
The Good Oil



Volume 22 Number 2 December 2013.

Inside

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|----------------------------------|--------|---------------------------|---------|
| • President's Report | Page 2 | • National titles debrief | Page 6 |
| • Trev's Titbits | Page 3 | • Life in the Cupbo | Page 9 |
| • Minutes of Dec General Meeting | Page 4 | • Classified Ads | Page 16 |
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GET TO MAC PARK

How good is this South Australian classic racer with the No 21 on the fairing of his Manx Norton? Jack Wright won the Senior 500cc title at the recent Australian national championships in WA. He's entered in our showcase meeting this month. This is how close he was all weekend racing against former double-Oz classic champ Levi Day (No 29) on a smaller, lighter and more powerful Honda twin. Historic racing doesn't get any better than this. Jack Wright will be at Mac Park on this bike. Be there.

Photo: Graeme J. Howie/Sport Pixx Sport Photography



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2013/2014

PATRON: Mr Len Dyson

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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 Les Bell	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009 2013

PRESIDENT’S REPORT

There’s no doubt that Len & Judy Smith have deserved their well-earned retirement. I know Len left his day job some years ago, but he and Judy then served this club well, distributing The Good Oil forever. Now, with the “Oil” going electronic, they’ve been able to hand over everything, including the Attendance Book. But the new custodian of the book didn’t bring it to last month’s meeting and, as I’m it, I must apologise profusely! After my penance of writing 30 times the bore and stroke of all classic singles, I shouldn’t forget it again.

Meanwhile, we’ve got everything pretty well settled for our State Titles meeting, although a lot of manpower has come from outside our club. We have an entry rich in quality and quantity, with Australian champions from HMCRRSA and Mt. Gambier Club, who should do well in Scratch, Championship and Feature races.

There should be no concerns with Mount Gambier’s weather at the end of December, so it will be a great meeting.

Meanwhile, enjoy tonight’s supper and a Merry Xmas to you all.

Trevor Henderson, President

SAD NEWS

We heard this week of the passing of our Club Patron Len Dyson.

TREV'S TITBITS – VIVE LA DIFFERENCE

I was recently given a CD, taken from vinyl, of "TT Sound Stories" from 1965. It has expert commentary from Murray Walker, before Formula 1, "spin, spin, spin" and his gaffes, which only endeared him more to his fans.

The 250cc and 350cc races had a star cast including Jim Redman (Honda), Mike Hailwood (MV) and Phil Read (Yamaha), plus the usual suspects from the British circuits and the Continental Circus.

Brief interviews before and after the races added spice to the menu.

In the 250cc race, which at one point had 10 makes in the first 11 placings, you heard Read's Yamaha two-stroke vs Redman's Honda six, plus other 2 and 4 stroke bikes with 1, 2 and 4 cylinders, such as Benelli and Honda fours, MZ and Jawa twins as well as Aermacchi, Cotton and Bultaco singles.

Read led Redman until his bike failed, giving Honda the win.

For the 350cc Junior event, there was Redman (Honda) again, plus Hailwood and Agostini on the new 3- cylinder MVs, Read's 254cc Yamaha and 78 riders on Norton and AJS singles. Overbored Yamahas and MZs made up the 2-stroke challenge.

Hailwood set a new lap record from a standing start, but sadly was forced to retire later.

Redman won from Read and Agostini to give himself a hat-trick of wins in both classes.

Unfortunately, "Lorenzo's Yamaha leads Marquez's Honda", with sound but no pictures wouldn't be the same.

But I must confess to enjoying 1965's TT with sound only more than a MotoGP race.

Thumbs Up and Change Right

Trevor Henderson #55

FROM THE COMPETITION SECRETARY

Just a quick report on a few things going on as I know Hamish is looking to wrap up the December Good Oil.

Our State Titles are shaping up to be another premier event for those who are into Historic Road Racing,

I can tell you that there are over 140 participants on over 170 machines.

Some entries have dragged their chain more than others but I have only had to say no to two applicants, who were horribly late.

The committee has had a couple of sittings doing the mailouts and other important roles in readiness of all things.

We have trophies getting picked up this week as well as the programs, so I feel we have got all things well under control.

Fields are big and strong in lots of categories so that will be good for participants as well as the spectators.

The sidecars eventually got their act together and as such there is a good turnout of them once again.

The three-round series running between the P3 punters culminating at our event does indeed help with the fields.

