
The Good Oil



Volume 22 Number 4 February 2014.

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LET'S RIDE LIKE WE MEAN IT

Register member Simon Cook (Honda) chases fellow South Aussie David Johnson (GP Paton) at the recent Phillip Island Classic. Register members get two chances to ride their race bikes in South Australia in the next couple of months. Don't miss out. Details inside on Pages 12 and 14.

Photo: Russell Colvin



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2013/2014

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

PRESIDENT’S REPORT

Welcome to our Annual Presentation Night. I’m a sucker for things like this and anyone who picks up an award should be proud of their efforts. I’m not naming names, and spoil a surprise, but there’s plenty to cheer for.

Our friends from the Atujara Club send a contingent to this event, at which the “Les Diener Memorial”, which has been contested as an Interclub for a few years, is presented to the successful club.

The “Bob Jolly” and “Ken Blake” trophies have been engraved with the names of the most recent winners. To hassle the overhead-cam 500s with a pushrod single in the former,

or put a Period 3 bike among the P4s in the latter, must be surely satisfying.

And don’t forget the supper that is kindly supplied by “our ladies”, led by Judy and Lorraine, which I’m sure is appreciated.

Our participation in the Motorsport Festival on 12th & 13th April is Danny’s baby, even though he will be racing at Broadford that weekend. See his report elsewhere in this issue.

Oh, and May isn’t that far away, so don’t forget our Club Day at Mallala on the 2nd following by Mac Park Seniors.

Trevor Henderson, President

TREV'S TIDBITS: THE WRITTEN WORD

In books, motorcycling has its share of riders' stories, from road racing hero Casey Stoner to speedway legends Ivan Mauger and Leigh Adams, to name a few.

Thanks to our good friend Derry Greeneklee, I've borrowed "Whatever Happened to the British Motorcycle Industry?", by Bert Hopwood, and the autobiography of home-grown hero, Phil Irving.

Many of you would have read the former long before me, but what a story. The rot from within was just as telling as the Japanese onslaught. It also doubled as a history of Hopwood's working life, shared with BSA, Triumph, Norton and AMC.

The BSA/ Triumph racing triples were dominating on the track whilst roadbike production was constantly in crisis. Would that some of the new ideas or improvements proposed by those looking ahead had been accepted by those at the top. The BSA 250,

that was half an A7, was canned because the C11, after 20 years, was "still selling".

I've nowhere near finished Phil Irving's autobiography, but here's an engineer who can write so a layman can understand. No wonder he was so well received by the readers of "Motor Cycling" when he wrote under the pseudonym of "Slide Rule".

A series of his articles evolved into "Tuning for Speed", a Bible for many a rider/tuner.

I was impressed by his telling of his early days, from rowing, National Service in Artillery, driving horse teams and early encounters with cars and motorcycles.

I feel that he absorbed knowledge from each of these that stood him in good stead on his journey through life.

Here's to those whose words live on!
Thumbs Up & Change Right.

Trevor Henderson #55

FROM THE COMPETITION SECRETARY: IT'S TIME TO RIDE

You've love to love this racing caper. A chance to share the track at Phillip Island with some of the greats of the sport, including TT legend John McGuinness.

We have a couple of reports on this meeting a few pages further on.

There is a great little band of South Aussies going to the big meetings but it's not all about us interstate travellers.

Our club has received two invites to get involved in local events over the next couple of months, and let's not forget the Old Farts meeting at Mount Gambier in late March.

The biggie coming up is our invitation to be a significant part of April's Adelaide Motorsport Festival at Victoria Park on April 13.

This is exactly the sort of event that suits the members of our club who have a great bike sitting in the shed not being used.

Remember the success of our two years running around at the Clipsal 500?

Well, April's Motorsport Festival is more of the same, except this time we share the track with some amazing historic four-wheelers. Believe me, some of these make a G50 or Manx look positively cheap to buy and run.

All the details of entry are on Page 12.

Here's your chance to have some fun in a non-competitive way.

If you want to ramp up the competitive side of things, Collingrove's annual hillclimb on March 16 is dead keen to get more classics involved.

It's run by the Atujara club and details are on Page 14.

So let's get out there and ride our old bikes again, eh?

Competition Secretary, Danny Ahern #27

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Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of SA held at 25 Riverside Grove on 7 January 2014

The meeting opened at 7.30pm

Present: - Trevor Henderson Danny Ahern, Chris Hayward, Dean Watson, Neil Watson, Paul Walker, Bob Balestrin.

