

---

# The Good Oil

---



Volume 19 Number 3 December 2010

Inside

- Editorial Page – 2
- President's Report Page – 3
- Trev's Titbits Page – 3
- Life in the Cupboard Page 4 – 7
- Clarke's Comment Page 8
- General Meeting Minutes Page – 10
- Committee Minutes Page – 11
- For Sale/Wanted Page – 12
- Upcoming Events Page – 12



Richard Rake runs his 500 Domiracer at Taillem Bend

Doc Watson's outfit runs again, with his lads on board.



2010 Christmas Issue.



Photo's in this issue are courtesy of Nick Clarke.

[www.historicmotorcycleracing.org](http://www.historicmotorcycleracing.org)

HMCRRSA OFFICE BEARERS 2009/2010

**PATRON : Mr. Len Dyson**

<b>President</b>	Trevor Henderson	8384 5284 (h) 8249 3300 (w) 8241 0529 (fax)
<b>Vice President</b>	Danny Ahern	0407 826 951 (m)
<b>Treasurer</b>	Bob Glynn	8263 9133
<b>Secretary</b>	Les Bell	8250 0136 <a href="mailto:les-bell@hotmail.com">les-bell@hotmail.com</a>
<b>Competition Secretary</b>	Kim Anderson	8389 5678 (h) 0427 220 897 (m) <a href="mailto:k111anders@adam.com.au">k111anders@adam.com.au</a>
<b>Social Secretary/Librarian</b>	Geoff Grant	8538 5210 <a href="mailto:geoffpgrant@wideband.net.au">geoffpgrant@wideband.net.au</a>
<b>Newsletter Editor</b>	Les Bell	8250 0136 (h) 0419 272 793 (m) 8250 0526 (fax) <a href="mailto:les-bell@hotmail.com">les-bell@hotmail.com</a>
<b>Committee Members</b>	Paul Walker Tony Tildesley Andrew Bannerman Stuart Penn Neil Watson	0412 816 677 8278 5464 8284 4182 (h) 0409 691 017 (m)
<b>Club Delegates</b>	Phil Baughan – MSA Trevor Henderson –MSA proxy Phil Baughan – Road Race	
<b>Club Address</b>	PO Box 90 HINDMARSH SA 5007	<a href="mailto:hmcrrsa@bigpond.com">hmcrrsa@bigpond.com</a>
<b>General Meeting Venue</b> (third Thursday of each month)	MSA Office 251 The Parade BEULAH PARK	<b>Committee Meeting</b> (first Tuesday of every month)
<b>Honorary Life Members</b>	Peter WESTERMAN (†Deceased) Richard RAKE Danny AHERN David MANSON Len SMITH Ken LUCAS “Doc” WATSON (†Deceased) Trevor HENDERSON Phil BAUGHAN Len DYSON	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009

Editorial Rush!

We're in the silly season at last, soon it will be over and we'll be wondering where it went.

The shakedown ride at Mallala last weekend proved that maintenance does work in some areas and is yet to be corrected in others. The Norton is now almost oil-tight, so long as I don't start the motor. (at least the garage floor and trailer are remaining clean. Next years jobs for it are already on the agenda, I must install those valve guide seals that I found in the left-over parts bin. This should go a long way to halting the blue smoke exiting the exhaust pipes.

The plans were to make use of the extra time I get by working shift work to finalise any last issues that arise before we head off for

holidays and then Mac Park. As they say “the best laid plans of men and mice etc...” means that the time I thought I was going to get has disappeared into time behind the wheel or under the blankets so that I can remain behind the wheel instead of in some ditch. Even the delivery to Len and Judy of this fine publication has run late.

But Christmas waits for no one, so I want to extend all my best wishes for the season to our members and to those of you who are heading away or just staying home for the festivities, Please have a safe and happy time.

Stay Upright #77

Presidents Report

Well, it's the business end of the year on two counts. Firstly, the Jolly Old Gent in the red suit pays his annual visit, so hang up stockings that will take the weight of a new cylinder head, set of flywheels or pair of crankcases. I hope to see lots of you at our last General Meeting of the year on Thursday, December 16<sup>th</sup>. I can't promise a visit from Santa, but our "lovely ladies" will be putting on a "finger-lickin'- good" supper for us. I wish you all a very Merry Christmas and a prosperous New Year.

