
The Good Oil



Volume 19 Number 5 February 2010

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MEMBERSHIP FEES ARE OVER DUE PAY UP OR MISS OUT !



Geoff and Craig enter the pits at Mac Park after entertaining the fans!



Photo's in this issue are courtesy of Nick Clarke

www.historicmotorcyclerracing.org

HMCRRSA OFFICE BEARERS 2009/2010

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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)	1998
	Richard RAKE	1999
	Danny AHERN	2000
	David MANSON	2001
	Len SMITH	2002
	Ken LUCAS	2003
	“Doc” WATSON (†Deceased)	2004
	Trevor HENDERSON	2005
	Phil BAUGHAN	2007
Len DYSON	2009	

Editorial

!

Tonight is our annual presentation night, unfortunately I can't make it due to work commitments. To all receiving trophies, congratulations, they are well deserved. All of the members on the committee have worked tirelessly to bring 2009 to a close with the running of the SA Championships which was ran well and provided entertainment to all. To the recipient of the Clubman of the Year trophy, congratulations, being judged by your peers to contribute to the club and recognised is well worth it.

Till we are on track again!

Stay Upright – #77



Phil Baughan Mac Park Jan 2010

Presidents Report

They say it is better to give than to receive, so perhaps that's why I've enjoyed presiding over the Annual Club Presentation night these past few years. To see fellow members genuinely surprised to receive an award and searching for the right words makes me feel good about any part I may have played in the process. I think we have a good spread of trophies from the Peter Westerman trophy, the Period Awards, the Patron's trophy provided by Len and Joan Dyson and the Club Person of the year. The latter, decided by you, the members, gives an equal chance to those who don't race, but simply put in to further the club.

Special thanks to Terry Mader ("Sparks Electrical") who wished to reward and encourage Period 4 competitors with trophies regardless of the overall result. Terry himself started the year like a house on fire, but a motocross accident (did you not learn from Adam Burnett?) dropped him down the list. Commiserations, and thanks, Terry.

The "Bob Jolly Trophy" has joined the "Ken Blake", Peter Westerman" and "Les Diener" has this year become an Interclub Competition between ourselves and Atujara M.C.C., with our side victorious in the first year of this format.

I've heard some speak of the timespan in which a memorial trophy is relevant, and many riders have been successful with no knowledge of the person honoured. But I'd like to think that the recipient could realize that the name honoured means a lot to the presenter, and those that worked hard to promote the meeting.

Next month is Clipsal time, with our club having a similar involvement to last year. Thanks to Danny Ahern for his efforts in promoting our image, and in being the "go-between" for us and the organizers. Roll on March!

Trevor Henderson

TREV'S TITBITS - "MY PART IN ALL THIS"

I joined this club to enjoy myself on a bike, again, with no expectations. That last part was particularly correct in the first couple of seasons. Sellicks Beach 1992 was my "debut", and, had it been a cricket match, "don't trouble the scorers" may well have been pencilled in against my name. Then I drifted into road racing, as "Pre-1975" was then the earliest period in classic motocross not getting any younger, a pre-1963 class in historic road racing seemed much more sensible.

Unreliability plagued my early forays on the tar, although I did feel I could get around corners as well as most of the local 125 riders, and there were several competing then. In those days our own meeting was our only Mallala outing, so, apart from the odd sprint or hillclimb, further rides meant Mount Gambier or interstate. I delayed visiting Mac Park due to a high ratio of DNF's. Fortunately, this improved, and I then had many an enjoyable meeting at the blue lake city.

1994 was a good year, but a loose gearchange spoilt any chance of a "top three" at that year's State Titles. A good number of us made the journey to Eastern Creek for the Nationals, and I was chuffed with 3rd place in the Classic Ultra-Lightweight. This was my first time of bunking with the Aherns, which is always lots of fun.

Off-track involvement for me started when former member Bill Martin nominated me for the Road Race sub-committee, later to be joined by Len Smith as a second delegate. With the only formal role being rider grading, much of these meetings became Peter Sparkes' reminiscing over his many years' involvement. Now, this group approves supp regs, previously done by "the office", and are much more actively involved.

Maybe I should have titled this piece "The Early Years"

Thumbs Up and Change Right

Trevor Henderson #55

Having had a ball at our state titles and knowing my bikes were fresh and running well, I was just so looking forward to the island and just prayed that we were to be in for some good weather. On that front, I started checking the long range forecasts early and checking the trends. It was shaping up to be mainly good and that's how it stayed. The only glitch being a brief shower that lasted a few minutes Saturday morning.