Apologies: - Geoff Grant, Stuart Penn

Minutes of previous meeting: -

These were read and moved for acceptance by Trevor, seconded by Dean. Accepted unanimously via show of hands

Business arising: - None

The primary purpose of the meeting was to facilitate a review and analysis of the 2013 State Titles meeting at Mac Park. Therefore standing reports were not provided. Issues were discussed under 'Other Business' category.

Other business

Overall consensus is that the meeting was successful with numerous examples of positive feedback from local and interstate riders who attended.

A small number of minor concerns were raised re the mix of classes and the large number of events on the program but generally riders and officials were pleased with the running of the event.

Discussed possible changes for next year's event re allocation of official roles for club members. There was some minor 'doubling up' of resources due to last minute uptake of local sourced officials from Mac Park. Committee agreed to formulate guidelines prior to next year's event to ensure this is addressed for the 2014 Titles meeting.

The Race Steward provided some feedback on the event including his concern re the high number of events programmed. The Committee nevertheless felt that the event successfully catered for all riders and provided each rider great value for money delivering each the maximum number of rides possible.

A small number of refunds were given to riders who withdrew machines prior to the event although overall these were very few.

The Committee unanimously agreed that the implementation of additional flag stewards to complement the new automated lights system was a great success. Overall feedback from riders and officials positively endorsed the club's decision to utilise the additional 'flaggies'. Tentative dates considered for the 2014 race meeting. Preferred dates of 26 – 28 December discussed. Committee conscious that this may impose pressures on interstate entrants who may have to travel on Christmas Day.

Meeting closed at 9.30pm

Draft Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA held at the MSA clubrooms on Thursday 16 January 2014.

The meeting opened at 8.00pm with 17 members attending.

Apologies:	Les Bell, Danny Ahern, Vicky Burnet, Nick and Claire Clarke, Paul Walker, Ronna Fisher.
Visitors:	N/A
New members:	N/A
Minutes of previous meeting:	Phil Baughan raised matter of MSA's \$200k recovery of their \$200K investment re the Tailem Bend race complex within the minutes and proposed this be amended to read "MSA's exposure amounts to approximately \$200k" Proposed Phil Baughan, Seconded Bob Glynn. Unanimously accepted.
Business arising:	See above

Reports:

President's report

- Andrew McDowell brought along Ern Routley's 1938 24hr trial winning trophy riding a 250cc OK Supreme.
- A discussion followed around this trophy and the early running of the 24 hour event over past years and members were invited to view the trophy. 2014 sees the 90th birthday of the running of this event.
- It was discussed and agreed that a map of the 1938 trial route would try to be sourced and brought to a future meeting.
- Members were encouraged to roll up at the Ducati Owners Club checkpoint during the 2014 event.

Secretary's report

- A small amount of correspondence received primarily relating to invoices etc re the earlier state titles event at Mac Park.

Treasurer's report

- Dean reported that December was a busy month in terms of income and expenditure.
- Some cheque payments have yet to be finalised and so the balance will be reduced slightly by next month.

Comp Secretary's report

(No report due to the absence of Dan)

R/R Committee

- Phil notified the meeting that noise testing was undertaken during the recent speedway event at Gilman.
- Not all machines complied with the 95db limit.
- There will be an updating of the historic race bike numbers register due to some becoming inactive over the past few years.
- A revised list will be released in 2 – 3 weeks and will be published in The Good oil.
- Riders may apply for newly available race numbers at this time.

MSA

- n/a

General business

- Phil informed the meeting that the 2014 rule book is not published on the MA website but rather is available on www.mom.org.au
- Engine protective covers/guards have been included for Period 3 machines. This provision had been included without discussion and approval from the state bodies. This has caused a considerable amount of concern and Phil himself has expressed concern on behalf of HMRRSA and will be following up on the issue.
- It is unlikely that this provision will be enforced until further consideration and consultation is undertaken.
- Phil will be attending an MA training seminar in Melbourne over the weekend.
- Following a general discussion and following a proposal by Trevor and seconded by Phil and following a show of hands, the club will purchase a copy of publication titled 'Motor Cycle Courier – WWI'
- Nick Clarke's book documenting the build and development of his Yamaha TX racer is still available for loan to members on request.
- Phil informed the meeting that Nick's bike is for sale and interested parties can contact Nick for details.

Meeting closed at 9.20pm.

