
The Good Oil



Volume 19 Number 4 January 2010

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The Start of the Ken Blake 2009 SA Historic Road Racing
Championships January 2010



Photo's in this issue are courtesy of Nick Clarke

www.historicmotorcycleracing.org

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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

Great Work!

Another fantastic weekend of racing was had by all. Many accolades have been handed out so I won't dwell on it myself; enjoy the reports by our contributors this month. Enjoy the photos provided by Nick Clarke, instead of his tome we now may get his insights.

There are forms at the back to nominate the Club Member of the year so put some thought into it for next months Presentation Night.

The Norton is flying, the Velo is broke, work to be done again.



Mike Wooster gives Nick's TX 750 a run!

Stay Upright – #77

Presidents Report

I'm sure all of us that were down at Mount Gambier saw in a Happy New Year. Several of us attended Wally Ryan's party on 31st December into January 1st, the rules being gentlemen to wear a jacket and tie and ladies a "pretty 'dress. As the rest of the attire was optional, footwear and headgear of all styles were on display.

Friday's practice went off smoothly, a big bonus being a large number of bikes and gear being scrutineered to avoid much of a rush on Saturday. A relaxed evening on Friday, and then into the real business on Saturday morning. The two practice/qualifying sessions, both timed, per riding group worked well, and we were able to get four races in before lunch. Sadly, Neil May from NSW crashed out early, spoiling the chance to see his brace of pristine Molnar Manx Nortons in action. Jerry Koistra's Honda 350 and Keith Campbell's ESO 500 fell foul of mechanical gremlins, but riders Levi Day and Keith still managed impressive performances on their other machines. Although some fields thinned out by the end of the weekend, the mortality rate was not enough to deprive us of some great racing.

I must mention a few excellent performances, firstly Geoff Grant/Craig Lawson on the green machine dominating Periods 4 sidecars, and only shaded by one Period 5 outfit. Then Simon Cook took out another Ken Blake Memorial, as well as the Period 4 unlimited title. There was a fierce battle between Joe Ahern and Keith Campbell in Period 4 junior, illustrated by the body language of the two riders on the track, and their interaction afterwards. Then the two young Mount Gambier riders, Levi Day and Jack Wright, on 500cc and 350cc Hondas

respectively, led from the front in the heats they were able to contest, sadly without either winning the appropriate title. And, of course, the large field of RDLC Yamaha's turned on some close racing.

Behind the scenes, there are many to thank. Shannon Reimann, doing her first road race with timing/transponders, delivered the goods, and has since circulated an email thanking all for hospitality and help over the weekend. Ronna Fisher held it all together in race office, with more help and less problems than last time. From the Mount Gambier side, there was Dave Atkinson (steward), Allan Rigby (clerk of course), Trish Rigby and Greg Peck (starters), Laurie Fox (judge and sidecar handicapper) and Marg Trotter who worked tirelessly in pit office. The scrutineering side also improved from last year, with Mike Wooster the chief (and riding also), with help from Rob Day, Les Bell, Trish Channel, Darren Trotter and others I've surely missed. On pit gate, we had John Kroon and George Bennett, who came with and to help Richard Rake. Also on the race office/timing were Bronwyn Bell, Annette Smith, Linda Harris, Trina (on loan from Mac Park park monitors) and my partner Claire. Then there's the commentary team of Doug Dukes and Hal Hutchesson, who's just bought another RDLC to race. Locally came the pick-up vehicle and Mac Park monitors, who are always there, relieving us of the worries of insufficient flaggies as often occurs at Mallala. A big thanks to Danny Ahern and Kim Anderson who sorted entries and program, Bob Glynn our treasurer and rest of the committee. And thanks Kim for being my "Trophy Girl" at presentations.

Trevor Henderson

Gee how many years has it been that the weekend or thereabouts after Christmas means Mac Park. It used to be a few rides in amongst the moderns, if you rode on practice day you often had the shite scared out of you as some 'hero' would fly past at some opportune moment for him, but not for you. Things have changed, as they do, and these days HMCRRSA run the SA HISTORIC ROAD RACE CHAMPIONSHIPS.