Secondly, and more importantly, it's our State Titles at Mac Park on 1<sup>st</sup> and 2<sup>nd</sup> January 2011, with practice on Friday 31<sup>st</sup> December

2010. Oh, and we've got a unique 'New Year's Eve' celebration then, but don't be too late to bed! Seriously, we've got a good entry, in quality and quantity, so expect some great racing. Successful riders will be taking away trophies that honour Ken Blake, Les Diener and Bob Jolly, as well as State Title Awards, while others can simply lay claim to having had a good time. For those of you not competing, come down to Mac Park and help out, for I'm sure you'll enjoy the experience.

See you at the track,

**Trevor Henderson**

Trev's Titbits

Chamber of Horrors!

Many have wrung their hands or pulled their hair over getting the right dimensions of a two-stroke exhaust system, commonly known as the expansion chamber". Countless articles in motorcycle magazines have offered simplified formulae claimed to let anyone design and build the perfect chamber. The Myriad tuning books all include a chapter on the subject, with diagrams and dimensions of successful examples to tantalize. Unfortunately, when you get down to figures, the generous latitude allowed with calculating lengths and angles can have you madly scratching yourself and wondering which end of the scale to adopt. If you are a skilled welder and fabricator, you could well find an almost ideal pipe after much trial and error.

During a recent telephone conversation with Ginger Molloy, I asked him if he could supply a set of dimensions for an effective exhaust. He suggested obtaining one from a late model motocross model, as the noted manufacturers

have the know-how. This made me think that Andrew Bannerman wasn't far wrong by going to the wreckers and picking up units from bikes designed for similar performance to that he sought. Judging by the way his 400cc model has been performing, he seems to be on the right track.

Ginger said that whilst at the Bultaco factory, whose personnel were no slouches on exhaust systems, these experts' would turn up, and Senor Bulto's men would give them an area in which to work and a bike to try their ideas on. Invariably, the factory pipe outperformed the stranger's product. If picking a book on the subject, Ginger would like to see one written by the appropriate guys at Aprilia or Honda in preference to authors out to make money.

Are you as confused as I am? Thumbs Up and Change Right

**Trevor Henderson #55**

Life in the Cupboard  
PCRA One Hour Enduro Meeting 2010 – Wakefield Park!

**P**reparation for this meeting was marred by a couple of events not related to racing and then topped off with an oil level plug that welded itself into the diff on the bus. That little plug consumed more of my race preparation time than was reasonable and left me rushing toward the end.

I did however manage to do a few calculations and based on the information I could get, there was no way that I was going to have enough fuel to complete the endurance race.

Despite the name of the meeting the “enduro” for sidecars was 20 minutes plus one lap. Now you say that quickly and it does not sound very challenging but when you consider that a normal race at the same track is five laps and in 20 mins we are looking at around 17 laps then we were lining up to do a bit more than three normal races in one hit. Based on Broadford consumption of around 2 litres per lap (at full noise) I reckoned 30 litres would be enough at reduced pace. But even if I had enough fuel I doubted that I could go the distance at a reasonable race pace so reduced pace was going to be the order of the day. But more on that later...

My answer to the fuel problem was to add another fuel tank! I had floundered around my shed looking for a likely suspect and had tried to fit a number of trail bike and other tanks on the top rails, but all to no avail. Without significant modification to either the tank or the bike they were not going to work. My neighbour wandered past and suggested the fuel tank off an old generator he has – it worked! A bit of matt black paint to make it presentable and it mounted in the fairing behind the windscreen quite neatly. A hose from the tap to a tee piece in the return line to the main tank meant that after about 5 or 6 laps all I had to do was reach forward turn on the tap and it would drain into the main tank.

We loaded the bike and set off hoping the scrutineers would be happy with the extra ‘header tank’.

Now the ‘we’ this time was a slightly different trio to that which normally arrives in the bus. Craig was not available so we had Kenno in tow. Some of you might remember that Kenno had his first outing on a road race outfit with Alan Warner at Mac Park last Christmas. Despite getting fairly bruised he has been hanging out for another ride and when I called him to see if he was available he jumped at the opportunity. He seemed to think it was some sort of privilege to get a ride on the green meaney!!!