DOWN BUT NOT OUT AT PHILLIP ISLAND by Danny Ahern



The forks snapped off Joe's Norton after he high-sided on oil at Honda Corner.

Picture Russell Colvin

It was headlined the 21st International Classic Challenge etc, but whatever the hype, racing historic bikes at Phillip Island still has a lot going for it.

My first ever race on a motorbike was at Phillip Island. It was dubbed the Australian Historic Championships, but the HMRV had forgotten or not thought to collaborate with the MA authorities and as such it got knocked on the head as having that as an official title. The next year they got it right and the event was named correctly.

It soon became apparent that an annual event at Phillip Island should happen and as such the Island Classic was born. Soon to be run by Phillip Island management as it seemed to outgrow the small band of club officials that were able to help from HMRV. Akin to that game with the leather ball that they refer to as AFL football and, say, how many years things have happened (not really as back then it was VFL.....remember) the title and rules have changed with the times at Phillip Island.

So whilst the event in some form or another was this year the 21st, the 'Internatiaonal' word in the title is a more recent one and for spectators at least a huge thing.

As with all things there are positives and negatives. It is run now to have full grids and sometimes the mix of classes is very questionable, especially when oversubscription means some do not qualify. An example at hand would be a punter rolls up on his Triumph 650 to run in the Unlimited P3. As it turns out the organisers have them on the grid at the same time as the Unlimited P4 bikes. Yeah 100 plus horsepower, disc brakes and top speeds often 30 or 40kph faster than the drummed braked bikes of pre 1963. A reasonable midfielder now is at the mercy of how many are still running on Saturday on whether there will be a grid spot for him. Some of the P3 are saying enough is enough purely because of this. (See Classic World for the organisers' viewpoint on this.)

Aside from that the racing was fantastic and as always the fields deteriorated gradually over the weekend in many classes so those who did not make the cutoff and were reserves got a chance to soak up the challenges of the circuit.

Closer to home I ended up getting bro Joe to come over to ride an historic bike at the island for the first time in 12 years (he had ridden in a support race at a World Round Racing on his 125GP bike a

few years ago). I took my G50 and Joe his Norton. I had teed up a double large garage in the pits and we had the following in there sharing the space: Simon Cook on his Unlimited Honda, Dan Gleeson on his Domi Norton, Adrian Wright on his Manx and Jack Wright on his, Alec Simpson on his TT and F1 Ducatis, Chris Hayward on his TZ350 and his SR500 single, Mike Wooster on his Honda 450 twin as was Bryon Burnett. I must say a great bunch of guys and a good 'club feel' too.

The Honda of Mike's had some woes so went into the trailer fairly early, Bryon succumbed to what I wrote of earlier and suffered being able to qualify, I had terminal engine issues so did not get to race.

Cookie was up amongst it all weekend and was consistently in the top 3, although when the Trease P3 Harley was on song none of the P4 bikes could keep Cam Donald honest! Dan Gleeson gradually got all things sorted, was pleased with my gearing advice and just got better and better as the weekend went on.

Young Jack showed all and sundry why he is the current Australian Champ on his Manx. He is seen in some snappy shots alongside one very fast Glen Hindle on his very fast TR3 Yamaha, Jack is just one of a helluva talent. Adrian ran well all weekend and missed me to dice with as we did in qualifying only. Alec ran well in the mid 1.50's most the time. He did later in the weekend have an off which put one bike out of action for rest of weekend. Chris had issues early with his TZ and as I write this he is well on his way toward getting the TZ ready for the next opportunity to get out to Mallala and tune it up properly.

His SR500 went well until Sunday came around when it tightened up a bit and made some ugly noises. I convinced him to park it and take it home for a proper look and fix, turns out that was the right advice too. Chris's starts against all the 2 strokes were fantastic, often getting as high as 4th at Turn One from the 3rd row of the grid!

Joe on the Norton come qualifying and then racing had things well sorted with a dinner plate size gearbox sprocket courtesy of Ken Lucas driving the power through to the back wheel and avoiding unnecessary motor breaking high revs. Joe was well placed in the top 3 all the time, with Cam's Harley having minor issues at times putting him out, the huge dice was had with Dave Woolesley on Fraser McMillan's big Triumph twin and Leigh Corbett on a similar machine. One could often throw a hanky over these 3 guys; very close racing. On one occasion Joe got 'radared' at 219kph having slipstreamed a P4 Honda onto the straight.