As many know and understand, a great deal of work goes into making this event happen and one can never thank enough the group of volunteers that get their hands dirty making it all happen, thanks to you all.

For me, it was get the bike ready having in early December had a fantastic day at Mallala and gone home with a big grin and a bike that needed barely more than an oil change. Well that was the story for one Matchless G50 anyway. The trusty Triumph was a different matter having had a big rumble in the motor at the Phoenix round at Mallala in November, I knew that after a 3 year good run with said bike I had to be organised to have any show of taking it to the Mount. On the strip down it was found that I had a split barrel and that was all the damage.....a lot to be said about shutting down when something is amiss! Help from the regulars had nearly everything in place for what should be a straight forward rebuild come Boxing Day. Gee been 3 years since I last built up a Triumph, hope it goes together okay. It did and what's more started on first bump, just as we all like it on a new motor eh!

With me being a day ahead of what may have been and the weather warming up, I suggested to Betty that we make a mile on the Tuesday evening. The 'Bungalow' got placed upon my ute and loaded with food for the days ahead. The trailer was loaded with bike stuff including some fuel for Jack Wright and the big BBQ as we were gonna have Tom and Jay Gill with us at the track as well as a recovering Mr Walker and the other Ahern mob too.

We got down to Tailem Bend and ended up at Fred's Landing, I skied here many years ago when the river was in flood and downstream was the safer alternative to avoid logs and other deadly floaties that bomb along just under the surface of a fast flowing river in the upper reaches. Hard to believe this is the same river really. We enjoyed the sunset and listened to the birds going to bed, once the skiers had had their last go for the day barefooting on the now very flat water. We woke up to the noise of a similar V8 towing some early morning skiers, all familiar noises of which were a big part of my life for 25 years. Not that I have skied now for about 6 or 7 years.

We had a swim in the river before having brekky and lowering the top of the Bungalow and heading towards the Coorong. For many years I had promised myself to detour to Narrung on the way to Meningie. The long way around yes, but on the morning we did it we saw some stunning views across the lands and Lake Alexandrina too. On boarding the ferry at Narrung I said 'g'day mate' to the operator and then immediately realised she waswell a female. Mmm bit of a blunder there!

Eventually through to Meningie, but promising myself that I would not mind exploring these parts at some other time, we kept rolling down the coast. We dropped by Cape Jaffa to check out the new marina development, before getting back on the main drag. Soon we were at Robe, where we found a shady spot under the Norfolk Pines to have a light lunch and chill out for a while.

Being late afternoon when we got to Beachport we decided this was to be the place to stop for the night. Having explored all potential spots we settled for the parking bay at the Blowhole. A good choice it was, waves rolling in all night and a cool see breeze made sleeping comfortable as well as being able to sleep in as it didn't get too hot too soon with the northerly wind coming across the water before reaching us, made for a perfect natural evaporative air-conditioning system.

Into Millicent for a quick stop off at Woolies, I left Betty in the air conditioned comfort of the ute, by now it was a bloody stinker of a day, with strong ugly north winds making it feel like a proverbial furnace anywhere outside.

Arrived at the track around midday, to be greeted by the camping caretaker, filled in the paperwork paid our 10 bucks, knowing we will get our worth this weekend. With it around 41 degrees we figured a cold shower would be the go tonight! Already there were quite a few set up, Wally Ryan had his normal little sub village cordoned off for the rest of his group.

We secured our normal spot over by the fence and put up our 'electric fence' (all I had was extension cords) to cordon off our area for the 'Homes for Every Lifestyle' team. On ringing Paul, I was told that his doctor suggested that 5 or 6 hours in the car was not the best idea for him and that he should stay home, which he did. Tom and Jay Gill had been roped into babysitting back in Melbourne (well it is New Year's Eve) so were now readjusting their E.T.A for afternoon Friday. Joe, Maria and Molly were figuring on a late morning arrival Friday, having had to work lateish on New Year's Eve. We survived the heat of the day and caught up with many people, before noticing the change in wind direction and the forerunner of that nice cool change.

