
The Good Oil



Volume 21 Number 2 December 2012.

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Danny Ahern with the goods from the National Championships!
Full story page 3.



Photo's in this issue are courtesy Dan Ahern, Nick Clarke and Bob Glynde
www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2011/2012

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Club Address	PO Box 90 HINDMARSH SA 5007	
General Meeting Venue (third Thursday of each month)	MSA Office 251 The Parade BEULAH PARK	Committee Meeting (first Tuesday of every month)
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	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009

Editorial Merry Christmas and Happy New Year!

There is just so much happening at this present time in and about the club. The committee is busy putting the final touches into the running of the SA State Championships. It looks like being another successful meeting and I hope those attending enjoy it.



In the meantime complements of the season go to all members and their families.

Keep those photos coming in please.

Stay Upright # 77

President's Report

Our big event, the State Titles at Mac Park, is almost upon us, and, with 25 more bikes than last year, should be a real success. We have a full program of 52 events, and in the sidecars are able to separate Classics & Post-Classics in the Title races. Hopefully, there will be success for Club Members, so, if you aren't riding,

come & cheer them on. Tonight, our Ladies have laid on Supper again, & I wish you all, your families & friends, a Merry Xmas & a successful New Year.

Trevor Henderson

National Historic Championships 2012 – Sydney Motorsport Park 16 – 18 November

Well as it has been for me all bar 2 years in the last 22, I had decided that I would participate again as an honest midfielder doing my best on the day.

Joe and I had been discussing all the logistics of getting bikes over to what used to be Eastern Creek. There was going to be a Trans Tasman car race thing the week after the champs and the organisers were keen to have pukka classic 500cc bikes in the program. I thought gee this may never happen again, so counted myself in on that one. I'd race at our titles then Betty would fly over, we would have a couple of days being tourists before racing again the following weekend. In effect the championships could be my practice weekend!

Unfortunately for the promoters only myself and 2 others had entered by the time they thought 'no bikes' at the Tasman Challenge, bummer!

Game plan changes, Joe and I figured that we could go over in his big effee with camper on board and 3 bikes in trailer. Chris Hayward was up for taking one of my bikes in his van so we had a plan. Joe would be heading north after the champs to do some music stuff with his mate Bill Chambers, so I'd jump on a plane and get home Monday afternoon.

Tuesday night had us all but loaded, a few minor bits and bobs to do Wednesday morning and we would be heading off out of Williamstown having bid our farewells to Maria and Molly. Next stop Nuriootpa for a new trailer plug that wasn't bit of Taiwanese sh..t

and might work as they should. We were soon rolling along the highway through the riverland and onto Mildura. We made Hay by about 5pm and decided exercise in the form of a swim would be good and would freshen us up too. Did about 10 laps and that did the trick, for those that don't know, entry to the Hay Olympic size pool is free of charge! We made a mile before having a feed and then continued on our way some more getting to Grenfell where we decided that it would be a good spot to pull up and get some sleep.

No real rush Thursday, we were aiming at going to Mt Panorama for a look, a lap and a visit to the museum, which we did all of. Lunch was had on the starting grid of the track before heading up and over the mountains, firstly to where we had booked in for our stay then off to the track to unload our gear into the shed. With experience, I suggested to Joe that there will be a big line at the gate to the raceway if we got there too early. We got there about 6pm and drove straight in, apparently there had been a huge line up and many had waited for ages to get in.

As always we were waving to friends and fellow racers and enthusiasts as we headed for garage #7 which was ours for the weekend. On arrival at the garage we found fellow club members Greg Kennedy and Brendan Roberts along with Greg's wife Anne-Marie and son Oliver in garage 8 sharing the other half with us. Chris Hayward would soon arrive too with his partner Kim. The last to join our double garage arrangement was Jamie Smith along with his P6 Suzuki. A good bunch which went onto

to all have different levels of success and frustration.....sounds like racing eh?!

Once all set up we left for our digs that was only about 15mins from the track, which was real handy. We had a spot next to our friends Tom and Jay Gill over from the west. Chris and Kim had a cabin and Brian Donovan from the west also was not far from us.

