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# The Good Oil

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Volume 21 Number 4 February 2013.

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Alan Cathcart interviewing Giacomo Agostini at the recent Island Classic!



Photo's in this issue are courtesy Geoff Grant.

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

HMCRRSA OFFICE BEARERS 2012/2013

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<b>Club Address</b>	PO Box 90 HINDMARSH SA 5007	
<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

!

What can we write about this month, it is imperative that we communicate with our members through this forum. However sometimes it seems that there is less forthcoming that can interest our members.

Having spent some time last weekend with some of our members it is interesting to note that we are all leading interesting lives as well as sharing interesting hobbies and find that we are all individuals. Some are retiring from the racing scene others like me are sitting on the sideline waiting for the cards to align, while others maintain their interest in various guises.

Geoff provides us with interesting anecdotes that keep us keen. Danny and Nick are regular contributors; occasional contributors from others make for interesting reading.

Many of our members follow different disciplines of racing and it all comes down to

what you as an individual like. Danny headed off this week to see the time trials on Lake Gairdner, Stuart Penn was most likely involved in this discipline as well. The SA University fielded a team with a cooking oil powered Diesel engined motorcycle hoping to break 212Km per hour. This motorcycle even made it on “The World Today”.

I have a lot of time to think during my day, and lots of time to plan, but that is where it ends as I have now a limited space and a few things to do before I can arrange for the bikes and I to be reunited and start the repairs that are needed.

I have not given up on rejoining the race, but it just seems further and further away at the moment. But very soon I will be riding to work again pretending that I am honing my skills for the track. Look Out!!

Stay Upright # 77

President's Report

**T**onight is our annual presentation night for the 2012 racing season. Once again we welcome our friends from the Atujara club for the Les Diener memorial trophy. I hope as many members as possible will join us and our guests for supper after the meeting.

Our Treasurer, Dean Watson has been tying up the finances from our successful State Title meeting, so should soon have a financial result. Having spoken to Andrew and John, our injured members, it's good to see they are well on the way back.

The next suitable event for us is the Atujara Hill-climb at Collingrove on March 17<sup>th</sup>, then, a couple of weeks later Mount Gambier has the Easter Cup meeting, the Classic event named for Laurie Fox OAM.

Now, mark down our ride day, in conjunction with Ducati Owners Club, at Mallala on Friday 24<sup>th</sup> May. Cost will be minimal, but you will be asked to commit so we have an idea of numbers.

Trevor Henderson

**Letter to the Editor**

My name is Brenley Jarrett, I am one of the eldest nephews of the later Roger Barker. Roger was an accomplished motor cycle rider through the 1950's and has feature in quite a number of motor cycle magazines in Australia and Europe.

Roger was unfortunately killed in a racing accident on the 7<sup>th</sup> July 1957 behind the iron curtain in East Germany. His two Manx Norton motor cycles were eventually sent back to Australia by Norton in England to Disney Motors (Melbourne) and were consigned to Roger Barker. My late Uncle Aubrey (Roger's brother), my brother Tony and I have been trying to find out what happened to the two bikes after they arrived back in Australia in order for us to compete the story of Roger's life and adventures.

Unfortunately we have been unable to locate these bikes and would really like to know if anyone has any information about these bikes or their whereabouts. We have quite a lot of Photos and information on Roger and the story of him which we will share if desired.

The engine numbers of the two Manx Norton's are the 500cc M11M72708 and the 350cc M10M72713.

Jack Walters may have taken possession of these bikes because he had at a previous stage financed Roger into another motor cycle.

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CLARKE'S OCCASIONAL COMMENT

Remember I said to “watch this space” last year about the bike I am restoring? Well, don't go to sleep waiting.

My finish date has been frustrated by at least 8 weeks by the last 3 parts, one a ‘hens tooth’, recreated by the Wizard, Christmas, add 3 weeks, and crappy workmanship that had to be sent back (see ‘mufflers’ below).

The bike is otherwise sitting on the bench under its doona all but complete, just waiting.....waiting.