In bed before midnight and just drifted off, when cheers and poppers went off, ah must be new year. Happy New Year Bett, Happy New Year Dan see ya in the morning. No rush to get up, just a layed back practice day as people would arrive at all times during the day. Bit of confusion with the track permit, a few phone calls later and all sorted. Many Mt Gambier club members were in attendance to help with their ride day as well as helping with our officialdom to do with the race meeting.

Gee I just love the rollers Betty got for my birthday, makes life so much easier. The maker of same arrived and delivered another set that Maria had, through moi, got organised for Joe as a Christmas present. We used mine all

weekend, Joe's can be used at the next meeting we both go to.

The cooler weather was just what the doctor ordered. A good day was had punting bikes around, good socialising was had by all at our camp, just as it was at other camps. A big part of the attraction of Mac Park.

Saturday saw the start of qualifying with cool and mainly dry sessions (I missed one of my qualifiers as the track was drying) Shannon of Revolution Timing was working well at her only second road race meeting and her first historic one. She has since said how much she enjoyed working with us all and that the general feel of the meeting was just great. So different to youngsters and parents around a motocross track!

I was happy with my qualifying times which got me 9th on G50 out of 19 and 5th on the triumph out of about 12. The first or second race (not sure which) on the G50 got red flagged when Neil May's beautiful Molnar Manx nipped up going into pine tree corner, fortunately Neil was the only one injured and all the other bikes escaped unscathed. Neil suffered bruising and some concussion. His partner Dominique was at the track on her first visit to witness Neil strut his stuff. Anyway Neil was back at the track Sunday and was able to pack away his toys, which will be well and truly tidied up before Phillip Island at the end of the month. After Phillip Island, Neil has to prep his 350 Manx and box it up for the big trip to UK, Isle of Man, Ireland and then Chimay. I have given him the heads up about Chimay, he reckons he will be racing nearly every weekend while he is over there, some 3 months worth! He is taking the 350 as it is easier to look after.

My racing was just great, I could not keep in touch with Murray, who is a demon at this track. Skeery showed me how good his bike is too. I managed to be the best finishing Matchless on the weekend, luckily Brendan Roberts had a weekend off this weekend! Graham McDonald pounced his G50 in front of me nearly every race on his ex Mike Farrell geefa. I managed to chase him down and get

past, but on some occasions that meant Brett Metcalf had got away, as well as Les Toohey too. Although I generally was able to catch Les, but not Brett. We had some fabulous races, the last being the best with the 3 of us dicing oh so close for 4 laps, Brett came unstuck on the last lap, not sure how but probably from trying too hard. We all agreed that we had a ball and it was good clean exciting racing. I managed a PB on my G50 so that was even better.

The Bob Jolly race was one I missed last year, so was keen to participate this year. I hung on a bit to Skeery for a while, once he knew how close I was he tried harder and made a gap. The starter had the 'last lap' board out early, and as such it came out again the next lap, knowing it ain't over until one chequered flag is out and waved I pressed on, I was catching Skeery, who then took the pit return road as I went through old turn 2, mmm, thought I, must have bike problems.....not to be, I went through took the flag for 3rd in the Bob Jolly Memorial. Skeery was not a happy chappy, but no one to blame but himself. Lesson hard learnt race until chequered flag comes out.

After a great deal of thought, I decided to let Skeery have the trophy. Trophies are good but it is more about other things than gongs.

The racing on the Triumph was just as good, every race getting a good start then Brett Rose would chase me down on his Snort'n Norton, where we would do our best to beat each other. An absolute ball. Brett and I used to, for years, have similar battles on our 500 twins, me Triumph, him Norton. As I developed my trusty Tiger 100 I gradually got the better of him regularly, then Brett got onto a 750, which is one fast machine developed by Rissole. It has taken me a while to be able to blow wind up Brett, but when I do it is fun, just like the old days. Both coming back grinning big time.

