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# The Good Oil

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Volume 19 Number 5 February 2011.

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The new and the old – Neil May on a Molnar Manx leads Jack Wright on a Norton Manx in one of the 2010 SA Championship legs.



Photo's in this issue are courtesy of Rob Lewis.

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

HMCRRSA OFFICE BEARERS 2009/2010

*PATRON : Mr. Len Dyson*

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<b>General Meeting Venue</b> (third Thursday of each month)	MSA Office 251 The Parade BEULAH PARK	<b>Committee Meeting</b> (first Tuesday of every month)
<b>Honorary Life Members</b>	Peter WESTERMAN (†Deceased) Richard RAKE Danny AHERN David MANSON Len SMITH Ken LUCAS “Doc” WATSON (†Deceased) Trevor HENDERSON Phil BAUGHAN Len DYSON	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009

Editorial The tables are about to be turned!

I was looking forward to retirement, having made some astute investments over a lifetime of working in and out of the mining and transport industries. However events over the past 18 months have overtaken that and it seems that I will have to put that thought on the back burner. Looks like some challenging and changing circumstances are in line for me over the next 12 or so months to sort out where I am and where I want to be and how to achieve that.

However the retirement word is still being foisted on me as an option that I should seriously consider, – retirement from racing that is. Pressure is on from the boss, and certain members of the family. I must admit that no matter how many times I argue that the

experiences I have had must be like childbirth, that the body has a unique way of dulling the memory of the pain that we endure to enjoy our sport the initial crack over the skull from those that you are relaying this to, must be starting to take effect, so I don't know when I will be back on track, so don't ask me in front of anybody! OK!

I know that as was said to me at Mac Park – “You've got to get back on otherwise you'll lose your nerve”. Well I have been back on, but on in the sense of commuting to work, and I must admit that the twist-grip is starting to feel less like a rectangular piece of wood and use of the front brake is getting more frequent. Let's see how much better it is after the physio sessions are finished. Stay Upright #77

Presidents Report

We all let things slip under the radar. Thanks to Richard Metcalf, I was reminded that MSA had planned an Officials' Seminar on Thursday 17<sup>th</sup> February, the same night as our Annual Presentations. A hasty phone call to Sharon at MSA confirmed this, though numbers for the seminar were below the minimum needed and it could have been postponed or cancelled. Apparently, clubs using the MSA hall are required to confirm regular usage dates at the start of each year, so that's another piece of string, now tied around my finger. Subsequent contact with Sharon revealed that the seminar had been moved to February 24<sup>th</sup>. I guess some around me at the time thought my sigh of relief was a cool change coming in.

The Atujara Club have just bid farewell to one of their stalwarts, Dene Schuppan, father of Mark who won the inaugural Bob Jolly Memorial and the 2010 Period 3 unlimited Australian Championship. Our thoughts are

with the family at this time. We are honoured to have a group from the Atujara Club at our Presentation night, and I'm sure they will be chuffed to have won the "Les Diener Trophy" in its second year as an interclub competition. My congratulations go out to all our trophy winners, and, of course, all members are able to cast a vote for "Clubman of the Year".

Not much on-track action for us at the moment, but Atujara will welcome any of us who would participate in their ride days at Mac Park on 5<sup>th</sup> & 6<sup>th</sup> March.

Finally, MSA require a vote for Vice President and a Director. The Committee has made recommendations which I hope you will confirm.

Enjoy your supper!

**Trevor Henderson**

TREV'S TITBITS -

"AND WHAT SPEED WERE YOU DOING?"

I really like the British bikes. Although not currently running one, I've still had more from England than from the rest of the world. But there's one gripe I have about a feature almost universally adopted by the Poms.

The rear-wheel-driven Speedo! Compared with the other two places from which to drive it, the front wheel and the gearbox, the rear wheel would seem to be the worst. Its saving grace would be that a change of overall gearing would not affect its accuracy.

Prior to World War II, most English Speedos were front-wheel driven, until the telescopic fork replaced the girder. Someone must have thought the extra movement would be too much for the cable. Doesn't the location and perils of the rear-wheel drive cable, also unnecessarily long, make the other pale into insignificance?

