought a lot of "non" racers to the club. These members need to have a voice on the committee and they need to take ownership of this side of our activities. That way we get greater input and can better serve this portion of our membership.

Period 6, Nationals, Sprint – Hillclimb series, merchandise, the website, social media, forward planning....these are other areas that require attention and input as well. By joining the committee you can have a say in the future of the club and our sport.

You can join up as a general committee member, be part of the process, learn the ropes and start to understand what goes on behind the scenes. I can guarantee you won't get thrown in the deep end and I can promise you'll find it very rewarding.

Come on....get off the couch and step up and be a part of keeping our sport alive.

See you there.....

Marchy.



## Come and Try Day Sunday 27th July



The next HMRAV Come & Try Day will be held Sunday 27th July at the State Motorcycle Complex Broadford.

These days are designed for riders who would like to try riding on a race track without the pressure of Race-Day! The emphasis is on having fun in a safe and controlled environment, and with a bit of luck give you the encouragement and motivation needed to eventually go Historic Racing.

What do you need to participate in a HMRAV Come & Try Day ?

- A motorcycle in a safe and track ready condition
- An approved full face helmet (AS1698),
- One or two piece leathers, (two piece must zip together), A back protector, (can be incorporated in the leathers)
- Good quality gloves and boots

Experienced racers are on hand and are willing to give you advice and tips no matter what your skill level.

If you have any queries please contact –Brian March on 0439 113 325 or email: [bmarch12@hotmail.com](mailto:bmarch12@hotmail.com)

### FOR SALE

**1972 TR3 replica**, light crash damage on LHS (minor tank damage, left clip on needs replacing, fairing screen broken), engine is Zegers ported, Hoekle Crank & rods, factory (TZ) pistons, TR dry clutch, TR 6 speed TR gears, Femsal ignition, TZ chambers plus damaged Zegers chambers. Will come up a treat with a little TLC, genuinely quick bike, some spares. Best offer over **\$4000**.

**1972 CB750K2 dismantled**, Koni rear units, all there except for the front forks, although many spares so you may be able to assemble a set from parts. Engine is an 836, only ran a couple of times after re-building. Andrews D grind Cams, stainless +2mm valves, ported / re-chambered head, genuine CR racing carbs. Bike won many races back in the day, still have the trophies. Many spares including quite a few K & F series road parts, engine parts, gear sets. Sell as a lot, best offer over **\$3000**.

Contact Adrian  
Email – [adrianw222@gmail.com](mailto:adrianw222@gmail.com)  
Ph – 0400631629