Joe's weekend was nearly all good. Fantastic racing with Keith Campbell. First race on Sunday saw Joe a bit rusty as he is first thing. The 2nd race was a must win to force the decider, which he did. Race 3 saw Joe at his absolute best, intimidating his class

opposition. When they got off their bikes in the pits Keefee was straight over to Joe and said 'where did you go?'. Joe set a new class record some 1.4 seconds lower than that set at the national titles by a young Stuart Garner and as so happens it is 1/10th second quicker than Dave Cole's time on the Ross Graham McIntyre G50 (Ross says they will have to come back and sort that out!) – for the record 1.21.303. Joe still has the record at Mallala, I don't suppose he will better that unless he has someone to play with seriously. I guess a National Title would do it!

Joe's weekend was mainly good on his Norton, gridding up he would exchange the thumps up with Rissole, Brett and myself as we all would to each other. The Triumphs would launch off the start and the Nortons would hound the Triumphs, each race I would see Joe drive up the inside of Rissole leading into turn 3, never to be headed. I would try and keep them in my sights, but they are at another level. Meanwhile I would on a good race keep Brett at bay for a couple of laps, before he would take me prisoner. What a hoot.

I ended up winning the 700cc Championship as Rissole had a very rare DNF, with a broken wire. In the last race Joe had a DNF coming to grief at the pine tree corner, when committed to a move on Rissole coming out of the corner, Rissole's bike just stopped! Nowhere to go Joe had his first off ever at Mac Park in 20 years racing. At least it was relatively slow, unlike the HUGE save he had earlier in the weekend coming out of turn 1 on the TR3, apparently one of his all time great saves. His description sounds like it matched the huge one he saved at Eastern Creek many years ago right in front of Tom Gill. Anyway, I managed to dodge him and his bike before the red flag was out. A few mates collected him and his bike, Maria knew he was okay when she heard him laughing.

A restart and another dice with Brett and moi, followed by the sidecar handicap that ended as most Laurie Fox handicaps do, with half a dozen bikes on the short straight between club corner and the finish line.

What a weekend. Roll on Phillip Island.

Danny Ahern #27

Every time I start one of my diatribes I wonder where I should actually start... This is a bike club magazine so one would normally expect that articles should be about bikes right? But then we are a racing club so it should be about racing too shouldn't it? Hmm but therein lay the dilemma! Where does life stop and racing start? But then is life all about racing with the rest of the stuff just there to make racing possible? Or could some people actually be interested in something that was not racing or motorcycles?? I had pondered questions like this more than once and you may recall that I sometimes start my story at a point some distance from the actual motorcycles or the racing. Lo and behold, over the weekend several people took it upon themselves to actually comment upon my ramblings – and, they all seemed to enjoy what I wrote (poor sick puppies!!!). But more to the point they seemed to suggest that inclusion of stuff only indirectly related to the bikes and racing was also *actually* interesting. Well, I don't need much encouraging... so here we go.

One day, a long, long time ago, my Mum met my Dad and... Oh, too far back????

Well what about this then... 'Twas the day before Christmas (2009) and lots was stirring, I was madly packing the trailer with motorcycle related paraphernalia – and the sidecar itself of course – in readiness for the SA State Titles. Hmmm why so early one hears you think, well because we were going out for Christmas Eve with Barbara's family at Burnside and then we had Christmas lunch with my family the next day in Geelong!!!! Yup, Geelong! We left Burnside at about midnight, drove home, jumped out of the car into the good old blue bus and set sail for Geelong. In the event we actually arrived a tad after lunch but I reckon I did OK considering. Anyway, that was the reason for packing the bike the day before Christmas. After Geelong we meandered around rural

Victoria visiting junk shops, tourist delights and finding delightful camp spots (if you are ever a bit east of Portland looking for a campsite check out Clay Forest and the Sawpit Picnic Ground – it is highly recommended) until our arrival at Mac Park on Thursday afternoon – New Years Eve.

There was a bit of partying on NYE but I kept my alcohol intake to a reasonably sensible level. We popped poppers and kissed everybody in sight (Dougie!!!) at midnight and then all of a sudden it was almost 2.00am!!!