Nigel Morell did the paint in the proper colour and correct technique, and it's a gem. The mufflers are stainless “replicas”, and I use the word advisedly, from the only (nameless) business in Australia making them and it's not Staintune. In the words of someone who knows the chap besides me, he might be a mechanical genius but he works with boxing gloves on. Prophetic.

At the moment, the front brake hydraulics are giving me a bit of grief. One of the flared brake tubes way up behind the headlight failed to seal at BOTH ends, despite undue force,

spilling that most delightful of noxious substances, brake fluid, all over where it shouldn't be.

It WILL be finished, only to suffer more time wasting at the hands of that ponderous autocracy known as the Department of Transport to get it registered.

I think I'll book holidays and take a cut lunch.

Nick



Life in the Cupboard - The Australian National Titles - Eastern Creek, November 2012

I ended my last story with heading off to see Casey Stoner at Phillip Island. Well we did that and had a fantastic time there. Met some new people (who are coming to watch me race at the Island in January) and saw Casey win in style. We left there with a couple of weeks to spare before we had to be in Sydney for the Nationals. We had planned some touristy stuff, some family research at Bonegilla (near Albury) and a couple of stops to get the bike ready for the Nationals.

Getting the bike ready consisted of welding up the frame, fixing the brakes, changing the gearing and trying to suss out what caused that hiccup in the last laps of the last race at Broadford as well as the normal cleaning, checking, adjusting etc. The welding and

brakes were done at our good friend's workshop at Albury. A big thanks to Doug for his assistance – I have to give Doug Flack Engineering a plug here, he is an hydraulic engineer who turns his hand to a whole range of things including frame repairs and is developing the expertise to build complete frames. I have now arrived at an agreement with Doug to build my new frame.

The other work on the bike was done in a lovely bush location where we parked for a day and night. All that is except sussing out what had caused those last lap hiccups.

After spending some lovely days in places like Jingellic (where we listened to a band whilst sitting by the river), Gundagai (where we walked lots and admired the amazing wooden



bridges), Berrima (where we dressed up in period (1800s) clothes during a tour of the courthouse), Paramatta (catching up with my old team from work) and Sydney (where we toured Fort Denison, did cruises, went to Manly on the night ferry, rode the monorail and did other touristy things) we finally wandered out to Eastern Creek on the Thursday afternoon to stake our plot for the weekend. After unhooking the trailer we headed back to Doug Chivas' place for the night. We spent the evening sitting outside his workshop telling, and hearing, stories and having a few drinks with Doug and some of his friends including Darrin Treloar, speedway world champion. Phil, my passenger for the weekend in place of Craig who had exams, arrived from Melbourne about 9.30pm.

Friday morning, 6.00am, we were on the freeway heading to the track. First up we get challenged by a security guy about our choice of pit with him saying, "I don't think you can pit there!" but we could, so this was all sorted soon. Scrutineering, rider's briefing, check tyre pressures, mix some fuel, all amid lots of greetings from people we had (in some cases) not seen for a while. At 9.00am we started the bike to ensure it would start and do those final checks that you do with it running (ie that is the best time to notice anything that is loose) and thus by 9.30 we were ready for our first practice.

We planned to use our first practice to re-familiarise ourselves with the track so went out quite gingerly on a wet track in the rain. We pootled around for a few laps slipping and sliding and doing nothing spectacular. I decided to do one more lap before I came in and actually try to make a reasonable time. But, as we came out of turn 3 and opened the taps the engine faltered, I eased up and it picked up, then as I came out of the hairpin it did it again, I eased up and it picked up, on to the straight, second gear, third gear, oh crap it is playing up again. Pull into the pits. In conversation afterwards I think we were just about the only outfit not to spin out in the slipper conditions – probably saved by the faltering engine.

Back in the pits Phil tells me that at least one carby was flooding. OK, it did not really feel like that but it was something to fix so I did. Out we went for the second practice, still quite wet but drying as we went. A couple of laps to ease into it and then wind it up a bit and yup, you guessed it, it still faltered again. This time I played with it to try to work it out. Whilst I had fresh in my mind the fact that carbies had been flooding I actually felt that it was acting like it was out of fuel. Hmmm I love conflicting symptoms! But, I worked out that it always happened as I asked for lots of effort in third gear, hence the three different spots on the track – the only three spots where I went up through the gears and had third gear at full noise each time.