Come Sunday, Joe was leading the 2 Triumph lads and well within himself, but became another statistic from oil on track at Honda, getting thrown off big time and breaking the front end off his bike. He came out not bad; no skin off, no broken bones. Needless to say Bros Ahern were ready or an early pack up which we did and then watched all our mates in the last few races before heading on the road home.

Over the weekend it was great catching up with many an old friend as well as making new ones. I caught up with Kenny Cummings from New York. We had met a few years back when I did my trip to Barber and Daytona with my Kiwi friends. Kenny brought his Seeley G50 over and left his big Maney Norton twin at home. Unfortunately the crankcases suffered a crack near the main bearings so one beautiful motorcycle became a show bike for a day and a half.

Brit Roger Winfield once again had some quality riders on his impeccable stable of Harris and other race framed bikes. John McGuinness got to ride one of the newer bikes, he was a huge success and was an absolute highlight of the Saturday Night Dinner.

It was great sharing some time with Mike Farrell in our pits. He is a great bloke and a great help. Roger Playfair, a friend from DOCSA rode over, and we spent some good time together, which I know he loved. Many a photo was being taken on and off the track and why wouldn't you? Jeff Bellman was another DOCSA friend who made the long trip over and had a grin from ear to ear taking it all in.

I could write on all day, but time does not permit. I am sure I'll be up for it again next year chasing my PB as I do wherever I go to race. Joe and I are now busy helping each other get our bikes back to race ready, along with our network of keen reliable engineering pals.....thanks Phil!

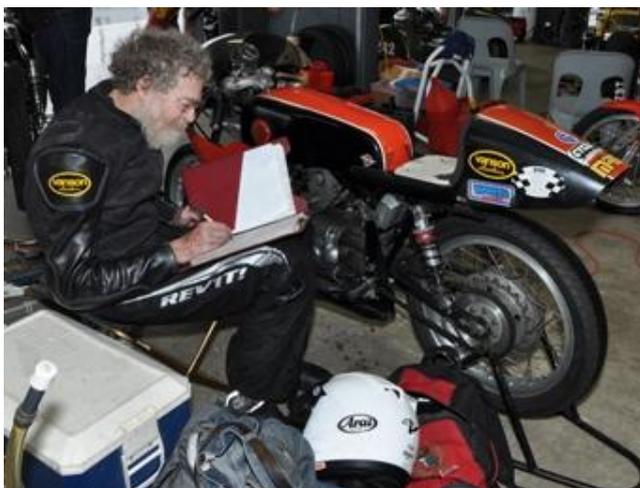
For me it is the Barry Sheene in March at Eastern Creek where I'll get my next go hanging onto those clipons, watching that tacho flickering between 5000-7000 between the gears.

At least it is a good drug this racing stuff, expensive but good,

Danny #27



TT legend John McGuinness heads for the track.
Picture Russell Colvin.



Classic legend Dave Roper and his HD Sprint



Malcolm Campbell and RS Honda Pics Russell Colvin.

LETTER FROM PHILLIP ISLAND by Jane O'Neill



Barry Smith and partner at the dinner.



Dan with John McGuinness.

Pics Jane O'Neill

Dan Gleeson and I arrived at Phillip Island on the Wednesday and as it was our first visit we spent Thursday familiarising ourselves.

We set up in the shed with the Ahern bros, Chris and Kim, Cookie, the Wright team, Mike, Byron and a guy from Victoria with a couple of hell noisy Ducatis.

We looked around the visitors centre and Champions Café, where we bought a few nick-nacks. There is a bit of a museum there.

At 4pm we were first in line to get the 500cc Norton twin scrutineered.

After an early night we were at the track at 7.15am on Friday to get ready for Dan's first practice. It was raining for about four hours and Dan wasn't happy but had to go out and get a feel of the track. He said he was just taking it easy with two new tyres. Then he came back in on the pick-up trailer and said water and electrics don't mix.

He worked on her for a short while, dried things out and she fired right up again and was running sweetly.

Next practice session was all good.

Saturday morning saw us bright and early at the track for second qualifying and the first race.

The day went by. It was race after race and walking around the pits meeting so many people.

Kenny Cummings from New York City Norton was really friendly and he posed for a good photo for me.

Saturday night was the welcome dinner which was a great night and we were delighted to be told our table was No 27.

One of the couples at the table had a stall set up during the day selling bike models and prints so we had met them previously. He was telling Dan he had ridden the Isle of Man in the '50s and '60s.