One thing that did happen though was that I joined another club. I have to say that the details are just a tad blurry now but Doug inducted me and at least some of the membership criteria related to age and weight! A hand shake sealed the membership... Mental note – 'Check with Doug to see what I actually joined!'

Luckily Friday was unofficial practice – which meant a 10.00 am start with sidecars being the second session so I could have a sleep in and did not have to rush too much.

Now I had spent the last 12 months harassing a number of people (mostly Victorians) telling them what a great meeting the Christmas meeting at Mac Park was and goading them into coming over to try and take some of our titles away from us. It was very sweet last March when I won the Victorian State Title (P4 Sidecars) at Broadford. Holding one of their titles provided the ammunition to taunt the Victorians further. I like to think that my efforts brought a couple more solo riders over but clearly the most notable result was the strongest sidecar field we have seen for many years at Mac Park (outside of the National Titles). And the majority were in my class with a couple at least unashamedly there in an attempt to regain a smidgin of Victorian honour! These two were directly gunning for me...

This was going to be fun!

My purpose in the Friday practice was to experiment with tyre pressures and suspension settings in an attempt to control some serious low speed head shakes. The thing is fine at race speeds with both hands on the handlebars but once we slow down a bit I cannot remove one hand from the handle bars without it going into a tank-slapper of quite wild proportions. I can easily control it by putting both hands firmly on the handlebars but it is a little disconcerting to say the least plus it makes it difficult to wave to my adoring fans on the cool down lap. Now I know that when I talk to some people about this they simply say I need a steering damper. Well before anyone else suggests that let me tell you that it is not going to get one! Two reasons; first a damper just masks the symptoms, it does not fix what is clearly a problem and second, if I put a damper on that will control the force of the headshake then I have to fight a proportionate force every time I need to counter steer in order to keep the green beast on the track. I get tired enough now, I don't need to make the steering heavier. (And just to clarify for those who have not experienced the fun of three wheels, a sidecar is quite different to a solo – I use full opposite lock several times each lap while your solo will only have a few degrees of steering input for a normal lap)

I normally run with 16 psi in the front tyre but we went out in the first session with 30, just to see what the difference might be. Well, there was no real difference apart from the tendency to weave under hard brakes – another disconcerting feeling! We came in and let the tyre down a bit and then went out again – still no real change – and then the motor started playing around and displaying 'lack of fuel' symptoms! Whilst the first response was, 'Bugger!' but then my more considered response was, 'This is probably what plagued me off and on at the last couple of race meetings so now I have all day to find the cause!' (See, you have to look on the positive side.)

Searching, seeking, thinking, looking, listening (to wild and varied suggestions) and still no closer to a solution. Then, something (maybe one of those voices...) said, lets just pull the filter off again just to see! Anyway, bowl off bottom of filter and no fuel came out, disconnect filter from tank and fuel comes out of the tank!!! Curiouser and curiouser... Much poking, peering and peeking revealed a sliver of wood jammed in the right angle inlet to the filter. Obviously sometimes it lay flat letting fuel through but other times it stood up cutting off the flow. Remove wood, drill the gallery out as big as I can and grind some grooves down the side of the gallery so that if something else gets in there the fuel can still get around it. This done we are away again, and, at last, it was running really well again.

The rest of Friday was pretty uneventful from my point of view – but we never did solve that front shake problem. Next practice session...

Saturday dawned on a nervously excited group of racers with more arriving every now and then. It was an excellent role up with quite a few Victorians and a smattering of representation from other states – including Allan Warner all the way from WA with his P5 sidecar.

Craig and I had a plan! First qualifying/practice session we would go out, do a warm up lap, a quicker lap and then a quickish lap as a preparation for going out in the second session to concentrate on a few quick laps. We did that but the engine 'fluffed' a bit on our quickish lap. I was concerned about why it did that because I thought we had solved all the fuel problems on Friday and subsequently began wondering if there was some other problem. We did OK with our times for this first session though and came up as quickest in our class. I found a loose connection to the fuel pump and convinced myself that that is all it was so we went out to the second qualifying/practice session feeling happy. Far out, we put down

a very good lap time and blew away the P5s as well as our own class so that we sat on pole position for the rest of the weekend!!! I was a bit stunned because Neil's P5 is no slouch and I know that he was new to the track but to put down a quicker time than him was a real buzz – let's face it, he has a big motor in a much more modern frame with big brakes, big slick tyres and his passenger only has to dance sideways a bit on his knees! I was totally chuffed to be in front of him.