Back in the pits again and mull over the evidence. There is still some evidence of flooding so I replace the needle valves and (at least in the pits) that cures that problem but I am convinced that this is not what I am feeling on the track so I check the fuel pumps. The flow seems a tiny bit slow so I check for blockages but to no avail. Ponder some more, put the battery charger on (even though the battery registered OK) and ponder some more.

First qualifying session, we go out and try hard – but it still falters in the same places on the track. Frustrated I pull in after two laps. Very surprised to find that we had qualified third in class. Perhaps others were struggling more than us with the wet track. I pull the fuel tank out to check that there was nothing in it blocking the outlet – and there was nothing in it! All fuel lines off and checked, header tank checked, breather checked... everything seems fine!! We did notice that the gearbox had blown some of its oil out through the breather and while that was a little worrying I knew it had done it before so while I was concerned about it I did not think of it in relation to the engine issue. Second qualifying showed no improvement despite having pulled half the bike apart and putting it back together. Conditions for this final qualifying were absolutely atrocious and nobody was going to improve their times so we held our third in

class which put us on the third row of the grid – not bad considering everything.

That night I pondered the problem lots. A couple of red wines assisted but all to no avail. Next morning, I pondered some more, and then some more. Then, at the rider's briefing it all came together. I remembered that on one occasion when I removed one of the carby fuel lines there had appeared to be a vacuum in the header tank. Thinking that that was impossible I had ignored the evidence but (whilst listening carefully to the rider's briefing) I realised what it meant – although I still did not really know why. I could not wait to get back to the bike and when I did I realised the 'why' also. When the gearbox blew oil out the breather it put enough in the catch bottle (which is shared with the header tank breather) to put the breather hose below the surface of the fluid in the catch bottle and that fluid being thickened by oil did not allow the breather to breath back in. Consequently the return line from the header to the main tank (which is a large diameter) was able to set up a syphon action which resulted in a vacuum in the header tank and thus, at that point, fuel was actually sucked back from the carburettors rather than running into them. Solution, cut a couple of inches off the end of the breather pipe so that it cannot hang in the fluid in the catch tank. Voila, I reckon I had the solution to the engine faltering. BUT, I suddenly also figured I had the answer to the gearbox throwing its oil out. It too had its breather hose below the surface of the fluid in the catch tank so that as the gearbox cooled it would suck a small amount of fuel back into the gearbox. Over time the oil in the gearbox had gained enough fuel that it was frothing and blowing more oil out of the breather. Snip the end off the gearbox breather hose too. And just to make sure we put a larger catch bottle on. And yes, we changed the oil in the gearbox too!

First race, sighting lap, I gave it a few squirts where it had previously faltered and it felt good with no falter. We got a great start, passed those who were first and second in my class and stayed in front through turns one, two and

three. Accelerated up to turn four, eased a bit, turned in, opened the throttle, crunch, jerk, crunch, crunch and no drive. What the? I try for another gear, but nothing. Look down, no chain on front sprocket... Bugger! Roll off the track, park and watch the race from track side. Back in the pits the damage is obvious and, thankfully not too much. A chain tensioner is mangled, the rear sprocket has had a hard time but thankfully the crank case is still in good shape. Weld a bolt together to fix the chain tensioner, put a new chain on and we are ready to go again. At least I was confident I had the engine problem solved.

Next race, first title race, we line up full of confidence that we could hold third place if we worked hard. Those who qualified first and second had monster Honda motors and we simply could not match them for speed so we had to defend our position rather than hope to improve our position. We got our usual great start but only got past one of the two in front so followed Tim into the turns. He got away a bit on acceleration over the back of the track and so we settled into riding rather than chasing. We kept Max behind us until the double left leading onto the straight where he slipped through under us to take second spot. We let him go and concentrated on keeping in front of the howl of Terry's bike which I could hear for the rest of the race. We crossed the line in front of Terry but then found to our delight that Max had DNF'd so we were second. The bike had performed well, brakes were working well but I was having trouble pulling it up straight so still did not overtax the brakes.