Anyway the weekend before leaving, the bikes were all fettled and along with spares, fuel, tools and my trusty starting rollers, were placed in the trusty, well travelled trailer once again for the big road trip. The 'Bungalow' was loaded with food and clothes in readiness of loading onto the ute come Monday evening. The plan was to leave straight from a meeting in town on Tuesday night and make a mile. I got out from the meeting just after 8pm and was soon at the toll gate and climbing up the hill. There was no doubt we were lugging a fair load, but soon got into our stride, once the big climbs were behind us, the cruise control was utilised. I figured a few hours on the road would do fine and on getting to Bordertown, I figured a quiet spot away from the highway would be the go. Popped the top of the Bungalow and in no time was stacking zeds. Wednesday morning came around and once breakfast was done and the Bungalow latched down it was on the road making a mile. All very uneventful, which is how I like it, rolling across the bridge onto the island mid afternoon, making it one of the quickest trips over that I have had, 3 hours yesterday and 7 hours Wednesday.

I parked out the front of a motel on the Esplanade in Cowes, first thing was to make some late lunch, which I ate on the foreshore. Being a work day and a bit on my plate I cranked up the 'poota and checked my emails before shooting a few off. Simon Cook was about 3 hours behind me, as was Murray Johnson travelling with his wife Joanne, son Davo and his girlfriend Danni. Danni being on

holiday from UK was getting to see a fair bit of Australia this trip and enjoying it.

I ended up waiting for Simon and Murray on the front verandah of the well used old cottage that Simon has exclusive rights over when there is motorcycling happening on the island. Magazine in hand and a bourbon and coke, I was quite relaxed and happy chilling out. Before long the silver Mercedes van of Murray's pulled up out the front and the full team streamed out. Greetings all round were barely over as Simon pulled up.

All the cottage dwellers sorted out who had what room etc, I was sorted with 'The Bungalow' parked up over the road perched up the kerb to achieve a relatively flat bed to sleep in. Gee I have already lost count of the miles and race tracks that 'The Bungalow' has been my home on wheels, it has definitely filled the shoes of 'Cliffie', although I do miss lots about 'Cliffie'

A quiet night was had and the new morning saw clear skies and very little wind, gee this is good for Phillip Island. Thursday was a separate practice day at the track, which both myself and Simon were up for. They started letting people in a bit after 7am. The organisation was good, they let those that had booked garages for the weekend, use the garage that had been allocated for the weekend. As such we got ourselves organised. There were to be 5 sessions over the day, broken up into 5 groups, which was fair and had like bikes together generally. Having both the G50 Matchless and the 650 Boneville at the track I was in 2 groups, which meant plenty of opportunity to get track time.

Many a person says why wear out your bike on practice etc., well my theory is that I love riding my bikes anyway and should the weather turn like it often does down there, at least I have grabbed every chance to get some laps in. Regardless the practice does me good. Simon and I compared notes and both agreed that first time out each year at PI always sees one thinking gee what a place and wow how fast is

this joint etc. A few sessions in and the mojo starts to return and yes I am starting to really enjoy this lark. I ended up doing 4 sessions on the G50 and just the one on the Triumph.

I found myself even lifting the gearing on the G50, dropping 2 teeth off the rear wheel, even when the wind turned around from a tail wind down the straight to a headwind, the motor still pulled strong. A number of people commented on how good the bike was performing.

Thursday was an opportunity to reacquaint with a number of people that we had met on the Tour de UK and Chimay with Ross Graham Racing last year. Steve Maney for the second year in a row was in attendance with his immaculate Seeley Norton 1007cc.....the true 'Snort'n Norton! Steve's good mate Graham Salter, was to become acquainted with us as he had done me a good favour. Graham's wife Sally, is the chief mover and shaker for the UK team, doing most of the logistics, which is just huge. The tool kits, the fuel and so many bikes too. Graham's stable consisted of a 350TZ, a 750TZ and a Beale G50. Unfortunately the G50 did a big end early on in proceedings. Needless to say he was kept busy on the 2 TZ's circulating in the low 1.50's and enjoying what I regard as the best 4 continuous days weatherwise I have experienced in 18 years of racing there.

Lea Gourlay had 2 machines, the TZ350 which he had a whoopsy on at Honda, whilst circulating under track record pace! He went on to break the period 5 350 record during the weekend. He also had Roger Winfield's Suzuki XR69 to punt around all weekend. He also got under the existing lap record on the Suzuki, but hey so did a few of the period 5 lads including Malcolm Campbell and Dave Johnson, who was on a similar Suzuki to Lea.

Dave Johnson was probably on his best to date set of historic wheels at the island. The bike was newly built and not extensively tested. Team Rex had been a big part of building the machine up. Dave was quite frustrated getting the bike to handle to his satisfaction, but his team worked tirelessly towards making it

happen. Dave ended up 3rd overall for the weekend in period 5 unlimited. Eventually beating Lea, although, I was told that the UK team had huge tyre issues, especially as the weekend wore on.