Some of the others had a bit more excitement during qualifying though and a couple of the Victorians thought that the first session was a race and ultimately came together at the Pine Tree resulting in one passenger with a broken hand! Bondy went on to find another passenger but this one threw up violently after just one outing (and then could not go out on his own solo) so he pulled the pin on that gig. 'Bondy's Bith' No 3 hung in there though on Sunday and scored himself a trophy! Full marks Bill.

In discussion with Neil we agreed not to race each other because that would be silly given that we are in different classes. However, I did remind him that my Kawasaki is quite a rocket off the line and that whilst I would not block him, if I got to turn one first I would keep going. Well that was the way it worked until the second leg of the Title races on Sunday. For all the races prior to that we led Neil a bit of dance for the first lap before letting him past to do his own thing. It certainly would have been fun to keep racing him but the risk of damaging our chances in the Title races was too great so we kept calm and on the defensive in our own class. We won the scratch races without too much stress.

On Sunday we lined up for our first Title race. As per the scratch races we led Neil for a lap and a bit and then let him through. At that point there was a fine mist appearing on my visor and I nervously glanced down to see where it was coming from... thankfully it was not rising from my motor, it was actually

falling out of the sky – they call it rain! It did not really amount to anything but I could feel the slightly reduced adhesion on the track during the last lap. One other outfit pilot said to me afterwards that he assumed the mist was methanol and oil from my exhausts... the cheek of these four stroke riders!!! Generally speaking the Title races went off without a hitch but I did have some minor excitement in the third leg. Whilst leading the nosecone on the sidecar broke one of its stays and was making a bid for freedom by bouncing up and down to the extent that it was hitting the track (and wearing a big hole in it). I knew this was happening and was not concerned because if it did break right off it would only end up in small pieces under the bike. I noted that some of the 'officials' were peering at it so I stopped looking at the starter in case he was holding out a black flag! Of course unbeknown to everyone but me was a much worse issue. My left knee cup had also broken away and was sliding toward the left side all the time. On right handers I had to really hang on just to stay on the bike because my left leg had no support at all and when I wanted to change gear I had to drag my leg back into position and find the gear lever. In between right handers and changing gear I felt like I was doing the sideways splits!!! Despite this uncomfortable situation we took the flag for our class to complete the triple. A perfect score for the title. But there was some frantic hammering and welding as soon as we got back to the pits because we only had two events between this race and the sidecar handicap.

And then came the handicap... As usual Laurie Fox did a magnificent job (although he complained later and said that he liked to have two handicaps per weekend – one to practice on and one to get it right!). I don't know what the actual handicaps were but there was quite a time lag between the first couple setting off and my signal to go. And of course Neil was a little behind me. I started collecting scalps on the second lap and Neil caught me part way into the last lap – I

stuck my elbows out as wide as I could but he still got past under brakes at the end of the straight (hmmm it would be nice to have those big brakes and grippy tyres!!) – and I tucked into his slip stream to make the most of the swathe he was cutting through the field. I don't remember exactly now but I reckon we both passed at least 4 outfits between the beginning of the climb to the Water Tower and the finish line resulting in Neil coming first with us following him across the line. That was just so much fun!

Now I must mention our own Tony Tildesley who bravely volunteered to swing for David Wain (when David's passenger Bob was unable to front for duty). Now Tony, did all the right things and from what I saw and others said was pretty much always in the right place going around the Water Tower but for some reason he and David seem to have decided that a quicker line through there was straight ahead across the grass and rejoin the track just near the start/finish line!!! They must have had trouble getting it right though because they practiced it every lap for the

whole weekend! We have photographic evidence of this line and having studied it perhaps I will try that way next time. NOT!!! Barbara tried to get a pic of Tony's eyes as they were negotiating this manoeuvre but it is a bit bumpy out there and all that we got was a very blurred Tony – perhaps it is better that way ☺.