Bikes like the Ariel, which drove from the gearbox to initially a speedometer in the tank, had a short cable with no bends, though when they relocated the Speedo from tank to top yoke, the cable would need to follow the tortuous path around the head stem.

Then the Japs showed that, even with longer-travel off road forks, a front wheel-driven Speedo was practicable. But the English weren't the only villains, MZ, and even some early Bultaco's had rear-wheel-driven Speedos, but they learned quickly.

Pity the Poms didn't.

Thumbs Up and Change Right

Trevor Henderson #55

P.S. My first bike, a Royal Enfield "Flying Flea"125, had a front wheel-driven speedo and telescopic forks, and it worked!

Floods, tempests and more could not stop us going racing... But a few other things almost did. Firstly, discovering during my final day of preparation, that the frame had parted company in the middle. The top tubes not actually being attached to the rear sub-frame. The reason I had not noticed it before was because the break was just under the edge of the seat. I only took the seat off because I was having trouble adjusting the chain and of course it ultimately showed that I was pulling the frame together each time I pulled on the chain. Lots of welding and bracing later I put the seat back on and said it would have to do. Then the loss of a long time friend and her funeral falling on the day after we were due to leave Adelaide and then our car getting broken into and damaged, and finally we arrived home on the eve prior to our departure to find our freezer caput and food thawing out... But we did leave on Wednesday morning after dropping the little hairy “Kwaka” off to her carer. First stop Tailem Bend or to be more specific, Old Tailem Town. Not far I admit but there was a bike race of a different sort starting from there that morning and we had got ourselves involved in some special activities that were centred around the Tour Down Under. A part of our contribution was to put the bus and the outfit on display (yes, people were interested in them... well they are both old aren't they) while we assisted with the railway display. They have a number of section cars and a Kalamazoo there which they had ready on the piece of track which ran parallel to the road and the idea was to run down that section of track as the push bikes went past so that they could get some film of the section cars, Kalamazoo and the push bikes all together. Well in the end we are not sure it actually worked that way but we had fun trying... Barbara and I had time to have a quick look around Old Tailem Town before we hit the road to PI and we highly recommend it if you are in the least bit interested in things relating to our history especially the machinery and other stuff from our past. They have lots

of real (not replicated) early buildings and all of the associated paraphernalia.

We camped that night at Dadswell Bridge after detouring around Dimboola because it was still flooded. On the way we had some spectacular views of flooded areas and had to get our feet wet in a couple of spots to get through. Horsham in particular still had a number of streets full of water and the river was a raging torrent which was way above the walking path that we had strolled along last year during a rest stop. We camped in a parking bay that we had spotted some time ago but it was not until morning that we realized that quite recently it had been at least five feet under water because all of the wheelie bins were full of mud and water and the picnic tables were coated with mud.

On Thursday morning we wandered into one of our regular stops – the Big Garage second-hand shop in Beaufort. He pointed to the tide line half way up his display cabinets which illustrated how much water he had had to contend with when the lake out the back of the town overflowed. He had lost a lot of stock as a result.

We left there with the intention of heading straight to PI but a sign to Daylesford reminded us that there is a branch of the Mill Market chain of second-hand shops in that town so we made a small detour. Among other things we managed to ‘obtain’ another motorcycle from that establishment. This followed on the heels of a garage sale purchase the week before where I scored a pocket rocket which is just begging for a sidecar... it is on slicks already and has the hallmarks of a neat little kneeler... but it doesn't have brakes. The Daylesford purchase will provide the brakes...

After that we did a quick (well not so quick actually because it was peak hour) dash through Melbourne and met up with our friend Brian Donovan in Cowes. We had pizza on the beach while catching up on details of his new home in Perth and then retired to the privacy of the bus for a beer (no alcohol in public

places in Cowes) before we said good night and went to our respective places to sleep the night in preparation for the weekend.

Friday morning my alarm went off just prior to 6.00am. I 'sprang' out of bed did my necessary ablutions and pointed the bus in the direction of the track while Barbara stayed in bed. As I pulled up outside the credentials office I checked my watch to see if I was late because there were none of the usual queues of cars, no queue of people waiting outside the office while packages were slowly handed out inside! I never found out why but I can only assume that they have developed a much more efficient system which got everybody through quickly. I walked in, got my package and walked out! Just like that!

