
The Good Oil



Volume 20 Number 5 February 2012.

Inside

-
- Editorial Page – 2
 - President's Report Page – 3
 - Trev's Titbits Page – 3
 - Committee Minutes Page – 5
 - General Meeting Minutes Page – 5
 - For Sale/Wanted Page – 8
 - Upcoming Events Page – 8
-



Some errors from the Past!



Photo's in this issue are courtesy of Nick Clarke.

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2010/2011

PATRON : Mr. Len Dyson

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Vice President	Danny Ahern	0407 826 951 (m)
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Committee Members	Paul Walker Tony Tildesley Stuart Penn Neil Watson Rob Ritchie	0412 816 677 8278 5464
Club Delegates	Phil Baughan – Road Race/MSA	
Club Address	PO Box 90 HINDMARSH SA 5007	
General Meeting Venue (third Thursday of each month)	MSA Office 251 The Parade BEULAH PARK	Committee Meeting (first Tuesday of every month)
Honorary Life Members	Peter WESTERMAN (†Deceased) Richard RAKE Danny AHERN David MANSON Len SMITH Ken LUCAS “Doc” WATSON (†Deceased) Trevor HENDERSON Phil BAUGHAN Len DYSON	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009

Editorial - Nearly caught again!

This has to stop, the first day of the month shouldn't fall on a Thursday, it throws my maths out shockingly and I get caught out nearly every time. Thankfully Vicky sends the minutes early enough and I get the message and the Oil out on time.

I'm asking for some assistance, I only need twelve good photos a year to fill in but the more the merrier just to make life easier and for the budding photographer wanting to have his or her photograph published, here is an opportunity to use this publication. So please send some relevant and appropriate photos by JPG to my email address.

In the meantime I'll have to use some from the past.

Stay Upright #77



President's Report

Welcome, one and all, to our annual presentation night, and an especially warm one to our friends from the Atujara Club. I'm not going to detail the trophy winners here, as it will spoil any surprise for later in the evening, but will reveal that we have reclaimed the 'Les Diener' trophy from Atujara for 2011. A very pleasing feature was that the results for the final round, our State Titles, were based on the scores of 8 riders from each club. Once again, I've asked "our ladies" to provide a supper for members and guests, and I thank them in advance for this pleasurable extra. Again, I'd like to thank Vicky and Bryon Burnett for being the go-between from this electronically – illiterate scribe to Les, our much-valued editor of "the Good Oil", so that my words appear in print.

I am also expecting our vice-president, Danny Ahern, to be bringing a guest speaker

tonight, whose words will be of interest to all present. No more now, Dan, I won't attempt to steal any more of your thunder.

As previously reported, our monthly meetings are essentially "social", especially when we have guest speakers, members' bikes, or maybe a film / DVD. But we do also have a responsibility as a member club of Motorcycling South Australia, with president and director's being up for election at their forthcoming Annual General Meeting. Your committee has made recommendations for both positions from the lists of candidates, though any information from the floor which may affect our selections, would be welcomed.

In the meantime, enjoy this evening.

Trevor Henderson # 55

Trev's Titbits

It's official! The 9" (230mm) brake rule is back for Period 3 from 2012, despite impassioned and justified argument from Danny Ahern and others. Although there had been general support and acceptance for this rule since it was introduced when Bill Horsman was on the Historic Road Race Commission, a lot of water has passed under the bridge since then, and everyone has lived the period brakes for many years now. However, at our State Titles at Mac Park we do see bikes, mainly from Victoria, fitted with Japanese brakes that were not Period, that obviously have log books.

The main pusher for this latest change was Keith Roberts of HMRAV, who is not a competitor. His claim to be helping at the "Clubman" racers by making racing more affordable is not relevant, and the vagueness of his comment that "Ceriani was employed by MV Agusta as a brake designer during the 1950's, and was only allowed to make and sell his brake under his own name after MV withdrew from racing" should convince no-

Back to the Future!

one. MV did not quit racing until well into the 1970's, and by then had been using disc brakes.

The sad part is that the commissioners, selected for having an interest and insight into Historic Racing, rejected this proposal only to be overruled by "the Board" of MA. Rather like having a dog and barking yourself.