In breaking news, this week I have sent off the formal application for our club to run the Historic Nationals at Mallala in 2015.

I met with Mallala circuit owner Clem Smith on Saturday and we spoke at length about what his expectations are.

We are well in agreement at how the event can be run.

I wait patiently for the positive reply from MA, then we can put the pedal down for September 2015.

Competition Secretary, Danny Ahern #27

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Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA held at the MSA clubrooms on Thursday 21 November 2013.

The meeting opened at 8.00pm.

Apologies:

Bob Balestrin, Rob & Lorraine Rake, Paul Walker, Terry McBride, Les Bell, Geoff Grant, Dan Gleeson Len Dyson, Ronna Fisher.

Visitors:

Tony Fountain, Mick Morris from the Flag Marshalls Assoc Patrick (Dan's cousin) from the UK

New members:

Phil Howard and Peter Heles.

Minutes of previous meeting:

Proposed Phil Baughan seconded Danny Ahern. Carried.

Business arising:

Dan mentioned that there had been a glitch re the email distribution of The Good Oil resulting in some members not receiving the Nov edition.

Reports:

President's report

- Trevor reported that he had received a letter and cheque from Power Brakes re upcoming State Titles meeting.
- The Club received a thank you card re Joan Dyson's memorial.
- The Mt Gambier club have sent out notifications of their upcoming AGM.
- It is the 100th anniversary of the Mt Gambier club.
- Alan Williams from Thailand Motor Cycle Tours sent Trevor a letter suggesting that a 6-hour scooter or motorcycle endurance event (similar to the upcoming Mt Gambier scooter event) be run in Thailand. He suggested that package deals could be arranged for those interested in competing. Trevor asked members to let him know if they are interested.
- A permit has been issued for our upcoming State Titles meeting at Mt Gambier.

Secretary's report

- Chris informed the meeting that no mail had been received via the club's mail box
- Reported that a few club members had competed at the recent National Titles in Perth WA. Dan to provide a more detailed report for The Good Oil.

Treasurer's report

- Some early State Title entry fees have been received although a debit re the Air Fence levy from our joint Ducati Owners Club ride day has been debited.
- The club's new credit union account has now been opened although there will not be an official changeover until post state titles meeting.

Comp Secretary's report

- Dan reported that trophies have been organised for state titles.
- Printer has been teed up.
- 70+ entries to date

- Dan spoke about the recent National Titles meeting in WA and pointed out that the Club has 2 new National Champions with both Joe Ahern and Simon Cook winning their respective categories.
- He also mentioned that Mt Gambier riders Levi Day and Jack Wright were successful winning the Period 3 junior and Period 3 senior categories respectively.
- Committee will be working on mailing out acceptances for our meeting within the next 2 weeks.

MSA Committee

- The next MSA meeting is scheduled for 10 December 2013
- MSA Awards night is scheduled for 30 November at the Arkaba Hotel.
- Tickets are \$50 each but sales are very low at this stage.
- It is likely that National titles winners from South Australia will be invited to attend.
- A general discuss re Period 6 issues followed.

Road Race Committee

- Phil reported things were tailing off somewhat as we approach the end of the year
- All rider gradings have been determined and distributed.
- Phil reported that there has been a general decline in the number of C20 class entries. There will now be a C20+ class for machines up to 31st December 2003 to help boost the numbers.

General business

- Phil spoke about the HMCRRSA website and expressed concern that the club's financial information was publically available via published Minutes on the website.
- There has been general praise for the revamped Good Oil with the meeting acknowledging Hamish Cooper's role as editor.
- There was discussion about the benefits and risks of introducing a club Facebook page.
- Dan spoke about progress (or lack of) re the club's proposal to host the 2015 national titles. He expressed some frustration re MA's failure to respond to earlier correspondence.
- Tony Fountain (Flag Marshalls Association) addressed the meeting. He suggested that he would like to attend the state titles meeting at Mac Park in December to see how things work out with the use of track based warning lights vs the use of track marshals.
- Taillem Bend motor race complex will host the final MSA ride day this weekend.
- There will be a Mallala ride day this weekend.

Meeting closed at 9.30pm.

NATIONAL CHAMPIONSHIPS WRAP-UP

A race report by Hamish Cooper, then Competition Secretary Danny Ahern gives his take on a wild weekend out west while new Post Classic Unlimited national champion Simon Cook gets a great write-up in his local newspaper.