We picked a spot (not too far from toilets and showers this time) and set up our little pit area between a couple of other sidecar teams. Shortly after, our American friend Dave Crussel came over to say hello. It is always a buzz to catch up with friends again and in this case we had not seen Dave since the last Island Classic so it was extra special.

Scrutineering, riders briefing, usual warnings, usual silly questions (and a couple of good ones) and then the weekend was really under way.

Our first practice was quite slow – just getting used to the place again – until about the third lap when the engine spluttered and became lifeless... We were still rolling so I let out the clutch again and it started but was not excited and seemed to be lacking in fuel so we headed back to the pits. There was fuel in the tank, and good flow from the pump so I did not know what to do. I cleaned the filter and carburettors and put it all back together after checking the flow again. Next practice going great, for three laps, and same thing again.

This time I pulled the carburettors apart adjusted the float level and put bigger jets in – maybe it was just not getting enough fuel but maybe it didn't show up until a certain temperature was reached. Just in case of a problem I put my spare battery in too.

Next session was qualifying. We went out did three quickish laps and then it all happened again!!!!

Come in, check everything, pull fuel tank out and flush it, check filter carefully (especially the inlet pipe where I had once before found a gum nut!!??), blow through all pipes and hoses, and then drill another hole in the fuel cap to ensure that there could not be a vacuum building up in the tank. Put it all back together again. Then, I just happened to be looking at the inlet hose to one pump when I turned it on. I noticed lots of air bubbles going into the pump. Why is it so? I pondered... Ultimately it appears that the non-return valves in the pumps had both given up the ghost so no matter which pump I turned on it was cycling the fuel around through the silent pump and back to the active pump rather than pumping it up to the header tank!!! The simple answer to the whole problem was to turn both pumps on at the same time!!! I just knew I had it licked this time but had to wait until Saturday morning for the next qualifying session. Based on the first session though we were second in class.

Friday night there was an excellent welcome dinner (three courses) with a complimentary drink upon arrival - although that appeared to be a bottomless drink, coz we were already well seasoned by the time the call came to wander in for dinner. Barbara and I joined Dave Crussel and his mate Jeff (also an American) at one of the New Zealand tables and had an absolute ball. There were some very entertaining guest speakers (Graham Crosby, Jeremy McWilliams among them), the usual guff from the Woose (although we had to admit that he is very quick with the off the cuff comments) and excellent food. I have no idea what time the evening wound up but the next morning when the alarm went off I was certain I had only been asleep for 10 mins!!

Saturday morning dawn promised a lovely day but was still a long wait until about 9.20 am when I could test my theory. We did six laps in all with only some errant misfires – the fuel problem was solved and we were still second in

class and 7<sup>th</sup> overall. I did some tinkering to try to find the errant misfires but was not able to identify anything.

First race. A bit of stress to start with because Craig's solo race was immediately before the sidecar race and he only climbed on board after the green flag had been held out for a while already. We made it though and gridded up, tense with nerves. Red light went out and so did the engine! Hands up in the air, sidecars hurtling past us with only inches to clear and one out in the dirt to avoid us.... (later I heard that two had hit and one passenger almost removed from his platform). As the dust settled around us I noted that we were still rolling a little so I dropped the clutch and it started (who knows???) and we were away dead last. I saw red and opened the throttle. By turn two we had the tailenders in sight and by Honda we were in traffic – thick traffic. We got through that gaggle and started chasing the leaders slowly picking off bikes along the way. Had a tense moment coming over Lukey and seeing a yellow flag as I came up on three bikes line astern going down to MG. I could have got inside a couple of them but the yellow flag didn't allow that so I sat patiently behind and waited for the green (even though nobody could actually see anything of an incident there). Got the green at turn 11 and I nailed it again and went around a couple more as we floated through twelve onto the straight. The engine was running nicely and it pulled hard all the way down the straight. But what the... someone was challenging my passing move so that as we entered the peel off zone for turn one I was forced to keep it flat (we usually do but due to the aforementioned woes I had not yet had enough practice to build up to that) and opposite lock it through the turn – that lost the contender who was stuck outside us and had to give in. Eventually I passed Tim (our key challenger for second place and the person who had removed my SA State Title from me) and knew better than to try to catch Max Hooper who was still out in front. We came home second in our class. But that was not the end of it. Some time later Max came by with Matt in tow and looking less than