We took the tourist route on the way and wandered down the Murray Valley Highway to Albury. It was amazing to see lakes that I had never (or not for a long time) seen water in just full to the brim. And the Murray itself was as high as I had ever seen it. It was interesting to note Kenno’s response when we parked next to the Murray at Echuca. Upon looking at the river he asked what river it was. When I told him he said something to the effect of, ‘Far out it can’t be, it is so narrow!’ And if you have not been to the upper reaches of the Murray – it is nothing like we see at Murray Bridge.

From Albury we toddled up the Hume and apart from having a blowout on the trailer we got to Goulburn Friday lunch time. There was a ride day at the track on Friday so we did our shopping for the weekend and then wandered out to see if we might be able to do a few laps. That was not to be so we contented ourselves with establishing our patch for the weekend and watching the solos do their thing. After they finished we went for a walk around the track and discovered it is quite steep from bottom to top but we could not see the bumps that were supposed to be there.

The track is an interesting one which is really quite technical. Lots of places to make up (or lose) time. A few people wandered in

during the course of the evening and it was nice to see some familiar faces even though we were so far from home. After a couple of beers and dinner we retired to rest up for the next day.

Saturday, scrutineering and briefing done we headed out for our 10 minute practice/qualifying session. Out early to make the most of the time available we did our full ten minutes, plus a bit! At the riders briefing we were clued in on the new lights (instead of flags) so during practice I kept watching for the lights to indicate the end of the session when I realised that they were actually waving the chequered flag and we were the only outfit on the track! The only other 'incident' during practice was when Kenno decided he had had enough and bailed out – well OK it wasn't quite like that... We were on the downhill section setting up for the tight left hander after the slight left kink when Chivo went past at a great rate of knots. It appears (in hindsight) that Kenno chose this exact moment to look down to see what his feet were doing. This act took his concentration away and then the slight movement on my part as Chivo went past upset the apple cart and Kenno was rolling out the front. He tried to hang on, and I tried to drag him back but that made everything all the more wobbly and he bailed completely. The sidewheel went over him but that did not really do any damage. He lost a bit of bark but came up smiling. The really funny bit is when the marshal said to him, "There is a gap so you can run across [to where I was waiting on the other side of the track]. Well Kenno is listed for knee replacements and running is just not on his agenda – ever!!!!

First race. I warned Kenno about the starts that my bike will do and urged him to hang on tight for the start. Well I did manage my usual blinder and we went from last to mid field by turn one. Given that we had only done a few laps prior to this race I only went perhaps six tenths to give Kenno a chance to settle in. We had said that we were at this meeting to have fun and that was our primary goal. We finished last on the track but there were a few who did not finish so the next cup race we would be further up based on the rolling grid system.

The second race was the enduro. We filled the extra tank, filled the main tank, pumped up the header tank and then topped up the main tank until we had our full load of 30 litres. At briefing we had been informed that we had to do the warm up lap so we pattered around using as little fuel as possible. This race commenced with a Le Mans style start – the sidecars were all lined up at 45 degrees on the right hand side of the track, engines running (or not if you preferred), riders in place with left hand on helmet or windscreen (or at least placed well away from the clutch so that it was obvious the bike was not in gear). The passengers were taken about 30 metres out into the infield and lined up. The idea was that they had to run to their respective sidecar, get on and pat the rider on the back. At that the rider could reach for the clutch and put the bike in gear and go. Now some of you might remember me talking about Kenno's knees! Well as he hobbled down the infield he found a rabbit hole and went 'A' over 'I' into the grass (and yes we have photographs and video). He did drag himself up though and finally got us under way. Despite all of this we were still not the last ones to start. Chivo's passenger was still pushing hard trying to get the big TZ to fire and a couple of others had some sort of issue so we still had a few behind us as we went up the hill for the first time. Of course that quickly changed as we pattered around conserving fuel (and energy). I don't really know how many laps we did in the end but the lead bike (a long bike) lapped us three times during the race. **BUT WE FINISHED!!!!** And lots didn't. A check of the fuel left when we got back to the pits showed that we used about 26 litres so we could actually have gone a little bit faster – but not much.