That evening we congratulated ourselves on overcoming the issues and getting it all together when it counted. A couple of reds may have been harmed in the process!

Next morning we had a leisurely morning with the first ride not until about 10.30. That ride was the second leg of the title and we lined up with some confidence that we could do the same as we did the previous day but I never get over confident because you never know in racing. As it turned out it was pretty much a

rerun of the previous day except that Terry showed us a wheel occasionally and actually slipped past for a short while. This kept us quite busy and I had to be careful to get back past him and ensure that he did not repeat that. We finished in front of him only to find that yet again Max had broken down so we had locked in second place in the title.

The final race of the weekend was a non-points race, which is a bit silly in my opinion because it means that some people don't even bother to ride! We always try go out though, partly because if I am going to travel halfway across Australia I want to get in as many racing laps as I can but also because we are the entertainment and people pay to watch us ride so I try to give them what they pay for. In this case we had already clinched second place in the National Title and we didn't have anything to actually race for so we went out to entertain. After a hiccup on the grid when some of the guys forgot their grid positions resulting in one of them destroying their clutch we got a massive start and went from rear of grid (courtesy of our DNF earlier when the chain broke) right up to third into turn one. We sailed through into turn two expecting Terry to be right on our tail and with my 'entertainment' plan I was going to let him past and then 'play' with him – I knew he would catch on and play with us. But what I hadn't bargained on was Terry already deciding that he was going to drop back and 'play' with Kevin who had had a pretty lonely weekend in no-man's land. At the hairpin I got a chance to glance back and saw Terry and Kevin side by side and immediately figured what was going on so I slowed even more and cruised for a bit to let them catch up. I could not make it too obvious so it took well into the second lap for them to catch us and when they did I let them go past and tucked in behind. I had a camera on the front this time so I ran up close to them both to get some action footage (and make it look like I was trying to find a way to get through - ☺ ) and then ducked around a bit. They caught on and we swapped positions a bit as we went through the back sections of the track. As we came onto the straight we fanned out and ran three

abreast down the straight – all tucked under our screens and going for it!!! Terry chickened out at turn one though and dropped back so that it was only Kevin and us side by side through there. We 'played' through the next few turns and then suddenly Kevin slowed and pulled over (turned out his TZ had overheated during the hiccup on the start line and had simply continued to get hotter until safety became the major imperative), Terry took off and we followed him playing as we went and again did the side by side down the straight. Last lap I tried really hard to make it a dead heat but apparently Terry was 2/1000ths of a second in front. I was happy with that though coz we had had a lot of fun and had certainly entertained the crowd (I know because some came and asked about it later) and in the end it meant that Terry got the gong for the non-points races. He is such a nice guy and had kept us under pressure all the time during the title races so I was really happy that he was going to take a trophy home as well.

That might have been the end of the racing but it is not quite the end of the story! As we were getting off the bike Phil noticed the broken frame just behind the sidewheel mounting. Pointing to it he said something about it not looking very good. I didn't need to look, I simply said, "Yeh, I knew about that when we went out but if I told you, you probably would not want to go out!" Honestly, it did not feel very wobbly and I knew the sidewheel was still attached because it nothing scraped on the right handers so I figured it was all OK...

Presentations over (you second place confirmed), we packed up and headed home, Phil by plane, us across the mountains and Hay Plains. All was good, well except for that earlier mentioned pesky radiator which continued to consume pepper and other radiator leak treatments but to give it its due it did eventually get us home. What didn't make it though was the alternator, well in fact both alternators!! Yup we have two on the bus, a sort of fail safe system, but they both failed!!! The first one as we left Eastern Creek so I

flicked the switch that brought the second one in and that worked fine for a day. Next day there was no charging happening at all. As it turned out the solar panel provided enough power to run the fuel pump and other minor accessories so that each day we ended the day with the same supply in the batteries as when we set out, but each night we had to use some power so we had to run the generator a few times to boost the batteries. A little bit annoying but in the long run it proved that we are pretty self sufficient so I was happy with the

test even though it was a bit stressful at the time.