Two friendly lads that I got to meet early in the piece, were Chris and Dave. They had a pair of 500 four Hondas, complete with 4 megaphones. These guys had huge grins on all weekend, even when they were doing major surgery doing the motor swap, which I think happened on Friday!

Thursday afternoon saw the scrutineering bay come to life, which is just a great idea, lowering the congestion that would otherwise be come Friday morning.

Our shed was locked up and we headed off for some tea and some rest in readiness for the real thing come Friday. Bryon Burnett rang to say that he had arrived on the island and that he was so looking forward to the weekend.

Friday again looked good weatherwise. I was at the garage by 7am, Bryon was soon there too, unloading his bike and getting sorted. Adrian and Jack Wright from Mt Gambier arrived with their pair of Hondas....bloody hell, I've got 4 Hondas in my garage! Ah well we had some other good tackle too. Murray had his Manx and Paul Taylor lobbed with his almost new McIntosh built Manx with an 86 bore Manx motor. Cam Donald was his jockey. I reacquainted with Cam. Having caught up with him at the TT back in 2007 and having ever since dropped him emails during the TT. He was so looking forward to the weekend, just looking to have fun. I take my hat off to Cam, he respected the bike, spoke highly of the fellow competitors and did not put any pressure on himself. Each time in off the track he would be looking to make things better, lots of carb adjustments were made during the day. He did comment on how fast the Kooistra Honda was in a straight line, as did everyone actually!

Friday saw 2 practice sessions and the first qualifier, I managed to qualify my G50 in 13th, with 20 bikes on the grid, I was pleased

enough. Les Toohey was right next to me in 14th. We were to go on through the weekend having some absolutely corker races. In fact we both ended up doing personal bests. Les suggested that I was a great help in his time as he was drafting me on the straight and he reckoned it helped heaps. We both got down to very low 2.04's. Many a race there was very little between us as we crossed the line. I ended up as high as 7th in one race, 8ths and 9ths were common.

Unfortunately my chain had seen better days and was flapping around worst than usual, hacking big hunks out of my tyre, which made me a tad nervous on the fast left handers. I obtained a new chain but was still a bit anxious in places, especially coming onto the main straight, which really did cost me a little bit. As the weekend wore on, my ability to get around turn 1 better and better was quite rewarding, the highlight being overtaking Keith Campbell at turn 1 in one race.

My starts were quite good, in fact off row 4, I twice got past Cam Donald before turn one, he was on the front row. One race I managed to stay with him right up to Siberia, but his class just oozed and I was left in his wake. It did however give me my best start all weekend and found myself staying in front of a couple guys that normally blitz me for a lap and a half.

Greg Kennedy had what I reckon was his best weekend on his own bike at PI. He generally was the next bike or two behind me once the flag came out, we never really got to race close, unlike the Mallala racing late last year when Brendan Roberts, piloted Greg's bike and showed us all a riding lesson.

Simon had qualified well and had some ripper races with a Ducati, which we were later told has less than correct size rims on the bike, mmm as for log books eh! Simon was very competitive and got seconds in all his races. His only drama all weekend being a bit of a carby issue, which he soon had sorted.

Murray qualified 2 spots in front of moi, but we never got to go head to head as I just did not match Murray's pace and then Murray had

an ignition glitch, which he could not fix. Neil May lent Murray his spare unit, but needed it back when his own bike had a glitch!

Needless to say this gave Murray endless opportunity to have a beer or 3 once outside the confines of the pits, which he indeed did.

Saturdays procedures ran a bit late so a couple of races were to be put on hold until Sunday, one of those races was the combined Unlimited Classics and Post Classics, the event I had my Triumph in and Simon Cook was also in way up the front. That being the case I ended up being out on my Triumph early Sunday and then again a couple races later on my G50. As it turned out my race on the Triumph had me circulating around 4th in class in that race, then in my first race on Sunday on the G50 saw me do a PB without it seeming like it was.

Later in the day, when I was running 3rd in class, the Triumph decided it had had enough with half a lap to go. Driving out of Siberia there was an explosion of huge proportions with no pre warning, that as you can imagine was followed by some rattly noises as I pulled off the track as efficiently as I could. The trackside spectators commented on the noise put out by the aforementioned 'explosion'. Upon inspection back at the pits, there is a gap in the barrels where there should not be and as such it will end up on the shelf with many other 'trophies' gained along the way doing this classic racing stuff for fun.

My last race of the day on the G50 was fun but I was having a few issues with what was now a new chain but the adjusters were not doing their job. This can go on the list for improvements to be dealt with on my lovely Matchless.