happy. He explained that he had been disqualified because they were using the rear exit option and this is an absolute no-no in P4. Max then went on to inform that his future was in the hands of the next three in line. When asked to explain he said that “they” wanted to scrub him from P4 for the rest of the weekend but that if they used the front exit and the next three in line agreed then he would be allowed to race P4 but would lose his points for the first race. Now this seemed reasonable to me at the time so I agreed with this approach. Fortunately one of the other riders did not. In hind sight I should not have agreed either because really it should have been the officials at the track who made the decision. Quite frankly, it should never have been pushed down to riders to interpret the rules. And even more especially so when it was later revealed that what I understood to be the situation was not really the situation and I had actually agreed to let Max get his points for the first race!!! Yes, I learned a lesson – don't ever agree to something when you are stressing about problems with your own bike and if it is about racing push it back to the officials to simply make a decision.

Race two. After fiddling with the wires to try and find the reason for the engine cutting out at the start and not finding anything we went out with some trepidation for race two. The lights went out and the motor kept going this time though, well at least until I changed into second... and then it had a massive hiccup which let Tim and a couple of others get past us. Not nearly as bad as race one but annoying nonetheless. We set out to run down Tim but he was not giving up without a fight. We passed him, he passed us, we passed him, he passed us... I really don't know how many times but I had one opportunity to check whether I thought I could get him between turn 12 and the line and I reckoned I could if I had to but did not want to leave it that late if I could help it. One other thing I realized is that around the outside on turn 12 is not the best option, those rumble strips on the edge of the track certainly rattle your teeth and really do not provide much grip... Anyway, on the last

lap I got excellent drive out of Siberia and found that I was closing on him quickly as we went up toward the hayshed. Now this is a bit tricky at the best of times because my thing wants to push straight ahead here all the time but I still opted to try the outside line here and hope to get far enough past him that he was stuck with the outside line over Lukey. It worked and by drifting a little wide over Lukey I kept him behind us going into the braking zone for MG, it was all over I began to think because I knew he could not get around us through 11 and 12 and there was no way he would win a drag to the line and, oh crap, I missed a gear coming out of 11!!!! Tim slipped by and I had to gather it up and chase him into 12 and then fall back on my earlier option of overtaking him before the line. Which we did and beat him by a smidgen.

Race three. We got quite a good start but it still hiccupped and let Tim get in front of us. Then, as we went into Siberia the breather tube came out of its catch bottle and facilitated the catch bottle turning over to let its contents spray over the front of the motor and onto my rear tyre. The combination of doing a mild panic and waiting for my nether regions to get hot whilst trying to control the slide that occurred when the rear tyre lost grip meant that Tim had disappeared from sight over Lukey before we got back on the noise. This was going to be a tough one to make up. But we put our heads down and had a go. We got to within 3 seconds and in so doing posted our personal best time for that track but the end result at the line was him second and us third.

Race four. Everthing that I could do had been done. We had to finish either 2<sup>nd</sup> or 3<sup>rd</sup> to win overall so I went out with the intention that I would do just enough to get there and bring the bike home in one piece. But of course, once the red lights go out it can become a different story can't it? We had a good start, no hiccups, and were running with the top P5s for the first lap, but then I knocked the pace off a bit and waited to contend with Tim. I did not have to wait long, he came inside us under brakes at Honda but did not quite make it so he then had a go around the outside at Siberia. Very, very

brave Tim – and I noted that the photographer recognized that too and went nuts with his trigger finger in our direction as we went around him side by side (what the hell I was doing looking at the photographer I don't know but I remember seeming to have lots of time to do so!). However that move did not quite come off and we hauled away from Tim (we did have the better line after his outside move) up through the hayshed and off to complete that lap. BUT, he tried again at Honda, and again on the outside at Siberia. Full marks Tim, this was just so much fun! Of course my 'conservative' plan went right out the window when we were having this much fun. After that, I pulled away from him a bit around turn 12 and slip streamed a P5 down the straight so that I got a slingshot past him just as we went into turn 1. That put the P5 between us and Tim and made it difficult for him. I kept it nailed for a bit to get some breathing space and we cruised (well a quick cruise) to the finish line in second place and (by my calculations) in first overall. But of course we would have to wait for the presentations before that was confirmed.