Pic Graeme j Howie
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2013 Australian Historic Road Racing Championships November 16-17 Barbagallo Raceway, Western Australia

Victorian Michael Dibb's emphatic victory at the Shannons 2013 Australian Historic Road Racing Championships is a precursor to the fireworks expected at the annual Phillip Island International Challenge in January.

Dibb, **pictured above**, qualified on pole at Barbagallo Raceway, WA, won all three championship races and set a new lap record to become Australian Period 5 Unlimited champion for the first time. He was riding Rex Wolfenden's Harris-framed Honda CB1100, a bike the pair has been developing for the past year.

"It's gone perfect for us, really," said Dibb later. "And helped by the fact that I'm probably on the best Period 5 bike in the country, in my opinion".

In January Dibb will take on a highly-credentialed UK team headed by Isle of Man TT legend John McGuinness. At last year's Island Challenge Dibb finished equal third in the points in his first outing on the Harris-Honda, the most potent racer Aussie team captain Wolfenden has built. He followed this up with a double win at the Barry Sheene Festival of Speed in March.

Fellow Victorian Stuart Loly finished second in the Period 5 national championship. It was a mighty effort from a man who had to totally rebuild his Suzuki GSX1100 after a massive crash two weeks earlier at Broadford's Southern Classic meeting on the other side of Australia.

Consistent finisher Tony Hynes (WA) was third overall. Adam Senior (WA) came second in the last two races on his TZ750, but an earlier crash and DNF relegated him to 7th in the points.

Several big names were missing from the historic titles as the return leg of the Barry Sheene Oceania Challenge had enticed them to New Zealand a few weeks earlier. But there was some spectacular racing among the 150 riders entered.

The talk of the meeting was the titanic battles between South Australians Levi Day and Jack Wright in the Period 3 Senior championship races.

Day, defending pre-1963 Senior and Junior champion, had jetted in from a season of professional racing in the UK to get acquainted with Barbagallo the week before. Wright had never raced there. Day was on Jerry Kooistra's rapid Honda twins, now owned by Ron Angel. Wright was on a well-used Manx Norton.

When Day broke down in the final race, Wright pounced to win the championship. Wright had ridden out of his skin lap after lap to make up a power deficit. He lost 100m at the start but by the time the duo was coming up the circuit's hill they were side by side.

Day was unbeatable in the Period 3 Junior Classic, again setting a new lap record.

As well as Period 5 Unlimited, Adam Senior, who competes at national Superbike level, raced in three other classes. He took out the Post Classic 350cc and Forgotten Era 350cc classes but was unlucky in the Period 5 Senior.

After two wins his Suzuki RG500 slowed in the final race while he was in the lead. He finished third in the points tally. Terry Morris (NSW) won the title on his Nico Bakker TZ with Stephen Kairl (NSW) second on his TZ Yamaha. The top three were separated by a point each.

South Australian Simon Cook held off a determined and consistent Rex Wolfenden to become the Period 4 Post Classic Unlimited national champion. Joe Ahern (SA) won two of his three races to be crowned Period 3 Classic Unlimited champion on his Norton Atlas 750.

Lindsay Donai and Christine Menzies dominated the Post Classic Sidecar class, breaking a 13-year-old class lap record. Tony Hynes made a clean sweep of wins in the Period 2 Unlimited Vintage class on his amazing 1938 Vincent HRD. The 2014 Australian Historic Road Race Championship will be held in Queensland.

Hamish Cooper

Danny's big day out

The lead up, the big road trip and the racing at the Australian titles in Perth was a great experience.

Joe and I travelled together taking my G50 and Joe's Snort'n Norton. Across the early part of the Nullarbor we bumped into Chris and Kim a few times, then we came across one Rob Williams with a demolished trailer tyre so we got the trolley jack out and soon had him on his way. Rob ended up joining Joe and I the first night just shy of the WA border. We cooked up some tucker, had a couple bebies and shared heaps of true lies, the trip was well and truly happening.

Joe and I had a few offers of where to stay, who to catch up with etc, the first night in Perth we stayed with Harry and Marian Reynolds. Harry is who I bought my G50 from all those years back. Marian spoilt us with the food, we spoilt her with the wine and Joe playing a few tunes. Harry got in my ear about racing his lovely 750 Triton, to which I was flattered. He said the club was struggling for helpers and he would be rapt to see his bike out on the track. I had a guest ride and brought it home as it was given to us.....maybe a bit better as we did some fettling.