The wash up at the end was that I rank it one of the best weekends I have experienced at the Island Classic, definitely the best weekend I have had at the Island since owning the G50. In fact I have to thank brother Joe, Dave Cole and Ross Graham for the encouragement and some good coaching that has seen me better prep me and my bike. In fact as I write this I

am perched at Dave and Sue Cole's breakfast bar, while Dave is having a nanny nap and Sue and Betty are out getting supplies for our weekend at Pukekohe. I guess that may be another story!

Ah and I had better explain the 'intoxicating' bit in the heading, well one had to laugh as we were leaving the pub at Cowes very late on

Sunday and Murray asked, or tried to ask, how the bouncer could tell whether or not people were too intoxicated to be allowed entry to the premises.....luckily we were leaving as Murray could not even say 'intoxicated'!

Danny Ahern #27

Life in the Cupboard

The Island Classic!

We got home from the SA State Titles and had just two weeks to get ready for the Island Classic. I did manage to go to work for a few days in there and do a few mercy runs to children in need ie go and fix their car. Then, we left Chateaux Callington on Wednesday after packing, dropping our other Kwaka off to her carer, (although Barbara still thinks that we could do like a high profile, slightly nutty racer does and keep our puppy in the bus!) We did a leisurely trip stopping overnight at Bondy's place (Arrarat) where we inspected some of his toys had a few beers and found out a bit more about the man. Did you know that despite what he looks like he is an accomplished air brush artist? And that he rides a bike that purports to be a Harley but which was seen proudly wearing a Kawasaki badge!

We cruised from Bondy's to Phillip Island arriving mid afternoon on Thursday. Barbara has only been in-and-out to race meetings at PI so given that we had some time we did a short tour of the island and checked out the beaches, pyramid rock, Cowes, and located a neat camping spot just behind the track. Each night from there on we had a view of the sea from our bedroom window! Or well we would have if we had gone there before it got dark each night! Although on Friday night Dan ventured a bit closer to the beach to sleep and then had to get up and move part way through the night because it was so windy that he was getting bounced out of bed.

Friday morning dawned cool but clear, we weighed anchor early and drove the half kilometre or so to the queue that had already begun to form at the gate. There were about

20 or so in front of us and, as is usual at PI, we abandoned vehicles to go to the Credentials Office to collect our package with passes, souvenir mug, and various other bits and bobs. This was the time to greet old friends who we had not seen since the last race meeting! By 6.30 we were through the gate and looking for a place to set up our pit. Now, since the last visit there they have built a number of additional pit sheds and more than doubled the paved area of the pits. While this all looked fantastic I did begin to wonder during the course of the weekend whether concrete was the best choice of surface though because whilst it is all new and beautiful looking now, we all know that concrete just absorbs enough oil to stain and then stays that way looking very messy for ever after. At least bitumen is the same colour as oil and so never looks too bad when that inevitable oil spill occurs.

Another by product of this expansion of the pits was that we were led into parking in a bit less than optimal spot. In the past we always went to the far end so that we were relatively close to pit lane. We followed that principle this time and parked in the top corner only to realise that that was about as far as one could get from the toilets, scrutineering, and, well everything really – except pit lane. Ahhh well, we walked a few more kays than normal that weekend.

Scrutineering, came and went, as did the rider's briefing, and then it was nine o'clock! Ahhh the sweet music of a million (or maybe slightly less) race engines bursting into life... Of course given that we were the 5th session I

waited half an hour before starting mine so that my own music could be heard by all. ☺

It started with no trouble, and everything looked good, but I still had that sense of foreboding that always seems to come with a trip to PI. I think I said in my last diatribe that I have never been to PI without doing some damage and at this point I had no reason to suspect that this time would be any different! I was well prepared though and thought that I just might have it under control. I had noted that my rear tyre was probably only going to do practice and qualifying before I had to change it.

First practice started to tell a different story though. At slow pace, it was not too bad but as we started to wind up, I noticed the motor pinging, mostly toward the end of the straight and up past the hay shed.

A bit faster and it was still pinging lots, and cutting out on the long turn 11 and 12 combination as well as on the superfast turn one! Hmmm it is a warm very humid day, it should not be lean and I thought I had the fuel surge cured with some special header tanks I developed a few years ago. Obviously I was wrong on both accounts.

Carbies apart, looking, thinking, measuring, mmmm maybe the needle jets are actually smaller than the main jets??? This means that it doesn't matter how big I go on mains it won't get any better... Easy, big drill through needle jets! Done, back together and out for second practice. Still pinging but if I keep the throttle open and just brake against it then this controls that bit so I figure I am very close. 3.1 mm mains and 3.8 mm needle jet seems as though it should be way too rich but if that is what it wants well that is what it will get! We did three laps finishing in a slightly quicker one and came in sort of happy but still nervous.