Like everything, there are winners and losers here. In the latter group are those who have recently spent not – inconsiderable sums of money on replicas of the double-sided Manx brake, and you can bet that the replicas of Fontana and Ceriani 230mm brakes won't be cheap. Serious competitors won't be using Italian originals, if available, as they are now well over 40 years old.

Those that can smile here are those that can walk into their local wrecker and buy Japanese brakes that will do the job, and those whose brakes, regardless of log book entry, were always subject to the scrutiny of a diligent eligibility scrutineer. However, those who choose to change will find that, be it BSA,

Norton, Honda or Suzuki, shoes and linings, bearings, spokes, rim and tyre will soon empty the wallet.

This latest rule change will not require anyone to cease using brakes they have been running, as was the case when it changed the

other way, although some would have just "carried on regardless" then.

So, now we just have to live with it, go racing and enjoy ourselves.

Thumbs Up and Change Right

Trevor Henderson #55

MINUTES of the COMMITTEE MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Tuesday 7 February 2012.

<u>Meeting Opened:</u>	at 7.40pm.
<u>Present:</u>	Dan Watson, Paul Walker, Rob Ritchie, Stuart Penn and Trevor Henderson
<u>Apologies:</u>	Glenda St John, Danny Ahern, Neil Watson and Tony Tildesley
<u>Minutes of Previous Meeting:</u>	Minutes of previous meeting moved by Paul, seconded Dean and carried.
<u>Business Arising:</u>	Nil.
<u>Treasurer's Report:</u>	Mt. Gambier club have not banked our cheque yet, and we have a refund from sheds to come.
<u>General Business:</u>	At next Committee meeting, we shall consider amending our membership year due to it clashing with the busy period of the State Titles. The committee has discussed the candidates for MSA President and Director, and the recommended preferences will be presented to the next general meeting.

Meeting closed 9pm.

MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 10 January 2012.

<u>Meeting Opened:</u>	at 8.00pm.
<u>Apologies:</u>	Glenda St. John, Judith Rowley, Lorraine Rake, Con Desyllas and Len Dyson.
<u>New Members/Visitors:</u>	Nil.
<u>Minutes of Previous Meeting:</u>	held November 2011 were moved for acceptance by John Kroon, seconded by Len Smith, and carried.
<u>Business Arising:</u>	Nil.

REPORTS

1. President's Report Trevor highlighted the Bob Jolly trophy, and thanked all who made Mac Park a success. Voting slips for MSA AGM will be discussed at

- February committee meeting and brought back to February General meeting.
2. Treasurer's Report: Dean gave a summary of accounts remarking that it is too early for overall figures from Mac Park. Moved Graham Rowley, seconded Les Bell that report be received and carried.
 3. Competition Secretary: Racing at State Titles was good, feedback has been great, and we have 2 new track records. Period 5, 250cc, was broken by Brett Metcalf and Wayne Higgins, and Period 2 by David Morse. Bob Jolly and Ken Blake events should have had full grids. Injuries: Gavin Cosway will be out for six months with collarbone and shoulder, plus sidecar flip in last race – left passenger with concussion.
 4. Road Race: Supp regs for 50th Anniversary Mac Park were approved with on corrections (well done, Marg).
Hartwell Club's 10th March meeting has been ratified thru SA.
The condition of the Mallala air fence is being questioned, which Phil noted at the last meeting he ran. In excess of \$250,000 in levy has been paid for \$100,000 value, of which MSA paid \$25,000. A letter will be sent suggesting it is all paid up.
There has been much email traffic re a rider's grading, with the MSA General Manager advising him his appeal was upheld.
 5. MSA: There has been much comment re the last meeting here, as funds in specific areas should not have disappeared. AASA (Terry O'Neill) provides licences at better prices than MA.

General Business:

1. We approved the affiliation of 2 new clubs.
2. Richard Rake, who entered 3 bikes and rode 2, thanked Ronna, Danny and Dean for their efforts at Mac Park.
3. Tony Tildesley praised our "Best Ever" pit announcer, backed by neighbour Alan and John Kroon on gate.
4. No-one has seen the 2012 rule book, which level 4 officials should get pronto.
5. No responses from MA re P3 brakes.
6. Phil to put submission to commission, via our committee, to revisit original details of P3 700 class. Graham Rowley suggested 700cc top limit, and get measured if queried. Danny noted limited numbers in P3, 700cc and unlimited. 650cc sidecar class will be enforced.
7. No news re Lobethal, but not looking good
8. Dave Johnson has a wildcard ride in World Superbikes.
9. Champions ride day on 26th January to cost \$120 to \$140. Cafe' Racers will be running more ride days. Clem Smith is installing lights at Mallala flag points.
10. A come 'n' try day at Mallala would cost us \$7,600. The committee will follow up the suggestion to subsidise members who ride. The problem with running a BBQ at Tailem Bend ride day is finding someone to do it.
11. Terry McBride asked about the late Russell Han.
12. Next month is trophy night, at which Rob Lewis will talk about Ken Blake.