The mob from our club was all pitted alongside each other, so there was Simon Cook, Chris Hayward and his Kim, Dan Gleeson and his Jane and eventually John Inkster and his Helen. John's racing was unfortunately quickly curtailed when on his second lap he had some crank related issues.

Having been to all bar two nationals since they have been going, I'd have to say having us all together, except for Greg Kennedy who was pitted with his cousin Alex, the camaraderie was second to none, with all helping and encouraging each other. That made it one of the best for me.

Joe and Simon went on to well and truly earn their respective national titles, well done lads.

Everyone else did well in their group and smiles were on faces for most for most of the time...

All too soon it was time to head home.

Competition Secretary, Danny Ahern #27

Minlaton's national champion



WELL EARNED... Historic Road Racing National Period 4 Post Classic Unlimited champion Simon Cook, of Minlaton, and his Honda CB750 after the last race in the championships at Barbagallo Raceway, WA.

By Jenny Oldland, of the Yorke Peninsula Country Times

After coming runner-up twice before, Minlaton's Simon Cook reckons the planets must have aligned at Western Australia's Barbagallo Raceway two weeks ago when he won the Period 4 Post Classic Unlimited national championship.

Involved in historic road racing for more than 15 years, Simon has been campaigning aboard his 1972 Honda CB750 since 1998.

The win, part of Shannon's 2013 Australian Historic Road Racing Championships held November 16-17, has provided the incentive to keep going.

"It's a fascinating sport, and although it's just a hobby I haven't done with it by a long shot," he said. In a battle with long-time rival Rex Wolfenden, winner of numerous championships, Simon's three-point buffer was enough to take the prize this time around.

"It was close, but I had just enough points after recording a first, second and third over the three races. It was a good run with only a few minor mechanical issues."

Unlike some riders who, apart from being heavily sponsored, fly into race meetings, hop on a prepared bike and head out onto the track, Simon is chief mechanic, rider and transporter, the trip to WA an epic 5800-kilometre round trip.

After coming second over four races at Phillip Island earlier in the year and experiencing engine problems, he set out over winter to rebuild the bike's engine specifically for the championships; one part alone took two days on the lathe to finish.

"The bike is just a collection of parts and it's up to me to make it work, and it can be a challenge!"

After some fine tuning, Simon will head to the South Australian championships at Mount Gambier between Christmas and New Year, and then the Phillip Island Classic on January 26, having already won both events several times.

When he's not riding the Honda, he's racing his more modern Triumph 675 in the Super Sport Series to sharpen his race skills.

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LIFE IN THE CUPBOARD: BARRY SHEENE OCEANIA CHALLENGE, NZ



On the startline for race one.

With hindsight I wish that I had never heard of New Zealand!!! What was originally supposed to be 4½ weeks between our five-month European odyssey, our five-week New Zealand odyssey suddenly shortened to 3½ weeks. This left me short of time to properly complete preparations as well as celebrate our youngest grand-daughter's first birthday, belatedly celebrate Father's Day, see the other grandkids at least once so that they remember we exist, spend time with elderly (97 yr old) mother and attend a club meeting.

I had done a lot to the bike before Europe but there was still a lot to do including sorting chain clearance and exhausts. As reported in January my new tyres are a little bit bigger so the rear tyre was getting touched up by the chain. Not good, so off to 'Wonder Engineer' (Phil Baughan to most) to have bits taken off, some bits added and some other bits modified so that the rear wheel could clear the chain.

The exhausts are another story. I became re-acquainted with Keith at Mac Park last Christmas when he came to introduce himself to me because of his passion for H2 Kawasakis not realising that we had done business together some 30 years ago. Anyway, the upshot of this was his pledge to assist me where he can and in this case it was with new mufflers which he delivered in a very short space of time and promised would keep the noise police happy. Thanks Keith.

Now I just had to address the requirement that there be absolutely no dirt shipped with the bike. I pressure cleaned it, then did it again, scrubbed it, pressure cleaned it again and then started putting it back together only to find more grime!!!! Ah well, I will clean it again and then just paint everything that anyone can see... Voila!!! No dirt!!!