First qualifying was really quite damp and it took three laps on a drying track before we started to get some decent grip and just as we were about to launch into a serious quick lap it started spluttering and carrying one like sick chaffcutter... Aaarrrrgh... Back in the pits

check carburettors, ignition, fuel pump, fuel filter... All fine. What the? Hmmm there does not seem to be any fuel in the tank!!! Now, OK, I had not topped the tank up for this ride but it had only done a couple of laps the last time out and should still have had around 15 litres in it. Did some calculations and figured that we had used about a litre for each kilometre on the track!!! Hmmm that is not good given that we had 5 lap races coming up but at least until the lack of fuel it ran better...

Next morning, final qualifying, filled the tank, pumped the header tank full, then topped the tank up again – absolutely full load of 25 litres!!! Slow first lap, into second lap a bit quicker and, whoa what was that, it broke away coming out of Siberia with a totally uncontrolled full lock gritted teeth wide eyed puckering other bits power slide until the way past the change of direction toward the hay shed! Mmmm settle, take the line over Lukey and whoa this is not a good place to be doing that again!!! What the? It seemed as if I just found an extra 200 ponies it was spinning up so easily. I looked down to see if something was spraying oil on my rear tyre, but no all seemed OK. Locked front coming down into MG suddenly suggested there was something wrong with the track, not my bike, and then it dawned on me – someone has sprayed oil around the track and this was confirmed as I ran the wide line through turn 12 and spotted the sun glinting off the metre wide oil slick right on the apex... I did another lap, trying to suss where all the oil was in the vain hope that I could ride a quick lap by staying off the oil – alas, it was not to be! The culprit had done a full lap before pulling off and oil was everywhere. We went back to the pits without the chance of improving our time.

It was not so bad though, we were position 8 on the fourth row and the third of the P4s.

Fuel check on three slow laps was not encouraging although the 5 lapper was probably not going to be an issue 'coz I did not have enough fuel in the trailer to get that far. Of course there is always spare fuel around the pits

so that part was not really an issue but the consumption rate really was an issue – especially given that the motor was still pinging a bit. How could it be using that much fuel and still not be rich enough???? My worries about what PI does to the bike were starting to manifest!

First race went pretty well. We got an average start for us and were right in the middle of the traffic through turn one and into Southern Loop. It was kinda fun ‘cos we don’t usually get that much traffic (28 outfits all together!!) and it was sweet watching Chivo carve through after his tardy start. Coming out of turn 12 to complete that first lap there was a whole gaggle of bikes in front of us and the slip stream we got from them was excellent... we got sucked right up to them and then pulled out and passed (4 wide) just prior to tipping into turn one where we ducked under another outfit as we still had a significant speed advantage after the slipstreaming. We managed to get around one of the P5s in Southern Loop and headed down toward Honda fourth on the track and second in the P4 class. It stayed that way till we got the chequered flag. Although on the last lap, I struggled to keep the motor going through turns one, eleven and twelve – we were running out of fuel! Back in the pit we had about 2 litres left in the tank. (But remember my tank is a big flat tank with floor about 400mm square so two litres is pretty thin in the bottom). I had to do something ‘coz it was certainly not going to do 5 laps

While Craig went to check out sources of spare fuel I sat and pondered... and looked... and pondered... and looked... and – you know what it is like. Then, whilst being distracted by a spectator come to ask questions I noted a small oil drip where there has never been one before – well not since the last time anyway... the last time a base gasket leaked that is!!! (And when was that – yup, the last time I was at PI).

Closer inspection confirms... so I start dismantling. It is not a big job to fix but I have learned from bitter experience that you need to allow some time for the sealant to cure before trying to race again so the day was done for us

that day. We would have to miss the second race. I was not too concerned though because this was Saturday and these were the non-title races weren’t they? I would fix it properly and given our second place we would be in the chase for the Island Classic title the next day.

Over night I pondered the fuel and concluded that I had been ever increasing the jet size to mask the effects of the leaking base gasket. In the morning I reduced the main jet by nearly half a millimetre to the 2.7mm that I had started the weekend with.

Sunday morning brought excellent weather – weather wise this had been one of the best weekends I had experienced at PI – and we all started to get a bit more serious.

Bike all checked and ready to go, we lined up for our start and all went well. A good start, no drama on track (even though it was still very busy for most of the first lap), but we could not quite bridge the gap to John Clancy who was sitting in second place behind Max Hooper. We had a good ride playing with one of the P5s which we just had the edge on but he got us under brakes a few times so I put us to the test a couple of times going around the outside of him over Lukey because his brakes were no advantage there. The bike was still spluttering on the long turns so it was clear I still had some fuel surge problems – but apart from that it was running great again. I was starting to enjoy myself again and entertained the crowd with some very controlled power drifts out of Siberia and through turn 11.