Now that we are home I have my work cut out for me to get the bus sorted as well as put the bike back together in time for the SA State Titles between Christmas and New Year.

That's all from the Cupboard for now

Geoff Grant

geoffpgrant@hotmail.com

**MINUTES OF COMMITTEE MEETING OF THE HISTORIC MOTOR CYCLE RACING REGISTER OF SA: held at the MSA clubrooms on 5 February 2013**

**Meeting Opened:** 7.30pm

**Present:** Trevor Henderson, Dean Watson, Danny Ahern, Chris Hayward, Paul Walker, Neil Watson and Tony Tildesley.

**Apologies:** None

**Minutes of Previous Meeting:** Moved Trevor, Seconded Dan. Carried

**Business arising:** None

**Treasurers Report:**

- Trustee account balance is not available.
- A Bank SA cheque has been received bringing total to \$17247.40.
- Early estimate is that a \$11000 profit may result from Mac Park race meeting.

**Secretary's report:**

- Request received from Historic Car Club inviting members to display their motor cycles at their upcoming meeting at Mallala.
- It was agreed that we would contact the car club to discuss waiving the entry fee and this would be raised with members at the next general meeting to gauge level of interest.
- Email received from prospective member seeking information on availability of smaller capacity period 4 and 5 race machinery.

**General Business:**

- Tony raised the issue of running a 'sprint' closed event at Tailem Bend.
- Issue around logistics discussed including licence fee, ambulance requirements etc.
- It was felt that other clubs should be approached to co host this event thereby sharing costs.
- Timing equipment would be used although must be run as a 'non competitive' event.



- Likely cost for riders to be minimal or nil although a one day licence fee of \$20 will be applicable for non race licence holders.
- Tony agreed to research this proposal including availability of dates around Aug/Sept 2013.
- Joint Ducati Club/HMCRRSA ride day at Mallala has been booked for 24 May 2013.
- Costs will be shared with Ducati Club
- Volunteers will be required to help run the day including flag marshals and bike scrutineers.
- A \$20 air fence levy will be imposed on all riders and one day licence (\$20) where applicable.
- There will be no other charges for members.
- The Atujara club hill climb is scheduled for 17 March.
- Peter Rayner has contacted Trevor. Although he is in poor health, he is nevertheless very keen to attend a club meeting.
- It was agreed that since the next meeting is 'Trophy night' the club will arrange transport for Peter from his home in Littlehampton. If necessary this may involve the cost of taxi transport to attend this meeting.
- Clubman of the year selection was discussed.
- Club dinner discussed including possible dates. The 12 or 19 April nominated as possibilities.
- Paul provided an overview of his experience during the recent Mac Park meeting including issues around the ambulance service
- It was agreed to present the following people with 'thank you' gifts for their assistance during the recent Mac Park meeting.
- Ronna, John Kroon, Paul Walker, Joe Ahern, Michelle, the Bakers.
- Sponsors will be sent out thank you letters and a copy of the program.
- Trevor informed the meeting that he had secured the services of Wayne Bradley and John Painter as officials for our 2013 titles meeting.

Meeting closed 10.00pm

**MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 17 January 2013.**

<u>Meeting opened</u>	8.00pm
<u>Apologies</u>	Ronna Fisher, Richard and Lorraine Rake, Artie Sumner. John Whallin, Len Dyson
<u>New members/visitors</u>	Dean (Driver for injured Andrew Bannerman)
<u>Minutes of previous meeting</u>	Moved for acceptance by Phil Baughan, seconded by Dan Ahern. Minutes accepted.
<u>Business arising</u>	No business arising

### Reports

#### President

- Andrew Bannerman was presented with his medal for 3rd place in his scratch race re the State titles held during December.
- Trevor informed meeting that he had provided MSA the dates of club's General meetings and race meeting.
- Trevor announced that the 'Norton Club' trophy was awarded to Skeery

#### Secretary

- Redline Exhausts have sent through a \$100 cheque re titles sponsorship.
- Incoming account rec from 'Old Bike Magazine' re advertising for Mac Park titles event.