The only bit of excitement on the way to Sydney was when a curtain fell on the stove for some inexplicable reason and caught fire! After sleeping in a freight yard, we loaded the bike into one of two containers that were to carry 13 sidecars and about 25 solos to NZ and then headed off towards the Blue Mountains where Matt Brown had agreed to baby sit the Magic Bus (thanks Matt) while we were in NZ. Also a big thanks to Warren and Simon Reynolds for organising the storage of the bus, a great dinner for us (amid family members who were excited about some game they call rugby...) and then transport to the airport at stupid o'clock in the morning.

Barbara and I stepped off the plane in NZ, collected our camper van and began our R&R part of the trip while the bike was bobbing around on the waves of the Tasman.

In a nutshell, we were amazed at the earthquake damage in Christchurch, bored by the endless miles of green fields with cows and sheep, stunned by the beauty of Mt Cook, blown away (literally) by the wind down south, absolutely hated the rain (which bucketed down for days), met lovely people, beheld the wonder that is Queenstown, marvelled at eels, fish and diving ducks from an underwater observatory, got a bit scared when driving over a steel plate across a gap in the road caused by a landslide on Haast Pass (and incidentally this just after a couple in a camper perished when a landslide crushed them nearby), stood in awe of the power of Fox Glacier, enjoyed the west coast, looked out from amazing viewpoints, stood in a crack caused by an earthquake, enjoyed the 'three hour tour' (come on, show your age and admit you know where that came from ☺) that was the ferry crossing from South to North Island, saw a beautiful cathedral that was designed to be built in stone but was built in wood because no stone was available, saw an Art Deco town, bubbling hot mud and hot springs, lakes, caves, glow worms, mountains and more.

We also became a bit concerned at the news of the bushfires in the Blue Mountains and spent some time wondering if we would actually have a bus to go back to.

But then we went racing. Walking the track with Brad Gorrie (my passenger for this weekend) showed it was quite different to what we thought. First turn was downhill and looked OK but the track was very wide (25m) – a good thing we discovered later! The next turns were OK, the left hand hairpin was going to be tricky as it was downhill, tightening on to the back straight before the final massive 'U' turn that dictated the speed on to the uphill boomerang they call a straight.

Now I had many concerns after my Phillip Island debacle earlier in the year and was determined not to damage another motor so I put smaller jets in. "What the?" I hear you saying... Smaller jets should be greater risk shouldn't it??? Ah but, the issue at Phillip Island was fuel supply, not jet size, so I reasoned that if I went smaller I would use less fuel and reduce the issue. The fuelling was a worry after walking the track because the longish back straight with a long turn and then a long uphill main straight was going to need lots of fuel! But ultimately my reasoning failed and during practice I slowly went up jet sizes until I was quite a bit larger than where I started off! And I did not have any fuelling issues!!

Whilst we had been assured that all costs were covered by New Zealand (the same as we cover their costs when they come to Eastern Creek) we were now asked for \$95 for practice. Hmm not happy but we paid up of course... First practice we discovered the usefulness of that wide first turn – from a sidecar rider's eye level you cannot see the turn until you have started to turn into it so we overcooked that one a bit and used the whole track! At the end of the day we had qualified fourth.

And so, the first four on the grid were two Australians and two New Zealanders with the Aussies on Japanese bikes (Honda and Kawasaki) and the Kiwis were Pommy mounted (Norton and Triumph Trident). Somehow or other the organisers 'pair' Aussies with New Zealanders in a match race format. I say 'somehow' because fourth (me) was matched with first and third was matched with the second qualifier – go figure. The winner of each pair got two points for their country while the loser got one point and the place getters in the race got points towards an overall race win. Confused? So was I!!! As we checked out the opposition's bikes two things hit me real quick; these guys are rear exit only *and* they have linked brakes on all three wheels!!! Both aspects are banned for P4 in Australia and both offer massive advantage. Effectively we were racing against F2s with old motors, on their track!!!



Discussing tactics between races.



Cam Donald's mount.

First race, great conditions, everybody rearing to go. Lights go out and we go. I get a great start and am just in front as we brake for turn one but all of a sudden I am back in fourth again as the other three scream past still on power whilst I am madly trying to pull up enough to get through the corner – that is what linked brakes can do!