Back in the pits, after handshakes and hugs of congratulations Barbara gave me the nicest of surprises. Earlier in the weekend the photographer had elected to blow up a pic of us in action and frame it as an example of the work that he can do. The picture is about a metre square, framed under glass and Barbara bought it for me for my birthday! Isn't she wonderful.

Presentation night was a bitter sweet affair. The sweet is collecting your cup for first place and getting the opportunity to thank your sponsors once again and the bitter is saying goodbye to friends who you may not see again for a long time. But full marks to PI. There was food and drink aplenty again – so much so that Barbara and I contemplated whether we actually needed dinner a bit later. I know that the Island Classic is one of the more expensive events that we ever attend but really it is good value for money when you think that you get one three course meal and another full on finger food meal and lots of drinks. As a

sidecar rider we do not have the option of entering other classes or special races so we only get four races and that sucks but if you are on a solo you can get a lot more than that and you would have to be pretty happy with your lot really.

So the trek home began with a short trip to our well used camping spot near the Swamp Lookout Tower. Oh, and yes we got through the breatho as we left the Island unscathed (I hope the rest of our colleagues did too). On Monday, after some business in Melbourne, we headed for my sister's place in Geelong stopping along the way at several second-hand shops which saw us pick up a few more bargains to add to Chateaux Callington. A lovely dinner and a bit too much red wine saw us going to be a little after midnight, happy,

sated, and very, very tired. Tuesday we headed west again and came across more remnants of the recent Victorian flooding including seeing Wannan falls in full flight. It was an amazing sight. At home we have the earlier mentioned problems to deal with but we have already turned our minds to the next race meeting. Can I save up enough money to defend my Victorian state title as well as go to the States for a while (to visit Dave Crussel) and then have a bit left over to get to Tassie for the Nationals and maybe New Zealand as well? I have no idea but I am certainly going to try so for now the bike is on the bench ready to get some attention while I get a few other jobs done around the house.

Sidecar #30

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

<p><b>MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 20 January 2011.</b></p>
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<u>Meeting Opened:</u>	at 8.00 pm. with 24 present.
<u>Apologies:</u>	Len Dyson, Geoff Grant, Lorraine Rake, Jeff Parkinson, Neil and Dean Watson, Peter Davison, Con, John Whallin, Clair Harmon.
<u>Visitors/New Members</u>	Nil
<u>Minutes of Previous Meeting:</u>	held December 2010 were moved for acceptance by Phil Baughan, seconded by Judith Rowley, and carried.
<u>Business Arising.</u>	Nil

## REPORTS

### 1. President's Report

1. Trevor wished all a Happy New Year and noted that the new Rule book is out and includes the inclusion of P6 category of 250 Production, Formula 750 and Formula 1000. Also that we are now required to have Full Face helmets only.

### 2. Secretary's Report

#### • Correspondence In

- i. Garage Motorcycles – Sponsorship Cheque
- ii. Bolton Kawasaki – Sponsorship Cheque
- iii. MSA – Voting slips for MSA AGM positions of Director and Vice President.
- iv. Historical Motorcycle Club of Qld – Annual Maleny Motorcycle Swap Sunday 20 March 2011.
- v. Australian Executor Trustees – Statement.
- vi. Bank SA – Statement.
- vii. MSA – Schedule of Fees for 2011.

- viii. evright.com – Statement of account – Trophies.
- ix. Grant Dean – phone enquiry re parts for Suzuki '69 T20 – petrol cock (0430049895)
- x. Rob Lewis – CD of photos from State Championships for Club use.
- xi. George Campbell – Noise from speakers in pits at SA Championships

• **Correspondence Out**

- i. George Campbell – reply by Bob – for referral to the Committee.