Guest speaker for the evening was Danny who spoke comprehensively about his trip to the USA.

Meeting Closed 9.15

Rule Amendment to 2012 manual of Motorcycle Sport

Existing Rule – 16.2.1.1 Table of Classes & Capacities.

Suggested amendments.

Period 3 Unlimited Solo 701cc to 1300cc

Period 3 Formula “700” Solo 526cc to 700cc**
(Pushrod engines only)

Period 4 Unlimited Solo 788cc to 1300cc

Period 4 Formula “750” Solo 526cc to 750cc

Period 5 Unlimited Solo 788cc to 1300cc

Period 5 Formula “750” Solo 526cc to 750cc

** includes +5% capacity tolerance

Explanation of amendments

The current table as published creates capacity overlaps between the unlimited classes (526cc to 1300cc) and the “formula” (526cc to 700/750cc) classes for periods 3 -5, which should be fundamentally no different than the period 6 Formula 1300 (unlimited) & Formula 750 classes which do not have the overlap. It will also legitimise the “formula” classes by allocating specific capacity limits to these classes. Further to this it will bring the overcapacity tolerance of 5% into better perspective by specifying the actual maximum capacity allowed in these classes when referencing the minimum capacity limit of the next higher class, which has always been the norm for 125, 250, 350 & 500 listed capacities.

The specific case for the amendment to Period 3 Formula 700 Solo class with respect to upper capacity limit and valve actuation method is detailed in the following rationale.

Rationale

Period 3 Formula 700 Solo.

History

The original submission to MA for inclusion of this class was based on promoting affordable “clubmans” competition for the classic 650cc British twins. The 700cc absolute upper limit was based on the fact that the majority of these engines are a non thru bolted construction which tends to place stress related limitations on excessive cylinder overboring, but did not preclude the inclusion of the 698cc Royal Enfield Meteor (although history tells us that this is an unlikely scenario). This also attempted to restrict the use of longer stroke crankshafts (89mm stroke Norton cranks in a standard 71mm bore Triumph realising 715cc ! The submission further requested that these engines should be of a pushrod configuration only, in keeping with the intent of the class.

The class as determined by the Historic Commission and MA at the time did not include these 2 basic constraints in the rules when released, but it is now becoming evident that these constraints should be re-examined to prevent the class being placed beyond the financial capacity of the majority of competitors.

Since the inception of the class anecdotal evidence suggests that it has been very well supported, particularly at club and state levels where it is not uncommon for “formula 700” machines to outnumber “unlimited” entries.as by-and-large they compete in a “combined” scenario. The generally lower participation rates at a national level is reflective of the “clubmans” nature of the class where funds to allow participation at national level are somewhat constrained.

Details

The basis of the request to modify the parameters of this class are twofold.

1. The current +5% capacity tolerance allows a 735cc upper capacity limit, which is a mechanically complex and expensive exercise to achieve for a “clubmans” competitor on machines of this vintage. Realistically it is only 15cc short of the Norton Atlas which is the base machine of choice for P3 Unlimited competitors. Furthermore this is the only class which

has an upper capacity limit far in excess of the base engine capacity of the eligible machines. Currently all other classes have a +5% capacity limit, but a 650cc based machine that is catered for in this class has a +12% tolerance applied. A 700cc absolute limit reduces this percentage to 7% which is far more equitable. Individual rider skills notwithstanding, there is mounting evidence that a minority of machines in the class at either the 735cc limit (or above) compete more than favourably against genuine 750cc machines, and with the lack of effective eligibility scrutineering at club level in particular it is difficult to police. This is by no means an excuse for the non-detection of oversized engines, but it is a reality at club and state level competition. It has been my observation as a co-author of the original submission and formula 700 competitor since before the inception of the class, that the use of T140 or aftermarket 750 Triumph (eg Morgo) barrels or Norton Atlas barrels on "700 class" machines is not completely unknown. Classic "650" sidecar competitors are well aware of this same scenario in their competition class.