Friday arrived we got to the track early, signed on and proceeded to the line to get scrutineering done. As always you catch up with many and have a good yarn as we work our way forward. All the anticipated angst that the rumour mill had been generating amounted to nought. With still a long line up, but with us all done the rain did start, just enough to be a pain. That was the pattern of the day with hardly anyone getting dry track time. Many a rider came to grief in the wet conditions, I know I had a few slides and everyone you spoke to said the same. Some were not so lucky, many sessions seeing 3 or 4 spillages with some bikes just left on their sides for the whole session. One of my sessions found me chasing Bob Sayer on his Triumph 750, as we rounded turn one with me fairly close to his tail, I noticed something spraying out and thought the worse.....oil! Well I was right and made the right move to stay away from the line he lay out, he slipped around to the turn 4 exit and left the track with his back wheel covered in oil, my next lap I stayed clear of his mess, but rounding turn 2 I saw Joe pushing his Norton, I later found out he came to grief under brakes in said oil. Luckily not hurt, no scratched helmet, just a broken footpeg. Even the tank and seat unmarked!

Bob was most apologetic and showed the brass fitting that had given way causing the grief. Bob also helped get a little machining job done overnight so that Joe would be ok for Saturday. On his Yamaha, Joe had a huge slide in 4th gear rounding corporate hill, wasn't sure what was going on so chose to put a new tyre on to be sure. Last thing Friday the usual Joe thing is get the gearing sorted so that was done before we left the track.

Saturday Joe arose with no problems from the slide off, but his very average back was giving him some grief, this got even worse when he had something click out and his bulging disc had him barely able to walk. Phone calls home for Maria to seek advice on what could be taken and what couldn't. Luckily Jay Gill had some gear that he was able to rub on to help things. Joe figured he would go for the first outing on the Norton just to check all was mended as well as we thought, subject to him being able to get into his leathers, all was well and he strutted his stuff, still placing in his class. That first race was not so good for me with the clutch just spinning up with no drive, I putted around to turn 4 and came in to do all the adjustments ready for the next outing later in the morning on the G50 .

My next race was on the Manx framed G50, well I never got to start the race when I lost all drive heading to turn 11 on the sighting lap, I paddled the bike enough onto the straight to come in on the exit road just as the flag dropped for the start of the race. I soon discovered that the gearbox mainshaft had broken. It broke right inside the gearbox so the clutch did not even fall off. That was curtains for that bike.

I got to muck about with the carbies, swapping them from one bike to the other, timing of this saw me miss a race. I had good races Saturday afternoon doing pleasing times and having a ball chasing down and passing some riders.

Joe managed 2nd spot in the first championship race on both his Yamaha TR3 and the Snort'n Norton. Chris was doing well improving his times every outing on his SR500 Yamaha.

Saturday night Joe and I did all the prep in readiness for Sunday, the first 2 races for him and 3 for me were the championship rounds, then the same again in the afternoon being the support races. The first race for Joe and I was the Unlimited P3 race, Joe ended up coming 2nd which gave him 2nd in the championship, I came 4th in that race.

Joe's next race was to be on the TR3 Yam, he had secured 2nd on Saturday and got a ripper start in the Sunday leg, leading as they crossed the line after the first lap, the quick guns were chasing him down and by turn 4 he had been relegated to 3rd behind Glen Hindle and Russell Fairbairn, as they came around corporate hill the gap was big to third and no Joe....poo, he soon came around and pulled off the track running on one cylinder. On investigation the spark plug lead and come out of the spark plug cap, 'ah well' he said 'that's racing!'

My next race was in the period 4 500cc class, I had a ding dong race and found myself chasing people for 5 laps and catching a few of them too. Joe and Lee Kernich commented on a good ride by me, I thought my times would be alright, but did not bother checking until after my next race being the 500cc period 3. That was to be a lonely ride apart from chasing some 1000cc period 4 bike to no avail. I then found that the earlier P4 race saw my best time of the weekend and probably the best time I have done on my G50 at this track with a 2.03, boy I was chuffed. Then I looked at the time sheet for the P3 500 race and gee got tingles up me back when I saw 2.00.8.....bloodee fantastic.