3. Treasurer's Report: Bob gave a comprehensive report on the incoming and outgoings of the clubs accounts noting that the MSA affiliation fees were due. It was moved Graham Rowley, seconded Ronna Fisher that the report as presented and the accounts for payment be accepted and carried.

4. Competition Secretary's Report Nil – absent.

5. Delegates' Reports:

**Road Race** Phil reported:

- 1. MSA still sorting out grading.
- 2. Supp. Regs for Hartwell club at Mac Park reviewed
- 3. Atajurra and modern clubs met Monday Phil didn't attend.

**MSA** A strategic planning workshop is planned for Sunday 30<sup>th</sup> January at MSA Hall

General Business:

- 1. Phil Baughan stated that he is reviewing the results of the SA Championships with the intent to notify MA of the problems/issues that arose as a result of the new rule **(16.2.1.2 b)** allowing competitors to move up a category. Having canvassed other competitors and compiling statistics from the weekend he will forward his submission to one of the Commissioners and a copy will be given to the committee.
- 2. Phil Baughan queried the inequitable treatment of P3 125 solo and P2 sidecar in regards to trophies for the races.
- 3. Terry McBride questioned the eligibility of some bikes in regard to their Log Book – which generated much discussion.
- 4. Richard Rake clarified the date of the Seniors Meeting at Mac Park – 20 – 22 May.
- 5. Peter Strawhan complimented the organisers of the State Championships stating he had great fun and that he noted the Friday practice was regulated more than usual. He particularly enjoyed the sidecar races and the handicap; asking if we can run a handicap for the solos. The committee will look at it however it is usually a format in the Seniors Meeting and may have impact on fitting in our program.
- 6. Greg Frost raised the idea of an Open Road Race in a country town; discussion highlighted problems with insurance and examples of previous attempts but he was given tacit approval to pursue the idea further.
- 7. Trevor noted that Graham Rowley had provided him with a proposal from the Speedway Sidecar competitors to have Classic sidecars eligible up to 1980 regardless of capacity. A proposal will be put to the committee for support.
- 8. Stewart Penn suggested that the old Woodside Circuit would be a much better circuit for another Grand Carnival event.

Meeting closed at 9.05 pm.

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**MINUTES of the COMMITTEE MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Tuesday 1 February 2011**

Meeting opened at. 7.30pm

Present: Bob Glynn, Paul Walker, Andrew Bannerman, Danny Ahern, Trevor Henderson, Stuart Penn and Tony Tildesley.

Apologies: Neil Watson

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

Business Arising: – Nil

Treasurers Report: -

1. Bob made note of noise complaint by George Campbell for Pit speakers at Mt Gambier – Les to finalise and forward to Mt Gambier.
2. 5 Riders want refunds
  - a. Mark Segal – unable to attend sent letter and notified after meeting commenced.
  - b. Paul Hurd – No Licence
  - c. Rob Kenna – No Log book spoke to Danny before meeting attended practice and helped out during meeting.
  - d. Mark Lindner – No Licence
  - e. Les Bell – notified before meeting – injured at practice.It was agreed that refunds be given to all less an Admin Fee of \$25 and include an accompanying letter highlighting rule 2.1 in Sup. Regs. highlighting the criteria re obtaining one event licence.
3. Outstanding Sponsors:
  - a. Show & Go – Trevor to Action
  - b. G.C's – Danny to Action
4. A/c from Mt Gambier for track hire; noted no charge for food for helpers; query on payment for Steward – check with MSA – Trevor to action.
5. Ambulance account still to come.

Secretary's Report:- Les made note that no correspondence in or out had occurred over month.