But from there on it gets really interesting. Down the short straight to turn two I pull alongside the Triumph and consider diving inside him into the turn – but the difference in brakes shows again and he leads into the turn. Then we go around him in the left hander over the hill and pull a small gap on him and get up beside the Norton down the short straight to the tight right hander where their brakes win again and I am back in fourth again heading to the hairpin. There is no way I can pass here but I note that I am clearly quicker through there and have the power on much earlier than them and pass the Triumph and pull up beside the Norton again as we head into the curve onto the straight but again their brakes beat me and I follow the Norton in while the Triumph sneaks into the small gap on the inside and pushes me wide as well as slowing my run onto the straight, but I grab his slipstream for a bit and then get past him before the line to dispense with him for the rest of the race. Whilst we were having our scrap though John had got past the Norton into turn two but had it still nipping at his heels when I commenced my attack. The next lap was almost a replay of the first lap but just with a different opponent. I dealt with him on the back straight and this time stayed in front under brakes and finished in second place.

Now given that it was a rolling grid I was on the front row for the next race the Kiwis were not done yet though so we were all keyed up for another big race, BUT, my beast refused to start. Totally dead, not even an attempt from any of the cylinders so it could only be electrical... we wriggled wires, pushed, wriggled more wires but all to no avail so I signalled the starter and sat down very dejectedly to watch. So start pursuing the fault and we have half the bike dismantled before Mick Alton notices a connector has lost some insulation and appears to be touching the frame. Yup the one wire that was able to stop the ignition completely had shorted to the frame

On Saturday evening we had a few drinks with our New Zealand friends as we heard the introductory and welcoming speeches. It was also great to bump into Ross and Carmel Graham, who are a lovely couple of New Zealanders who are heavily into bike and car racing in various forms and whom we had not seen for a while.

Sunday dawned... um, well it dawned – New Zealand is a bit like Victoria, it has every season every day so while it started off sunny. By the time our race came around it was overcast, and given our DNS in the last race we were starting from rear of the grid. I was last out of the gate just to ensure that the slow ones would get to the line before me so my tyres didn't cool too much on the start line. But that didn't quite work because in between the rest of the field and me there was a brief shower of rain which left part of the track as greasy as (not helped by my new tyres which

clearly have no water dispersal capability at all) so that I puttered around worrying about the first racing lap. I took off hard and got past a few before turn one but I was still very nervous about the slippery part around the back so I was very careful around there. The second lap I still went gingerly but upped the pace a little as I found that the track had regained a lot of its grip but I figured that if we slipped off at this point we were done for so I gingerly pushed on. Into lap two we passed more and my confidence in the grip was improving so that as we went round the big sweeper I started opening it up and it hung on so I decided it was now do or die. We swept past most of the field although had one moment with an 'almost' miscalculated move between two of them on the straight where we touched feet on each side. Although later one of the riders apologised for moving over on us!! We were in fourth on the third lap and I screamed past the Triumph heading into turn one to the point where I almost over cooked it but then found you can actually get through there a lot quicker than I had been doing, so hung on and went hunting Norton. Time ran out though and we finished in third place.

Next race was a six lapper. It started to rain as we headed out. I nailed it off the line but had no traction and had it spinning up in third gear before it hooked up and catapulted us toward turn one where I had a bit of a fight to get it through without losing it. Heading toward turn two was a nightmare, no grip, no acceleration and no braking so I was just swamped by the field that mostly had more suitable tyres. I think I was 10th at turn 4. I got a little bit of grip somewhere and passed a couple going up to 5 but then nearly ran over some others when I could not pull it up – we just skated into the corner with very little control but I got it around somehow and again we passed some as we headed down the back straight but got caught up in a tangle when two of them bumped each other part way around the turn and presented themselves sideways in front of me. After extracting ourselves we returned to the task of trying to make haste. With 28 sidecars on the track it was getting swept a bit so a 'less wet' line started to appear which I was able to use to get some drive – but braking was still a bit iffy – and we started to reel them in. The extra couple of laps for this race assisted me but we ran out of time and could only come in fourth.

Last race went pretty much according to plan – with nothing to lose the plan was to 'go fast'. We did but discovered that the Triumph must have taken some steroids during the interval because they were fast too. But after some very close dicing (evidenced by the smiles on all of our faces at the end) we finally got past them but ran out of time to chase the Norton and John who were a couple of seconds ahead.

All of that effort added up to a third place overall which I was pretty damned happy with. I had also added a few points to the Australian Team coffers (although not enough to stop the New Zealanders winning the challenge).