Just an hour later we had our next race. Courtesy of those who did not finish the first cup race we moved up to tenth on the grid. The usual great start and now, given the very useful, from a practice point of view enduro race we upped the pace a bit and started to make it a bit harder for the others to pass us. At this though the slightly second hand rear tyre started to complain that we were asking

too much and it started spinning up any time I opened the throttle! Spectacular it may have been but quick it was not! We were still the last bike on the track at the end but at least we were still on the track and we were tagging a small bunch of the tail enders. At this point the only other P4 out there had broken its gearbox so everyone we were playing with were either P5, F2 or F1 – and they were all locals!

We celebrated our enduro survival that night with a couple of reds around the BBQ. Oh and in between, we removed the extra fuel tank and changed the rear tyre for another not quite so second hand one (as a budgetary measure for this meeting I had fitted a new side tyre but elected to run out some older tyres on the bike).

Sunday morning and the third cup race. Still 10<sup>th</sup> on the grid I suggested to Kenno that we might go a bit harder now that he had had a whole day's practice. He was keen so I let rip with the normal start and headed up the hill the first time with only three bikes in front of us. Instead of dropping the pace real quick this time though I kept it nailed until the left kink where I flipped the sidewheel over the kerb and floated Kenno until the touch down just before laying into the first of the double right handers at the top of the hill. Kenno got across in time and we three wheel drifted in a big arc making the two corners one big one and then stated heading down the hill to the left kink before the tight left hander (yup that is where Kenno bailed earlier). Kenno nailed it though and suddenly we were power sliding around the sweeping left up to the right which heads down to the hairpin onto the main straight. Chivo went past us under brakes at the hairpin with an F2 in his tow and they were the only two places we lost on the first lap. Over the next 4 laps several more got past us but this time I noticed that most of them were having a couple of looks before they got through whereas on Saturday they had been just riding past us. On the second last lap we had let an F2 past us coming into the tight left hander but he really did not have any more oomph than us and we were right on him again part way down the straight. He was running a bit wide on the right

hand curve toward the end of the straight so I headed in there and felt comfortable when his passenger gave him a tap on his right leg. BUT, never trust the signs!!!! He simply turned in on us and all of a sudden we went from full acceleration to as many brakes as I could find but we still butted him with the nose cone and began to slew sideways heading for the dirt. Now at this point of the track I am well up in the revs in top gear so it is not slow and I do not relish the thought of possibly going upside down at this speed. Nervously I squeeze a bit more brake and with the tyres howling in protest we slide off into the dirt at the end of the straight but have it under control enough to bring it back on the track quite quickly and after dancing on the gear lever find a gear it will pull away in and start to get back to rhythm. When I looked up said F2 was still not far in front (the impact must have upset them a bit too) so the gloves were off then and I forgot that Kenno was a bit new to this. I was on that F2s tail as we came onto the straight and half way past him as we came to slight curve when, "What the?" He simply turned in on me again!!!! If that is how they race moderns then I don't want to do it!!!! After all of that we were very happy to finish with a couple of bikes still behind us.

Last race of the weekend and our efforts in the first race moved us up to 8<sup>th</sup> on the grid which represented exactly the middle of the pack. Usual good start and (of course) given that it was the last ride we had nothing to lose. The only other P4 had broken, we had already finished more races than him so the P4 cup was in our grip – we could just go for it and have fun so go for it we did. Even Chivo said later that he had to work to get past us – but of course he did and he did it under brakes as most of them did. One that did not get past us though was the Honda with some green paint on it – pride, or was that simply sheer determination, would not allow it. We raced hard, did our best time of the weekend which was almost three seconds quicker than our qualifying time and only a couple of seconds down on the better P5s so despite a little

hiccup when Kenno missed a grip on the last lap we did pretty damned good I reckon.

And then at the presentation I realised that there was actually no P4 class! Given the numbers we were racing against the P5s all the time. AND when all the points were added up we got third! WOW that made the whole weekend even sweeter!