And now, I am getting the green beast ready for a gallop at Phillip Island. I haven't been to the Island Classic for a while now so I figured it was time to go and experience the thrill of the speed again. But that is another story

In the meantime there is still things happening in the cupboard catch me at a meeting or email me (geoffpgrant@wideband.net.au) if you want to look at any of our books, magazines etc.

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 17 December 2009.

Meeting Opened: at 8.15 pm with 27 persons present.
Trevor presented Brett Potter with a trophy for 2nd place for the Café Racers Meeting in December.

Apologies: Paul Walker, Terry Hutchinson, Artie Summer, Geoff Parkinson and Geoff Grant.

Visitors/New Members: Curly and Bec Corlett, Bob Balistrion / Andy and Kat Nichols, Scott Elliott.

Minutes of the General Meeting 19 November 2009:

As listed in "The Good Oil" were moved for acceptance by, Phil Baughan seconded by Richard Rake, and carried.

Business arising from Minutes: Nil

REPORTS

1. Presidents Report:

- Trevor spoke about the Café Racer meeting format and our involvement in the racing in both Historic 1 & Historic 2. The presentation was well attended with Reece Bancell's mother in attendance and Steve Martin making an emotional presentation for the Peter Kerr memorial.
- Trevor advised that we would get a good price for the purchase of a minimum of 20 Lobethal Grand Carnival DVD's. Those interested are to contact Trevor.
- Trevor reminded all to purchase their club regalia from Brian Stuart prior to attending the State Titles.
- Curly Corlett passed on her thanks to all who offered assistance and support this past year.

2. Secretary's Report:

- Correspondence Inwards:
 1. MSA list of suspended riders.
 2. The Advertiser – Account
 3. City of Playford – Calvalcade of Vehicles 26 Jan 2010 , Veteran & Vintage Club vehicles up to 1977 Fremont Park \$22 per vehicle.
 4. Shannons – Classic Auction 23 November. Sydney.
 5. Australian Executor Trustees – Statement.
 6. Bank SA – Dishonour Notice.
 7. Mototech Aust Pty Ltd. – John Allman NSW supplier/repairer offering 10% discount to members.
 8. Andy Caldecott Memorial Project – Fundraiser event.
 9. Historical Motor Cycle Club of Qld – Invitation to the Annual Maleny Motorcycle Swap 21 March 2010.
 10. MSA – Club Information Update bulletin.
 11. MSA – General Meeting minutes Aug 6th.
 12. MSA – Presidents & Secretaries minutes 13th August 2009.

13. MSA – Agenda for Presidents and Secretaries meeting 3 December 2009.
14. Richard Easton – NSW entrant advising not attending due to injury. It was agreed to refund his entrance fee.
15. Australian Executor Trustees – Statement.
16. Bank SA – Statement
17. Datacord (SA) Pty Ltd – Statement and Invoice – Photocopier Maintenance
18. Telstra – Statement
19. Motorcycle & Marketing Marketplace – Magazine.

- Correspondence Outwards:

1. Lobethal Grand Carnival – response to last month’s meeting.

3. Treasurers Report: Bob presented a comprehensive account of the finances for October and November. Accounts for payment; Datacord – Photocopier service
It was Moved Ronna, Seconded; Graham that the Treasurers report and accounts for payment be received/carried.

4. Delegates Reports:

- Competition Secretary’s Report: Kim reported that we have 144 machines and 110 riders registered including 6 P4 sidecars and another 5 sidecars so we have the makings of a great meeting. Acceptances will be posted out next week.
- Road Race Sub-committee Delegate’s Report:
 - a. Raised the issue of the condition of the track – this is to be discussed next meeting.
 - b. MSA is converting Peter Spark’s extensive collection of Motorcycle Competition results to a digital format for prosperity.
- MSA Delegate’s Report: Meeting 3 December
 - a. A comprehensive presentation about Tailem Bend track stating that the area is zoned for motorsport testing. A schedule for motorcycle and car events will give equal access over a year. It is believed that a profit on the disposal of Granite Ridge by MSA will be put towards our share of the \$1.2m purchase price. A super-motard event is planned for January.
 - b. National and Club Licences will be same cost.
 - c. The timing of the Annual Presentation night was discussed with some clubs stating that their competition year are not finalised before presentations. Questions were also raised in relation to the cost of running the Presentation Night.
 - d. A general discussion in relation to the Ambulance costs at different events and disciplines.