Last race of the weekend came up very quickly and with the fuel system crammed absolutely full we pushed the bike out and down pit lane to save fuel. I had also dropped the mainjet slightly to assist. We did a quiet warm up lap and lined up for the start. Our goal was to be in front of John Clancy at the end. Good start, busy turn one, frantic traffic in turn two but I could see the outside line clear out of there and pinned the throttle to take advantage of it – whoa – shades of that ‘qualifying-on-oil session type slide. Ummm maybe our warm up lap did not warm that rear tyre enough, temper the throttle a bit and get it

all under control to chase John. Coming out of Siberia there was a bit more wheel spin than I would like and then it totally lit up out of MG into turn 11. This is odd. Then I realised that with the fuel and engine issues I had been distracted from the fact that I was actually going to change the rear tyre. This one really did not have much left on it. So I did what I could but by lap four it was clear that I did not have enough grip to challenge John so we settled for shadowing him and hoping he would make a mistake... Then heading into turn 1 for the penultimate lap and there in front was suddenly a big cloud of smoke – my first thought – John has blown it up – was wrong. It was actually Max – just in front of John – who had blown it up! This put us in second place on the track and handed John the Island Classic Title. We contented ourselves with entertaining the crowd with long tyre smoking drifts everywhere we could – I mean the tyre was caput anyway... Somebody watching the race at MG later commented that we left two different colours of smoke behind us – apparently tyre smoke is a different colour to Mobil M.

So, we packed up the bike – with a very second hand rear tyre – had a shower, and a beer, and headed for the presentation. I was a

bit disappointed to find out that they had actually awarded points for each race over the weekend so that missing the one race on Saturday dropped us to fourth overall! There was some consolation though Ralph and Nichola, a father and daughter team all the way from WA scored 3rd overall. They are lovely people and I reckon they travel further than I do each year. They don't often get up the pointy end but they are consistent and getting faster. They consistently ran in fourth over the weekend which gave them enough points to jump us. I am pleased that I helped give them the opportunity to a memento of the weekend home with them.

As we headed home I reflected that it had been a pretty good weekend really. And it had been topped off by catching up with my old mate Dave Crussel (from California) and finally meeting Hurley Wilvert.

Where to now? Well I reckon I have to go to Broadford and try and keep my Victorian State Title...

That's Life in the Cupboard for now.

Geoff

Sidecar #30

MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 21 January 2010.

Meeting Opened: at 8.05 pm with 21 in attendance.

Apologies: Danny Ahern, Artie Summer, Lorraine and Richard Rake, John Kroon, Clair Harmon, Greg Kennedy, Len Dyson, Geoff Grant, The Burnetts, Dean and Neil Watson.

Visitors/New Members: Kevin Bailey.

Trevor noted that during the past week, Greg Pretty was killed in an accident, noting that Greg had participated in the 2002 Aust Historic Championships. Trevor also noted that Derry Greeneklee's mother had passed away aged 102.

A minutes silence was observed.

Minutes of Previous Meeting: held December 2009 were moved for acceptance by Brian Stuart, seconded by Peter Strawhan, and carried.

Business Arising. Nil

REPORTS

1. President's Report

2. Secretary's Report

1. Correspondence Inwards:

- a. Brett Metcalf – RD Class Races
- b. MA – 2010 Rule Book
- c. Power Brakes – letter complementing their advertisements in the Program for the SA Titles.
- d. Martyn Adams – Membership fees
- e. Bank SA – Deposit book
- f. Bank SA – Statement
- g. Bank SA – Return of Cheque received by Aust Post Dead Letter office.
- h. Australian Executor Trustees – Statement
- i. Evright – Account SA Champs trophies.
- j. Redline Exhausts – Sponsorship Cheque
- k. Garage Motorcycles – Sponsorship Cheque
- l. MSA – Resource CD – MSA Forms.
- m. MSA – Voting Information for MSA AGM – 1 April 2010.
- n. MSA – Monthly e-bulliten.
- o. L. Kernich – Membership cheque.
- p. Richard Metcalf – Les Diener series
- q. Shannon Reimann (Revoluton Timing) – Letter of appreciation for her involvement in the SA Championships.
- r. Shane (email) – general query re building P5 Ducati 900SS

2. Correspondence Outwards: Nil.

3. Treasurer's Report: Bob presented the Treasurers Report
No accounts for payment;
Moved Terry Mader, Seconded; Geoff Parkinson that the Treasurers report be received/carried.