A nice touch at the presentation was the BBQ that they put on for all participants and their teams so we ate whilst cups were dished out and then wandered back to start the trek home.

As a part of the process of saying goodbyes, I shook Chivo's hand and issued a bit more urging for him to come to Mac Park at New Year. He said he might just do that because he loves the place and, wait for it, so that he could get some tips from me!!! Now tips about what I hear you asking. How could dunderhead like me give a man of his experience tips? Well, he wants to know how to get a two stroke off the line like I do... hmmm head swelling... stop gloating... oh, um where were we? No really, that is what he said!

We had a gentle cruise back across the countryside until we got to Balranald where we stopped off to have a coffee with our dear friends (and fellow sidecar racer) Don (Cookie) and his lovely wife Linda. After a couple of hours of laughter and general catching up we left them to their mosquito and locust infested town to head further west. In Renmark Barbara found another doll to add to her collection in the big S/H shop (oh OK they call it an antique shop) there. The doll is a 1950s Spanish walking doll which was still in its original box and clearly had never been played with. Quite a find really. I also scored a klaxon (which I am now restoring for the bus) and a couple other odds and ends.

Thanks once again to my sponsors D&T Performance and Wallaby Fabrication for all their help.

Next meeting is Mac Park for the State Titles at New Year. The dilemma is, "Do I use the same motor again or change it?" Why is it a dilemma? Well, the motor that is in the bike has been there for over two years and about 22 meetings including an endurance race now. I really should give it a rest and possibly a bit of a refresh. BUT, it is just going so well and there are hardly any rattles suggesting wear so I want to use it to defend my State Title again... But I don't want to break it! Ahhh well, this weekend we have our grand daughter staying, the following weekend I will do some maintenance, the weekend after is the Toy Run (for which I am a committee member and drive Santa's sleigh (sidecar) so that should leave umm one weekend to think about the engine and change it! I guess I will probably race with it once more!

Geoff

Sidecar #30

[geoffpgrant@wideband.net.au](mailto:geoffpgrant@wideband.net.au)



## CLARKE'S COMMENT

**G**reetings one and all!

Despite my absence from most things, except Tailem Bend, and I hope you enjoy the photos on the website and in the magazine, I have not been totally idle.

An embarrassingly long time ago, I acquired two Honda CB250s, with the intent of creating a bike suitable for riding to work, with cheap under 250 rego, and fuel economy.

At LAARST! It's finished!

Now while it may not be an exotic, high profile, large capacity machine that satisfies the need for British purity, it is just shy of its 40<sup>th</sup> birthday, and how many do you see now?!

It was built with economy/minimal cost in mind, and to that end it is not a pure, faithful and correct restoration; the parts bin has been raided and some liberties taken although it IS faithful to the period.

Chrome plating never made the agenda, so the mudguards were stripped back to bare steel, primed, and painted in silver, similar to the CB77 it superceded. Indeed the whole colour scheme was inspired by the CB77 – black frame, silver guards, black and silver tank. All except the tank is done by spray can with a clear top coat, and it came up OK, thanks very much. Nigel Morell did the tank, using some classic Honda winged decals out of England for 5 quid, plus the original screw on badges.

I had no headlight in good condition, but Brian Burnett came up with a suitable item from one of his 450s, except that it is a Suzuki shell with a halogen insert. Works well – thanks Brian! This has been mounted on a pair of alloy aftermarket ears from an XS650 Yamaha, and they polish up nicely.

The wiring was a challenge – old hard insulation, dirty and faded colours....you know the story. Many hours with a multimeter, terminal crimper, heat shrink tubing and insulation tape made the horn go beep, the blinkers blink, and the lights shine. All the

other bits work too, as I found later when it started.

The wheels are not original....out front is the ex Phil Baughan Suzuki T500 brake, and at the back, a Yamaha brake, both laced to left over TX750 flanged alloy rims. Koni is the only viable way to go for rear suspension, the front is standard, but has gaiters from an early 450 instead of the metal shrouds.

Creating a good engine from two was not hard, just time consuming, sorting and assembling the good bits from both, along with a few new bits sourced from eBay, Canada, Holland, and good ole Honda Australia who were the most expensive by far, even considering freight costs. It is pleasantly surprising just how much stuff is still readily available.