General Business:

1. Danny advised that Paul Walker is out of intensive care to-day and progressing well with his recovery. He is expected to make a steady and good return to good health.
2. John Kroon sent complements of the season to all from SAFMA noting that we need more helpers and volunteers, especially for 2 day meetings. General discussion ensued with several examples given of how the Mud n Tars events are organised with compulsory participation of a helper or no competition for the entrant. Phil Baughan highlighted the necessity of the minimum number of officials and manning of flag points. Danny pointed out that our club is well represented at events.

It was suggested that this issue be discussed again at the Road Race Meeting suggesting that some administration of the roster be enforced more stringently by the club responsible for the meeting.

3. Ronna asked for volunteers for the State Titles at Mac Park.
4. Phil advised that despite the bad accident involving 3 riders on Saturday, that all involved with the meeting over the weekend got good feed back from the spectators and participants and thanked all helpers and congratulated the riders.
5. Peter Strahan advised that the Mud n Tars club are holding a bike show at the Grosvenor Hotel in Victor Harbor in January – contact Alan Ashmore at Victor motorcycles for more information.
6. Stuart Penn thanked John Kroon for all his efforts over the year which was followed by acclamation.

Meeting Closed at 9.15pm with a supper provided by the ladies enjoyed by all.

CLIPSALE 500 11TH – 14TH MARCH 2010

REGISTER YOUR INTEREST

PLEASE READ CAREFULLY

2010 like last year sees our club being guests at the Clipsal 500 car racing event.

I have been asked to assemble classic bikes of pre 1963 vintage, by the organisers. They have asked for 15 good bikes.

As such you are encouraged to register your interest in the event if your bike is a period 3 machine. It is to be well presented as the bikes will be on display again in the Murray Walker Extreme Machine Marquee.

You will be required to get the machines to the event on Wednesday 10th March and leave them on display until the end of the V8 main event Sunday 14th March.

It is anticipated that, like last year that inclusion is what we are after and that it is a golden opportunity to show off our bikes and champion the cause of historic motorcycle racing and in particular our club as the premier historic racing club in this state.

Timing is of the essence and expressions of interest are called upon immediately to existing financial club members.

The only anticipated costs are an appropriate license for the event and that one use the info board that one would have bought having participated in 2009 or buying an appropriate signage board for your bike that will match the existing boards.

The cost for the signage is \$100

**To register your interest please contact
Danny Ahern on dannyahern@senet.com.au**

Ph 0407826951

For Sale/Wanted

Ian Corlett's project Yamaha YDS2R consisting of repainted rolling chassis, motor mostly complete and ready for assembly.	FOR SALE	Contact Richard Rake 82701993 12/09
ESO/Jawa speedway clutch parts, mainly sprocket and body, steel plates, outer plate (3-springs) plus springs and adjusting nuts.	WANTED	Trevor Henderson Ph: 8384 5284 12/09
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
Brake plate levers and linkages – wanted – for Suzuki T500 front brake.	WANTED	Trevor Henderson Ph:- 8384 5284 10/09
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 Phone 8276 7744 during business hours to confirm dates Saturday – 14 Feb, 14 Mar, 18 Apr, 9 May, 4 Jul, 22 Aug, 17 Oct.</i>
Date	Host Club – Event	Venue
22 – 24 January 2010	17 th International Island Classic	Phillip Island
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

THE GOOD OIL

UPCOMING EVENTS		
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	Phillip Island
12 – 13 June	Café Racers Interclub	Mac Park
19 – 20 June	Hartwell Interclub Rnd 3	Broadford
27 June	WA Championships Rnd 2	Barbagello
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.**