4. Competition Secretary's Report Nil

5. Delegates' Reports:

Road Race Tony reported:

- Grading for competitors was discussed.
- The ongoing process of digitising Peter Sparks' records continues with a need for others with relevant history to be able to confirm what is being recorded.
- Discussion on the new rule relating to protection of engine cases now includes 2 strokes.
- Track condition of Mallala – all clubs experiencing problems – MSA to write to Mallala Motorsport Park.
- Tailem Bend updates available on MSA website.

MSA No report given

Meeting discussed the nomination for affiliation from the Whyalla organisation.

It was resolved Phil Baughan/Terry McBride that we vote for their affiliation Carried.

Profiles of the candidates for the position of Director being;

Philip Turnbull, Michael Potter, Darrell Knight and Tomm Goldfinch were read out to the meeting with the committee to consider and bring back to the February general meeting for voting.

General Business:

1. Trevor thanked all involved with their assistance for the recent SA Championships. Bob noted that the track was again booked for next year.
2. Neil Collins asked if the website that contains the timing results could record what type of bike was being ridden.
3. Phil Baughan spoke about the engine cover rule and that he had had a chance to catch up with Alan Warner (an Historic Commissioner). The original intent was to cover across frame 4cylinder 4 stroke engines. Alan commented that it will be up to the scrutineer if a bike is allowed to compete.
4. Phil advised that he has LC Clutch covers to cover new rule and other brands available through PBE.
5. Trevor spoke about an anomaly for Rules for P5 with solos only allowed to run petrol and outfit being able to run methanol. Also in carbie sizes for P3 sidecars-cyclecars 38mm and P3 solos 40mm.
6. There was discussion on the rule that now allows riders to compete in a class higher than the capacity of their bike.
7. Tony noted that it was also discussed at the RR Committee that Juniors are requesting to compete at events. Tony believe that the rule is specific and that Juniors cannot compete in historic events. – Need clarification.
8. John Whallin asked who won the Bob Jolly and Ken Blake races – Laurie Turnbull and Simon Cook respectively.
9. Trevor noted that the results for the SA Championships at Mac Park are available on at orion-timing.com.
10. John Whallin enquired about Paul Walkers health, Phil advised that he is recovering well with the exception of aggravating and re-breaking 3 ribs and the inability to get out and about is hampering his normal larrikinism.

Meeting closed at 8.50 pm.

<p>MINUTES of the COMMITTEE MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at the MSA Clubrooms on Tuesday 2 February 2010</p>

Meeting opened at 7.30pm.

Present: Brian Stuart, Andrew Bannerman, Les Bell, Danny Ahern, Tony Tildesley, Kim Anderson Bob Glynn, Paul Walker and Trevor Henderson

Apologies: Geoff Grant, Richard Rake

The meeting went straight into items of business due to Danny needing to depart early.

1. Danny advised that any rule changes need to be in the hands of MA by 28 February each year. Several rules have arisen that have the potential to create hardship to the sport and are probably not worded in the intent that they were considered.
 - a. Rule 16.2.1.2 – Competitors are eligible to enter:
 - i. The capacity and Era class as shown in the machine's logbook and,
 - ii. The next capacity class in that Era.
 - b. Rules 16.5.3.4 and 16.5.4.5 – relating to engine covers for P4 and P5.

The above rules were discussed in detail and agreed that we put a case to MA to have these rules either amended to reflect their true intent but in particular in relation to a. this rule has the potential to kill the sport with very quick bikes of a class entering up a class and giving no competition to the original class competitors. In relation to b. the intent was for across the frame 4 cylinder bikes but this has the potential to affect all configurations of engines.
 - c. A suggestion that we make application to have a new rule applied to cover the potential for 4 valve heads encroaching into the sport with a rule worded along the following "That where 4 valve heads were not manufactured in the period by the manufacturer, than these motorcycles are not permitted to run 4 valve heads."

Trevor to draft a proposal to MA.

2. Danny suggested that we get a link of or Shannon's timing for our Website.
3. Trevor has sent a letter to MA about certain rules relating to cables.
4. Danny – we have 17 – 18 bikes for Clipsal. No more will be required.
5. A general discussion of the situation involving the rider who took a Transponder home – it was recovered and returned.

Treasurer's Report: Bob stated that there are only 3 sponsors yet to pay.

Secretary's Report:

3. Correspondence Inwards:
 - a. Ducati Owners Club of SA – Notification of Italian show Wigley Reserve Glenelg 28 March.
 - b. MSA – email request for nominal dates for club usage of MSA hall.
4. Correspondence Outwards:
 - a. MSA – notified of dates we require use of MSA hall.

Other Business:

1. The group discussed the letter from Brett Metcalf in relation to RDLC's – it was agreed that we would not need to hold a separate race but are able to support their format.
2. The group discussed the candidates for Board member and would recommend M Potter to the meeting.
3. Bob asked for photo on Website of him and John to have a caption added.

Meeting closed at 8.40pm.