Then, in a short while, the master of ceremonies said they were going to announce someone who was going to be inducted into the Australian Motor Cycle News Hall of Fame.

He talked of this bloke and how he won at the Isle of Man as well as several world championships. His name was Barry Smith.

It was the guy at our table! Alan Cathcart interviewed him on stage for a while and he was good.

After that excitement John McGuinness was up on stage talking about his career and the early days. How he lost a couple of close mates in crashes and other adventures.

Later on, Dan went up to John and gave him a little Aussie flag off our table and pronounced him an honorary Aussie. He was rapt. I got a good photo of Dan and John together and Dan with Cam Donald.

Everyone was excited and running on a high for Sunday morning's racing.

The day took its toll in our shed with a few breakdowns and a couple of offs.

We had two winners in Cookie and Jack Wright.

Dan's Norton behaved itself, apart from a couple of small oil leaks which were fixed.

He was over the moon when he found out he finished seventh overall in his class.

We left Phillip Island on the Tuesday and had a leisurely drive back home along the Great Ocean Road.

That's all for now and the best to you all from the Princess of Cork.



ABOVE: Kenny Cummings of NYC Norton blog. What started out as a part-time hobby building and racing a Norton Featherbed twin has turned into a popular worldwide blog. Kenny has given up his "day job" and vintage racing is his full-time gig now. He's also a musician.

ABOVE RIGHT: Jack Wright celebrates his 500cc P3 win. Even VB and Crisps can't slow this guy down. He was unbeaten in his class but the amazing thing was how competitive he was with the combined 350cc Post Classic class. Jack was often equal on top speed slip-streaming class winner Glenn Hindle (Maxton TR3) and less than a second behind. Fellow Mount Gambier and reigning Period 3 350cc national champion Levi Day was black-flagged for noise and missed his first race. This bike has raced for years in its present state of tune so there was confusion. Reinstated, he went on to clean sweep the rest but veteran Rod Tingate had enough points to win.

Pics Jane O'Neill

ADELAIDE MOTORSPORT FESTIVAL 2014

**Opportunity to show off bikes at the upcoming Adelaide Motorsport Festival,
Victoria Park 13th April 2014**

Having approached the promoters of the upcoming Adelaide Motorsport Festival to be run on 12th & 13th April of which bikes can participate on the Sunday 13th, I can proudly say that they are keen to have us on board and that we can use this event to promote the club and the clubs activities.

The committee unanimously agreed the entry fee of \$195 being asked for one to display their bike and get what will be a 15 minute demonstration run would not likely see many takers. As such we have made a proposal to the promoter to have 10 bikes on track and a further 10 bikes on display. These fees will be borne by the club.

Whatever bikes we have show an interest will firstly be vetted and approved by the promoter. The club will then have to decide which bikes get to go on the track and which bikes can be on display. Like we did at Clipsal a few years back, we need to know that the bikes on display are a good representation of what we race and that they are all very well presented.

The promoter's response was as follows.....

We can create an opportunity that includes:

10 bikes for on-track activity plus another 10 for club display off track. These 20 bikes can all be displayed in the field and each entrant will get an entry ticket of course.

You may erect club banners and the likes (but can't peg into the ground due to irrigation pipes).

We would encourage your members to also take advantage of an offer to buy an entry ticket and arrive on a pre 1985 model bike and they can park within the main event for free as long as the bike is pre 1985. They will have to enter via Wakefield Rd (East side) on the morning of the event to take advantage of this.

We are also desperately seeking volunteers for the event. If you have some people that may want to take part in either Manning the perimeter of the event, marshalling or something as simple as helping clean up at the end of the day, we would appreciate you putting it out to your members.

It's requested your entrants fill out a form of information similar to what we have on the website and that you provide us details of the 10 display bikes and the 10 bikes that will take part in the on-track demonstration.

As competition secretary I will liaise most of the goings on, but as I will most likely be racing at Broadford that weekend there will be others placed in position to manage our involvement at this event.

The idea is that anyone having an interest to either ride or display a bike needs to contact me with their details so that we can initially generate a likely list of participants.

I need in writing the following

Full name

Address

Email

Contact number

Bike make

Bike model

Year

Colour

Race No

Log book number

MA licence no

Note if no licence the participant can get from the club a one-event licence for \$25.

All of the above is subject to any licensing etc that has to be put in place.

The event for us is a demonstration only, it is not racing in any form whatsoever.

Time is of the essence and there will need to be some urgency in us getting our act together.