#### Treasurer

- Dean reported that the original balance will be adjusted by payments for postage, wine bottle labels and trophies. However; incomings via entrant/rider fees and sponsorship will enhance the total.
- The Aust Exec Trustees account balance has attracted \$152 in interest.
- The exact balance will not be known for at least a month when all accounts have been settled.

### Delegates report

#### *Competition Secretary*

- Dan reported that no less than 5 lap records were broken during the recent Mac Park titles meeting.
- There has been great feedback from riders who commented positively re the event.
- Joint 'ride day' with Ducati owners club has been tentatively booked for 24 May 2013.
- The ride day will be a member's only event.
- Dan reminded members that the Island Classic historic event was scheduled for the Australia Day weekend.
- Supp regs for the Barry Sheene race meeting are now available.

#### *Race Secretary*

- Phil notified the meeting that the MSA meeting has not yet been held.
- The Road Race Committee did meet last night.
- The supp regs for the Atujara Club's hill-climb, Mac Park Seniors and Hartwell meeting at Mac Park have all been approved.
- Entry forms should be available for these very soon.
- There has been liaison with the Chair of the Vic Road Race Committee re sharing information/knowledge in an attempt to avoid duplication of race schedules between the states.
- Rider gradings have become an issue across the non Historic classes.
- Phil informed the meeting that he has taken over responsibility for issuing race numbers for moderns.
- The Mount Gambier (Mac Park) track licence submission has been redrafted and resubmitted.
- The Mac Park track will undergo a series of improvements over the next 5 years culminating in an overall widening of the track to 10 meters.
- Mt Gambier Club has submitted an application to run Historic National Titles in 2014.

- Dan informed the meeting that he has had ongoing negotiations with Clem Smith for a possible national titles race meeting at Mallala for 2015. He also informed the meeting that he was aware that Qld has also applied to run the event in 2014.
- There was a general discussion amongst members expressing concern that HMCRRSA had not been consulted re the Mount Gambier bid.
- Phil informed the meeting that Clem Smith was no longer allowing Champions Ride Day to run ride days at Mallala. It is likely that Cafe Racers have been approached to manage these in future.

General Business

- Trevor spoke about a telephone call he had received from someone who is seeking to sell various motor cycle parts including manuals. Members who might be interested are invited to discuss with Trevor.
- The condition of John Whallin was discussed following his accident sustained during the Mac Park race meeting. It was noted that he had sustained a broken collarbone but otherwise was OK.
- A general discussion followed re circumstances of John's medical treatment at the track and his subsequent hospital attendance at Mt Gambier.
- Trevor asked the meeting for any information on availability of a 'kneeler' that might be available for sale.
- Tony informed the meeting that the Atajura Hill Climb meeting has programmed a historic class.
- Trevor reminded members that 2013 memberships are now due.
- Confirmation re 10-11 May scheduled for the Seniors race meeting Mac Park.
- Members were reminded of eligibility of rebate for cost of race entry each year. 5 continuous years attracts \$50, while 10 continuous years (or more) \$100.
- Trevor reported that his newly acquired Gold Star 350 went well at the Mac Park meeting but isn't quite as fast as his Bultaco 125 yet.
- Paul Walker provided members with his unhappy experience re his dealings with 'One Path Insurance'. He also informed the meeting of a Kawasaki 650 dual trail was for sale.
- As usual following 'General Business' Paul entertained the meeting with another of his humorous anecdotes.

Meeting closed at 9.00 pm

**2013 Road Racing Dates**

Date	Event	Venue
9 – 10 March	Hartwell	Mt Gambier
17 March	Collingrove Hillclimb	Atajura
30 – 31 March	Easter Cup	Mt Gambier
11 – 12 May	Seniors Meeting	Mt Gambier
24 May	Club day	Mallala
25- 26 May	Rnd 3	Mallala
27 – 28 July	Phoenix	Mallala
21 – 22 September	Café	Mallala
5 – 6 October	State Titles (Moderns)	Mt Gambier
9 – 10 November	Phoenix	Mallala
14 – 15 December	Cafe Club Championship	Mallala
28 – 29 December	State Titles	Mt Gambier