General Business: -

- Trevor received an e-mail from Steve Millar enquiring if we are going to be involving the new class of P6 in our race calendar: General discussion recognised that we are running a very tight timetable at our one meeting per year and that other opportunities will be available by other clubs like Hartwell and Mt Gambier plus the modern clubs so we will let this period develop in the way that others have over time. We will count P6 towards individuals point score for this year.
- Trevor raise the issue that was raised at the January general meeting about the perceived anomaly of one P3 125 getting a trophy at the State Titles and one P2 side-car not getting a trophy. It was highlighted that side-cars have always run with P3 sidecars and only one was entered as opposed to the correct minimum of P3 125 solos entered despite the fact that most P3 125's not competing due to mechanical failure.
- An outstanding trophy for Nigel Lemon to be action by Trevor.

- It was noted that the recent mail out by the Mt Gambier Club encouraging new members highlighted our relatively inexpensive membership dues.
- It was agreed to maintain Honorary Membership for John Kroon and Hamish Cooper due to their personal input to activities of the club.
- Trevor to action application to MSA and Mt Gambier to hold this years State Championships at Mac Park.
- The group discussed the positions vacant on the MSA board and will make the following recommendations to the General meeting; Rick Dowsett and Lyn Lyons as No1 position for each candidate.
- The group reviewed the Supplementary Regulations for the recently held State Championships and made the appropriate changes to streamline and avoid any issues that arose this past event.
- The topic of our next ride day where our members can participate was discussed; Opportunities at the Collingrove Hill-climb, Mac Park and Tailem Bend will be available; Tony is away from April for 3 months and suggested that an additional entry fee than that charged last year would deliver a return to the club and that we would not require transponders as we have the times required. Rec licences would b required and an invitation should be sent to Mt Gambier Club members who we feel would travel to participate.
- Concern has been raised by recent competitors at the layout of the starting grid at Mac Park. This was discussed with the reasons for this layout clearly relayed by Danny who had discussions with Dave Atkinson. The position of the Committee is that we would want the grid positions to be set out as per the GCR's 15.23.2 in the 2011 Manual of Motorcycle Sport. Les to Action.

Meeting Closed 9:30pm



Stuart Loly leads Robert Ruwoldt into the start finish straight – 2010 SA Championships – Mac Park.

**THE GOOD OIL**

For Sale/Wanted

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

**UPCOMING EVENTS**

Mac Park Ride Days Last Saturday of the Month followed by Working Bee's on the Sunday. All help appreciated 29 Jan, 26 Feb, 26 Mar, 30 Apr, 28 May.		<i>Mallala Motor Sports Park Open Practice Days</i> <i>Phone 8276 7744 during business hours to confirm dates – 15 Jan, 20 Feb, 16 Apr, 14 May, 18 Jun, 13 Aug, 17 Sep, 22 Oct,</i>
<b>Date</b>	<b>Host Club – Event</b>	<b>Venue</b>
1 – 2 Jan 2011	HMCRRSA – 2010 Historic Road Racing Championships	Mac Park
22 – 23 January	AMCN International Island Classic	Phillip Island
26 – 27 February	World Superbikes Round 1	Phillip Island
6 – 7 March	Atajura	Mac Park
11 – 13 March	Hartwell Road Race Meeting	Mac Park
2 – 3 April	Café Racer	Mac Park
16 – 17 April	Australian Superbikes	Hidden Valley NT
23 – 24 April	Easter Cup	Mac Park
7 – 8 May	Australian Superbikes	Barbegello WA
20 22 May	Seniors Meeting	Mac Park
28 – 29 May	Café Racer	Mallala
4 – 5 June	Australian Superbikes	Qld Raceway
20 – 21 August	Australian Superbikes	Qld Raceway
27 – 28 August	Phoenix	Mallala
1 – 2 October	Master of Mac Park	Mt Gambier
14 – 16 October	Moto GP	Phillip Island
29 – 30 October	Café Racer	Mallala
12 – 13 November	Australian Superbikes	Symmons Plains
18 – 20 November	Australian Historic Championships	Symmons Plains
18 – 20 November	Australian Superbikes	Phillip Island
26 -27 November	Pheonix	Mallala
3 – 4 December	6hr Endurance Championships	Phillip Island
10 – 11 December	Café Racer	Mallala
30 Dec – 1 Jan	HMCRRSA – 2011 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 2010**

**SIGNED** .....**DATE.** .....

**WITNESSED BY** ..... (block letters)

**SIGNED** .....**DATE.** .....