How good is this, I still had 3 races to go today and yes I did them all and my times were all respectable although I never cracked that 2 again.

Highlights of the meeting included the efforts of Jack Wright on the Wright Family's Summerfield Manx Norton getting past Levi Day on the Kooistra / Angel Honda rocketship only to be blasted off down the straight again. Cam Donald rounded up the places on Paul Taylor's immaculate standard bore and stroke Manx Norton.

Cam Donald showed his true class on the Harris framed XR69 Suzuki. He won by a long shot in all his races and established a new track record in the 1.37 range. In the last support race Cam still went out but there were only 6 bikes that fronted the grid, what we were to witness was a champion showing his craft going as quick as he had done all weekend. Being so

far out in front was like how one watches the bikes at IOM.....one at a time, where you hear each grab at the throttle each gear change et al.....bloodee fantastic. Yeah I am a Cam fan after seeing him back in 06 at the IOM and following his races in Ireland etc and you won't find a nicer bloke. It would be good if I can convince him to come to Mac Park for our champs in December.

In true form Ahern Brothers racing were last to be packed up, the sausage sizzle had finished by the time we had packed up. Lee Kernich stayed around with us and joined us for the presentations etc. We chatted heaps and took it all in. Before we knew it the name Ahern was called up for 1st place in the support races.....whoa it was me not Joe, I ran up before they changed their mind, what a hoot at a national event, I was bloodee rapt and on a high as everyone noticed! Joe was soon to follow for 2nd on his Norton in the support race. Then bugger me they call up me again for 3rd in the P 4 500 races, how good does it get? Joe got 2nd on his Norton in the championship races behind Jack Wright on Ron Angel's 638cc G50.

I picked up Chris Hayward's 3rd place trophy for the support races on his P5 500 Yamaha. Geoff Grant grabbed 2nd in the championships, so our club did well considering the few of us that went over.

The night was spent having a meal at the Rooty Hill RSL with Tom and Jay Gill and Brian Donovan and his lady friend Porsha. Monday morning was a slow affair, Joe eventually got me to the airport and before long I was back home and reliving the weekend over and over.

Gee Joe and I are just so lucky to be able to do this lark and have so much fun. Sorry I can't share anymore, some things just have to stay on tour!

Well I now have to mend bikes and prep them for Mac Park.....all good.

Danny Ahern #26 (for the Oz titles weekend)

MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 15 November 2012.

Meeting opened 8.00pm
Trevor spoke of the passing of speedway legend, Bill Wigzell

Apologies Lorraine Rake, Mike Wooster, artie Sommer, Danny Ahern, Chris Hayward, Claire Harmon & Terry McBride.

New Members/visitors John Inkster & Bruce Scanlan/Nasreen Crawford & Jan Baker

Minutes of previous meeting Moved for acceptance by Dean Watson, seconded by Neil Watson. Carried.

Business arising No business arising

Reports
President

- No report

Secretary

- No report

Treasurer

- Current financial position read out.

Delegates report

Competition Secretary

Dan is at Eastern Creek.

MSA:

Lots of use of Taillem Bend. 1st/2nd Dec, Atujara club is running finale of Supermotard Series.

Road Race:

Phil Baughan is now Sport Manager with lots of Supp.Reggs happening. Historic riders now graded C-grade A/C participation in Limited & Formula Mac Park.

General Business

1. Neil Collins re cleaning of iron 2-stroke barrels.
2. Judith Rowley thanked "new" Officials' Committee @ MSA-things are moving again. Level of scrutineering is improving.
3. PB encouraged everyone to dust off bikes or become an official.
4. Bob Glynn re future events, inc. renew contact with Sporting Car Club.
5. Trevor displayed & spoke on his BSA Gold Star 350, obtained from Derry Greeneklee.
6. Phil noted USA-sourced LC Crankshafts @ \$400 are too wide.

Meeting closed at 9.05 pm