I did succumb, much later, to chrome plating the exhaust headers....along with some aftermarket mufflers that go “pip pip pip” rather than “poomp poomp poomp”. Not much idea about sound tuning do these aftermarket chaps have.

A little run on the rollers to get the oil up and about made a wee mess on the floor when it flowed out of the bleed hole in the top of the head, but nothing like the puddle from the gasket behind the right hand cam bearing that I managed to put in backwards. There went my nice clean oil free engine cases.

My initial impression when I first wheeled it off the bench was CRIKEY! This is small and light! After what I have been riding, that should come as no surprise, and riding it only reinforced this. It bounces and flits about like a dry leaf on a windy day. Nervous little critter! And it needs to be ridden with a deft hand.

It has now done about 400km, and all the little niggles have been sorted....and no more oil leaks. No ball of fire is this little toy. Show it a hill, and you need to be sure it is well fed, and in an encouraging gear to be sure of motion in the forward direction.

## THE GOOD OIL

On the other hand, the brakes are....err....interesting, considering the twin discs I usually employ. Good would be an enthusiastic description. Adequate is closer, but since it still has the hard racing linings, a set of standard shoes are coming from USA via eBay for \$30 plus freight.

It is fun, looks half reasonable, and quite

suits the back roads between Littlehampton and work at Stirling, but only on nice days.

Cheers, and the best of Seasonal Greetings to you all.

Nick



**MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 18 November 2010.**

<u>Meeting Opened:</u>	at 8.06 pm 22 in attendance.
<u>Apologies:</u>	Danny Ahern, Nick Clarke, Len Dyson, Lorraine Rake, Kim Anderson, Neil Watson, Terry McBride and Terry Hutchinson.
<u>New Members</u>	Fred Van Loewen, (absent Qld member – joined to compete in SA Championships).
<u>Minutes of Previous Meeting:</u>	held October 2010 were moved for acceptance by John Kroon, seconded by Phil Baughan, and carried.
<u>Business Arising.</u>	Nil

## REPORTS

### 1. President's Report

1. Trevor asked if any member had left behind a pair of glasses at last months meeting.
2. Discussions have been undertaken by the Modern Clubs to amalgamate and find major sponsors for their next years Titles to be run throughout the year.
3. Café Racers will now accept P3 bikes for the December meeting, so get your entries in quick.
4. Mac Park is celebrating 50<sup>th</sup> anniversary year next year and they are looking for past Master of Mac Park winners for a celebration event.
5. The final Les Diener round will be held at SA Titles.

### 2. Secretary's Report

#### 1. Correspondence Inwards:

- a. SunCorp – Sponsorship Cheque – Shannons.
- b. Redline Exhausts – Sponsorship Cheque.
- c. Bank SA – Statement
- d. MSA – Sup Regs & Paperwork SA Championships.
- e. email – Fred Van Loewen (Qld) request for Supp Regs and including address.
- f. Alice Both – report of statistics for Website
- g. MSA – Club info Bulletin
- h. Hew Witt Industries – email advertising Titanium Fastners
- i. Alex Simpson – email enquiry about SA Championships.
- j. Glenda St John – email enquiry about SA Championships.

#### 2. Correspondence Outwards: Nil

### 3. Treasurer's Report: Bob concisely detailed our finances.

### 4. Competition Secretary's Report Nil - apology

5. Delegates' Reports:

Road Race Phil reported the following:

1. MSA is still working on the concept of Corner Lights.
2. The meeting discussed the Moderns Championship points.
3. Chris Peak raised issue with the problem of officials not being able to sign off on Log Books for assistants on their day of volunteering. Chris and Phil are reviewing the position of MSA who note an insurance issue and will be putting back arguments back to MSA. It was noted that Mt Gambier club doesn't have this problem.
4. A member to our club was refused level 4 renewal, reason given that they had not attended a course – it was noted that no course had been run in 9 years.
5. Draft Calendar was discussed, has ASB and Formula Extreme pencilled in for 2011.
6. Update on Taillem Bend – Contract for purchase is ready for signing.
7. Granite Ridge was passed in at Auction – some parties are interested.
8. Pheonix Club have run another Junior "Come and Try" day at Taillem Bend which was well attended.
9. Pheonix Club have 13 sidecars entered for Sundays meeting plus Solos and Juniors. – This meeting clashes with Wakefield Park meeting where they are running a 1 hour sidecar race and 2 hour solo race.
10. Mt Gambier Club is looking for sponsorship deals for 2011 to run consistent format meetings across the state.
11. Mac Park has resurfaced sections of the track – Water Tower to kink after Turn 1, Main Straight. Trevor noted that their will be no Junior events at Mac Park before the SA Titles.