After presentations we put all the bikes back into the container and on Monday morning said our farewells. Barbara and I continued our tripping around NZ. We visited Rotorua and other tourist areas (including the glow worm caves at Waitomo), and went to Havelock North where we watched a couple of stages of the Targa New Zealand where Ross and Carmel Graham were competing with their A9X Torana. We planned to catch up with them at the finish in Taupo but unfortunately they destroyed their motor on the second day so we did not actually see them in action. Spoke to Ross later and he was very philosophical about it all because he had won a couple of stages and was in the top three so was very confident that the car will be a winner.



Seen in the carpark.



Brad and I with our trophies.

Back in Sydney on Friday 8th November, we planned to pick up the bike early on Saturday morning and head home, but an email put paid to that – the bikes had not yet arrived in Sydney!

So, we arrived at Matt and Shelley's place and had a fantastic dinner (and probably a couple too many drinks eh Matt?). On Saturday we went shopping in between regularly checking emails for news about the bikes, until the message came that it would probably be late in the week. Barbara and I accepted Matt and Shelley's wonderful hospitality until Monday morning and then we headed 200km north to visit my only sponsor, Bill Cummins (Wallaby Fabrication of Paterson). It was great to catch up with Bill who is branching out into street art and presented me with a piece of wall art depicting a Trevithic steam engine – thanks Bill.

We then found out that the bikes wouldn't arrive until Monday or Tuesday the following week! Not only did this put some stress on us financially, it was also very inconvenient given that I was booked in for surgery on the 18th which was now the day that we were likely to collect the bikes!!! I persuaded my doctor it would be OK to do it the following Friday. I have to say at this point that the support that we received from our sidecar and motorcycle fraternity was amazing. We had several phone calls from people like Terry Gay, Mick Alton and my sponsor Bill Cummins to see if they could assist in anyway. A big thankyou.

Eventually we collected the bike on Tuesday afternoon and aimed the Magic Bus for home. We got to Mittagong before everything went up in smoke. A fire under the engine cover quickly spread up under the dash – and we were on the Hume Highway with no emergency lane! I squeezed over, opened the door and told Barbara to get out while I isolated the batteries and grabbed the fire extinguisher. What seemed like hours later but was probably about 30 seconds it was all over and we were left with an immobile smoking bus. Phone calls, police, RTA people, tow truck, \$550 dollars later it was 2am and we were off the freeway thinking about how to get a bus with no wiring and very few hoses back to Adelaide. Analysis revealed that fuel leak in the cold start system had filled up the heat blanket around the exhaust manifold and ignited the fuel in the blanket. Three days later I had jury rigged enough wires and hoses to get it going again although it was a bit disconcerting travelling without instruments and lights. We got home though with only one 'exciting moment' in Tailem Bend where a quick wee stop resulted in me jamming one of the jury rigged wires in the hinge of the toilet door – yup, a dead short and a little bit more smoke!!!

Next race meeting – SA State Titles at Mac Park. If I can find a vehicle to pull the bike trailer I will see you all there. That is it from the Cupboard for now.

International Racer Extraordinaire aka Geoff
geoffpgrant@hotmail.com

CLARKE'S COMMENT: A GOOD TURN



Not a bad angle of lean from Mike the Bike.

Have you ever noticed how modern riders in a hurry use all the body language in the book to make their steeds turn? Let's look at it...

You and I grew up in the Mike Hailwood era of rod-up-the-back riding, until along came that chap Sheene who wore out the knees on his leathers without sliders. Why?

That coincided with the advent of newer tyre technology where the cases became wider, until the sections as wide as 180mm we see now, or the obscene lumps found on the back of custom Harleys. If you look at a bike from directly behind when it is standing upright, the centre of the rider, the centre of gravity and the centre of the tyre are all in a vertical line. So far, so good.

Consider then a super wide Harley tyre. As long as it stands upright, and let's face it, there isn't much opportunity for a lot of lean, the vertical line concept holds.

Now think of which bit of tyre is on the ground when leaned over. On a Manx Norton, it's not so far from that centre line. On the Harley, it's WAY off to the side of that centre line.

When I teach novice pillions to ride, I get them to run around the yard as fast as they can with their arms out like aeroplane wings. Guess what! When they turn a corner, they lean over to turn inwards, and that is the feeling I want them to get, leaning when in a turn, just like the tractor seats suspended on a chain in a show ride that swing out, but are actually leaning in toward the centre of the turn.