2. The inclusion of the "pushrod only" restriction was an attempt to maintain the "clubmans" basis of the class as there were concerns at the time of the possibility of current OHC Norton and Matchless machines of 600cc+ awaiting an opportunity to compete in the class as they were becoming uncompetitive in an unlimited field. It is now a reality that these OHC based engines at capacities in excess of 600cc exist. The exclusion of grand prix based OHC engines should still be upheld if we are to be seen to be effectively maintaining the flavour and affordability of the class. There is a precedence for this with the exclusion of this type of machine (at smaller capacities) within rule 16.2.1.2 c).

All of the above is aimed at maintaining or improving the participation levels of a group of genuine "clubmans" competitors. We need to be mindful of the fact that clubmans competitors generally constitute the majority of entries at club and state level. These are the people who compete for the enjoyment of the sport, and show no interest in, or do not have the ability, to spend exorbitant amounts of money to "engineer" excessive engine capacities into 70 + year old machinery to compete in a class which has an upper capacity limit far in excess of the architectural or mechanical stress limitations of the engines of this vintage.

I seek your considered assessment of this submission.

Regards

Phil Baughan OM IEAust

HMCRRSA Life Member

Contact Mob 0412 043 987, email, philronna@bigpond.com

For Sale/Wanted

Parts to convert R5 Yamaha twin into Race Bike, fibreglass tank/seat/fairing, clip-ons, alloy rims, pipes, tuning info. Any assistance appreciated.	WANTED	Paul Glode # 30 Phone 0458352276, 86713361 02/12
DID 520ERT 104 links + 2 new joiners. Top line gold Motocross chain. Used once. \$60 DID 520MX 110 links incl joiner. Gold and black Motocross chain. Used but barely pulls off sprocket when tested for wear. \$40 Cleaned and oiled. DID 520MX 94 links incl joiner. Gold and black Motocross chain. 1500km running in miles on classic Honda 250. \$35 Cleaned and oiled. Spare 520MX links: 9 links, 11 links, 13 links, and 2 new joiners. Free if required by purchaser of the above 520MX lengths.	CHAINS FOR SALE (all replaced by o-ring chains)	Nick 0417 871 532. 12/11
'86 Suzuki GR 650 Parallel Air Cooled Twin. 32000 Kms, Full floating suspension, great 5 speed. Mech A1 Just spent \$350 on Electrical tidy up 1 prior owner.	FOR SALE \$1700 O.N.O.	Romy 0405 782 755 11/11
9" Hircus Metal Lathe – 3 & 4 jaw chucks + heaps of tooling, thread cutting etc single phase oldie but a goodie!	FOR SALE \$1000 O.N.O.	Les Bell Ph 0419 272793. 07/11
CARBURETTORS: Mikuni VM36 x2, brand new, never mounted. Includes manifold adaptors, air filters, 1 into 2 throttle cable, 2 alternative slides. Jetted 4-stroke methanol \$600 complete Doherty quick action throttle grip, used \$20 Tacho: Yamaha, unknown model, 0-10,000rpm (7000 red line) Likely 5:1 ratio. New, still in box \$100 Book: BSA Twins Restoration (Roy Bacon), new cond. \$40	FOR SALE	Nick Clarke 0417 871 532
Flanged alloy rim 1.85"x18" (WM2) 36 hole, drilled for small diameter disc brake hub.	WANTED	Contact Nick 0417 871 532 12/10
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	

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 Phone 8276 7744 during business hours to confirm dates</i>
Date	Host Club – Event	Venue
27-28-29 January	Island Classic	Phillip Island
10 – 11 March	Hartwell Road Race	Mac Park
6-7-8 April	Easter Cup	Mac Park
14 – 15 April	South Aus RR – Café Racers	Mallala
5 – 6 May	Seniors Meeting	Mac Park
4 – 5 August	Phoenix Road Race	Mallala
29 – 30 September	Master of Mac Park	Mac Park
27 – 28 October	South Aus RR – Café Racers	Mallala
10 – 11 November	Phoenix Road Race	Mallala
8 – 9 December	South Aus RR – Café Racers	Mallala
29 – 30 December	South Australian Road Race Championships	Mac Park