MSA Nothing to report

General Business:

1. Ronna asked for volunteers to help out at the State Titles.
2. Phil queried closing date for Advertising for Program. – 11<sup>th</sup> December.
3. Paul Walker entertained the meeting with one of his anecdotes.
4. John Kroon asked for helpers at the upcoming weekend race meeting at Mallala.

Meeting closed at 8.47 pm.

<p><b>MINUTES of the COMMITTEE MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Tuesday 7 December 2010</b></p>
---

Meeting opened at. 7.40pm

Present: Bob Glynn, Paul Walker, Andrew Bannerman, Danny Ahern, Neil Watson and Trevor Henderson.

Apologies: Kim Anderson and Les Bell.

Minutes of previous meeting were moved for acceptance by Paul Walker, seconded by Danny Ahern, and carried.

Business Arising: – Nil

Treasurers Report: - Bob detailed recent money movement.

Secretary's Report:- Les was an apology

Correspondence In: - A second email from Ellie Barnatt was received, and it was agreed that no action be taken.

General Business: -

- Danny reported that Sunday Mail reader asked about the Gawler Road Race of 1955, that featured Geoff Duke and Peter 'Rocket' Rayner.
- There will be a lick 'n' stick at Danny's house on Wednesday 15<sup>th</sup> December at 7.30pm.
- Trevor spoke of phone call from Marilyn Jolly re a perpetual trophy for the "Bob Jolly Memorial".
- There was a discussion re the use of photo of our late member Chris Hudson on the program cover.
- Potential scrutineers for Mac Park were mooted.
- The meeting concluded with thought about different riders' mementos for 2011 State Titles.

Meeting Closed 8:40pm

**For Sale/Wanted**

Flanged alloy rim 1.85"x18" (WM2) 36 hole, drilled for small diameter disc brake hub.	<b>WANTED</b>	Contact Nick 0417 871 532 12/10
Early BSA A7 500 twin engine.	<b>WANTED</b>	Bob Glynn Ph 8263 9133 11/10
BENELLI 250. P3 Log Book. 2 Motors, C2 Cam Profile, 5 Speed C.R. Gearboxes. CB72 2 LS Brake, plus original Front Brake. Many Spares	<b>FOR SALE</b> \$4500	Len Smith 8336 5090 10/10
LEATHERS for sale: suit 5'11" 80-85kg. A bit scruffy, needs zip at left wrist. Structurally sound.	<b>FOR SALE</b> \$100	Nick Clarke 0407 621 559 10/10
Quaife 5 Speed Gearbox – new bearings fitted	<b>FOR SALE</b> \$750	Joe Ahern 0407 394 306 09/10
Bultaco Metralla (M23) – Engine or parts thereof. Complete bike considered.	<b>WANTED</b>	Trevor Henderson Ph: 83845284 05/09
<b>Club Shirts – \$35.00</b> <b>Club Caps – \$15.00</b> <b>Club Hats – \$18.00</b> <b>Club Mugs – \$4.50</b> <b>Cloth Badges – \$10.00</b> <b>Club Transfers – \$2.50</b>	<b>FOR SALE</b>	

**UPCOMING EVENTS**

Mac Park Ride Days Last Saturday of the Month followed by Working Bee's on the Sunday. All help appreciated	<i><b>Mallala Motor Sports Park Open Practice Days</b></i> <i><b>Phone 8276 7744 during business hours to confirm dates</b></i>	
<b>Date</b>	<b>Host Club – Event</b>	<b>Venue</b>
31 Dec – 2 Jan 2011	HMCRRSA – 2010 Historic Road Racing Championships	Mac Park