When a motorcycle turns, the line of force is down the "chain", through the centre line of your back to the centre line of the tyre, but the OPPOSITE force pushing up from the road onto a wide tyre, is coming from a different place and direction way off to the side of the centre line, making the bike want to STAND UP.

So how does a rider counteract that? He shifts body weight inboard by sliding across the seat and hanging a knee off to move the centre of gravity inward to match the line of push from the wide tyre, and the bike becomes neutral and relaxed to feel.

Turning speed can be enhanced by leaning even further inward so the bike is more vertical at the same speed, and that applies to skinny tyres as well. That gains ground clearance as well as traction.

And so the Stoners of the world who practise trying to wear out their ears and elbows at 300kph by barely being on the bike in high speed turns.

If you are now confused, go and have a beer. It doesn't get any better. By the way, using "body language" doesn't make you fast.

Nick

CLASSIC WORLD with Hamish Cooper



THE REAL DEAL:

Italian Motorcycle’s Workshop Service Manager Pablo Real was pleasantly surprised when I emailed him a picture of what was alleged to be one of his old race bikes up for sale in the US. “Yes, it is and looks very much the same as it was at the time,” he replied. “Brings good memories.” For those who don’t know, Uruguay-born Pablo spent two decades working in the US on high-end motorcycles and cars such as Maseratis and Lamborghinis. He has also helped restore vintage aeroplanes. Pablo also made a name for himself racing Ducatis (pictured above left on an 888 Duck) and has won at Daytona along the way to becoming multiple US champion in the Superbike and Twins classes.

RIDE ON:



Register member Murray Johnson and his wife Jo-Ann flew off to Macau recently to watch son David race at one of the world’s craziest meetings. Read all about Davo’s exploits, which included “riding the wall” on his BSB-spec Kawasaki, in Australian Motor Cycle News’s 180-page Summer Yearbook. This bumper issue has another SA connection in Alan Cathcart’s “Racer Test” of Arthur Sissis’s 2014 Moto3 Mahindra hotrod (although with Sir Al’s height and weight not even close to pint-sized Arthur I think it is more of a “ride impression”).

NOTE: RIDE ON wants pictures of register members out and about on any motorcycle or at any motorcycle-related event. Keep our dream alive. Please mail cooper.hamish@gmail.com

2013 Dates

Date	Event	Venue
28 – 29 December	State Titles	Mt Gambier
24-26 January, 2014	Phillip Island Int Challenge	Phillip Island Vic
16 March, 2014	Collingrove Hillclimb	Collingrove
18-20 April, 2014	Broadford Bike Bonanza	Broadford, Vic

For Sale/Wanted

Wanted	Any Ducati single cylinder/350/narrow case racing parts wanted. Particularly looking for “solid” rockers and 38mm Amal Mk2 carb.	Phil 0419 403117
	Wanted BSA Bantam 175cc 4 speed motor.	Bob 8263 9133
	Honda CBX550 rear wheel hub.	Geoff Grant 0422413358
For Sale	<p>Yamaha DS7/RD250CC road racer. Good project, would suit first time road racer.</p> 	<p>John Whallin (08) 82480740 0414 449082</p>
	 <p>My Yamaha TX750 racing bike is for sale. Before it goes to the national market, I am offering first refusal to any local rider. ALSO FOR SALE: 2 Mikuni VM36 round slide jetted for 4 stroke methanol, with pod filters and mounting flanges, 2 spare slides, unfinished 1 into 2 throttle cable. \$300. Motocross-style twist grip available. 2 Mikuni VM34 round slide jetted for 4 stroke methanol. 1 into 2 throttle cable attached. \$200 Smiths lightweight racing tacho in anti-vibration mount. 0-10,000rpm, right angle drive. NOTE: This is 5:1 ratio, suits Yamaha, Kawasaki. Brand new, built for me by Dennis Quinlan of KTT Services before he retired. \$400 Pair of wheels: Yamaha front disc brake hub laced to new 2.15x18 flanged alloy rim, new spokes and bearings, new Avon AM26 90/90x18 racing tyre. (Discs available with restored and trued carriers). Suzuki GT750 rear hub laced to new 2.5x18 alloy rim without flange, new spokes, new bearings. The brake backing plate is vaquablasted but not assembled. Brake cam and used but good shoes included. There is no sprocket plate. New Avon AM18 120/80-18 racing tyre. \$900 without discs, \$1000 with discs.</p>	<p>Nick Clarke 0417 871 532 before December 24th 2013.</p>