Any queries drop me an email dannyahern@senet.com.au or ring me on 0407826951

Danny Ahern
Competition Secretary

CLIMB COLLINGROVE:

The 2014 Collingrove Hillclimb is on March 16 and organisers are seeking more classic bikes. The entries will be out soon, so keep an eye on the MASA website. While entries will fill fast, with at least 15 sidecars plus supermotards and modern bikes expected, there is plenty of incentive for the classics to get involved. Email richard.metcalf@atujara.org.au urgently if you are interested.

TAILEM BEND:

The Murray Valley Standard newspaper recently reported that Coorong council has exchanged contracts with the new owner of Tailem Bend motorsport park but not yet reached settlement.

It said Peregrine Corporation director Samer Shahin had written to the council suggesting it loosen regulations, including those governing native vegetation, landscaping and on-site advertising.

Development plans include improved racing tracks, an airstrip and helicopter landing facilities, service station, car wash, convenience store and restaurants, hotel and camping and caravan facilities along with workers' dwellings, a wrecking yard and advertising signs.

Council chief executive officer Vincent Cammell was reported as saying the project was not just about motor sport, but about the potential for regional growth and increased employment and services in the area. "Peregrine Corporation has the financial resources to ensure the success of the development and a track record of delivering," he said. "We will be doing everything we can as a council to work with Peregrine Corporation to assist in facilitating the delivery of this project."

In November, the Confederation of Australian Motor Sport and State Government chose Tailem Bend as the preferred site for any motor sport development in South Australia. Since February 1, Peregrine Corporation has resumed hosting events under an interim lease arrangement and the name SA Motorsport Park.

ISLAND CLASSIC 2015:

Interviewed by me for various magazines I write for, Phillip Island circuit manager Fergus Cameron acknowledged some important issues surrounding the Island Classic.

"There are many options for the future but I am very mindful of the fact that our classes outside the International Challenge races are growing quickly and that these people have travelled a long way to compete," he said.

Local racers fear that they may be squeezed out in the future. Already the amalgamation of classes has limited the number of bikes some riders bring. They come from all states and Territories to race.

"I don't want these people to feel disadvantaged," Cameron said. "We think we can look at turning it into a four-day meeting, starting with qualifying on Thursday afternoon."

Cameron expects final attendance figures to come in at 21,000 over the three days, the biggest crowd outside the Oz rounds of MotoGP and World Superbikes.

“This event is growing in interest worldwide,” he said. “We understand around 6000 people were watching the meeting unfold in the UK via the internet.”

He also acknowledged the range of vintage enthusiasts attending.

“You would have noticed the number of trade sites set up inside the pit area,” Cameron said. “We think there is potential to get *all* the brand clubs involved as well and turn this into a much bigger festival for motorcycling enthusiasts.”

So there you have it, 2015 could become a festival similar to those run in the UK and Europe with much to attract both racers and spectators. The challenge is to fit everything into the program and give the people who make up the grids outside the International Challenge a reason to attend.

2014 Dates

Date	Event	Venue
16 March	Collingrove Hillclimb	Collingrove
13 April	Adelaide Motorsport Festival	Victoria Park
18-20 April	Broadford Bike Bonanza	Broadford, Vic
2 May	HMCRRSA/Ducati Owners ride day	Mallala
9-11 May	Seniors Race Meeting	Mac Park

For Sale/Wanted

Wanted	A ¼” Whitworth ring spanner. And GIVE AWAY, 1 Holden Grey Short Motor.	Trevor Henderson 8384 5284.
	Wanted BSA Bantam 175cc 4 speed motor.	Bob 8263 9133
	Honda CBX550 rear wheel hub.	Geoff Grant 0422413358
For Sale	 <p>My Yamaha TX750 racingbike. 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 racing tacho in anti-vibration mount. 0-10,000rpm, right angle drive. NOTE: This is 5:1 ratio, suits Yamaha, Kawasaki. Built by Dennis Quinlan. \$400 Pair of wheels: Yamaha front disc brake hub laced to new 2.15x18 flanged alloy rim, new spokes, bearings, new Avon AM26 90/90x18 racing tyre. (Discs available). Suzuki GT750 rear hub laced to new 2.5x18 alloy rim without flange, new spokes, bearings. Brake backing plate vaquablasted but not assembled. New Avon AM18 120/80-18 racing tyre. \$900 without discs, \$1000 with discs.</p>	Nick Clarke 0417 871 532