For Sale/Wanted

HONDA CT110 motor (10HP). Not started since new piston, rings, gudgeon and cam chain. New drive sprocket and 428 chain in box. Complete with carb, exhaust, ignition components and wiring loom. Good spare crank. \$350. POWER YOUR OWN ROLLERS.	FOR SALE	Phone Nick: 08 8391 3653, 0417 871 532
Homemade vertical mill with accessories Homemade power hacksaw Homemade bandsaw 12" throat Transarc welder with leads, shield etc	FOR SALE \$1000ono \$200ono \$200ono \$120ono	Phil Baughan 08/09 Mob 0412043987 philronna@bigpond.com All single phase 240Vac. Plus assorted power woodworking machines and tools, metal working tools and electric power tools, single phase electric motors, email for complete list and photo's.
Kawasaki GPZ900R 1990 model. Generally in very good condition, some plastic damage, needs rear tyre. All original equipment (including black chrome exhausts).	FOR SALE \$2,400 ONO.	Contact Geoff geoffpgrant@wideband.net.au 0422413358 07/09
Bultaco Metralla (M23) – Engine or parts thereof. Complete bike considered.	WANTED	Trevor Henderson Ph: 83845284 05/09
Club Shirts – \$35.00 Club Caps – \$15.00 Club Hats – \$18.00 Club Mugs – \$4.50 Cloth Badges – \$10.00 Club Transfers – \$2.50	FOR SALE	See Brian Stuart

UPCOMING EVENTS

Mac Park Ride Days Last Saturday of the Month followed by Working Bee's on the Sunday. All help appreciated	<i>Mallala Motor Sports Park Open Practice Days</i> <i>Phone 8276 7744 during business hours to confirm dates</i> <i>Saturday – 14 Feb, 14 Mar, 18 Apr, 9 May, 4 Jul, 22 Aug, 17 Oct.</i>	
Date	Host Club – Event	Venue
26 – 28 February	World Superbike Championship – Australian Superbike Championship Rnd1	Phillip Island
5 – 7 March	Hartwell Interclub Rnd 1	Mac Park
11 – 14 March	Clipsal 500	Adelaide
20 – 21 March	Café Racers Interclub	Mallala
2 – 4 April	Interclub Easter Cup	Mac Park
2 – 4 April	Barry Sheen Festival of Speed	Eastern Creek
3 – 4 April	Honda Broadford Bonanza	Broadford
17 – 18 April	Victorian Historic State Titles	Broadford
24 – 25 April	Phoenix Interclub	Mallala
24 – 25 April	Hartwell Interclub Rnd 2	Winton
8 – 9 May	Interclub Seniors Meeting	Mac Park
15 – 16 May	WA Championships Rnd 1	Barbagello
22 – 23 May	Victorian Titles	Philip Island
12 – 13 June	Café Racers Interclub	Mac Park
19 – 20 June	Hartwell Interclub Rnd 3	Broadford
27 June	WA Championships Rnd 2	Barbagello

THE GOOD OIL

Date	Host Club – Event	Venue
25 July	WA Championships Rnd 3	Barbagello
31 Jul – 1 Aug	Hartwell Interclub Rnd 4	Phillip Island
29 August	WA Championships Rnd 4	Barbagello
4 – 5 September	Café Racer Interclub Road Race	Mac Park
4 – 5 September	Victorian Titles Rnd 4	Broadford
3 – 5 September	Australian Historic Road Racing Championships	Phillip Island
18 – 19 September	Hartwell Interclub Rnd 5	Broadford
26 September	WA Championships Rnd 5	Barbagello
1 – 3 October	Master of Mac Park	Mac Park
15 – 17 October	Moto GP	Phillip Island
30 – 31 October	Allsorts Rally/Ride Day/SA v Vic Interclub	Mac Park
13 – 14 November	Hartwell Seniors	Broadford
19 – 21 November	Kings of Wannaroo	Barbagello
20 – 21 November	Phoenix Interclub	Mallala
11 – 12 December	Café Racers Interclub	Mallala
31 Dec – 2 Jan 2011	HMCRRSA – 2010 Historic Road Racing Championships	Mac Park



CLUBMAN OF THE YEAR NOMINATION FORM

NOMINATIONS CAN BE FORWARDED TO ANY PRESENT COMMITTEE MEMBER OR CAN BE MADE ON THE NIGHT

NOMINATIONS CLOSE PRIOR TO THE COMMENCEMENT OF THE FEBRUARY MEETING

NOMINATION FORM

I _____ **NOMINATE** _____

FOR THE POSITION OF CLUBMEMBER OF THE YEAR FOR 2009

SIGNED **DATE.**

WITNESSED BY (block letters)

SIGNED **DATE.**

