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# The Good Oil

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*More photos wanted see Les*



Geoff and Craig lead the way in a leg of the 2006 Australian Road Race Championships, see inside for another great read from Geoff about the recent SA State Championships



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

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

HMCRRSA OFFICE BEARERS 2009/2010

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Editorial	Another One Bites the Dust!
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I read an article just before the Christmas break that if you are right handed, you should use your left hand to brush your teeth at least once a week. This exercises a different part of your brain and improves your reflexes among other benefits. I didn't pay particular attention to the article and only tried it once or twice before attending the SA Championships. Maybe it was an omen, but I now find myself exercising my brain constantly all day long, perhaps I should stop reading.

What happened? I hear you ask! Well learning lessons from previous incidents (read – get offs) on entering the track, for the first practice I intended to take it easy and I also noticed that my back brake needed adjustment as it was severely deficient since I last rode at

Mallala in December. Considering that I only moved it from the centre of the trailer to make room for the Velo some thing changed in the trailer of its own accord?

After several laps and with Danny making ground on me, I was confident that I had mastered the lack of rear breaking enough to pick up the pace and wait for Danny to overtake and tuck in behind for what would probably be the last lap. As I came off the main straight and into the sweeper and the final two right-handers before the switch to the left-hander at the water tower, I was carrying a fair bit off speed and just as I dropped a gear to switch over I neutralised, and with about 30 feet of bitumen in front before running infield I

obviously grabbed too much front brake and down I went.

Damage: couple of cracked bones in the right hand, gash on left elbow, bruised arm, left temple and of course bruised Ego. Bike damage: well I really wanted to paint the tank again since I damaged it in the trailer on its way to its first meeting, left clip-on repair and some straightening of brackets required.

What annoys me most is that whilst watching a rather good sidecar race I watched the blue and white Honda outfit overtake the

very fast Vincent outfit on the last corner before the finish line, where the passenger came dislodged, and as he slid along on his back, he had time to tuck his arms and legs up before leaving the track where he then commenced rolling very heavily, but was able to bounce to his feet and then proceeded to run to the finish line to claim his place.

Me?? – I just land like a sack of potatoes!!

Stay Upright #77

### Presidents Report

**H**appy New Year! That's what we said a little early this year at our State Title Meeting at Mac Park. After all, good racers do need their beauty sleep. An intimate crowd enjoyed a relaxed evening out front of the clubrooms, with a good mix of music provided by Andrew Bannerman. Yes, even a little bit of country. I didn't think Mount Gambier could turn on such good weather, although the wind was a bit strong on Thursday leading into Friday.

A successful meeting depends on good work by good people, and that includes Murray Tune (Steward), Wayne Bradley (Clerk of Course), Ronna Fisher (Race Secretary), John Kroon (Pit Gate), Phul McGee (Race Office), the Trotter Family, Mac Park Monitors, Machine Examiners, Dave Atkinson, and from HMCRRSA, Danny Ahern (Chief Organiser), Bob Glynn, Kim Anderson and Michelle, and, of course, those that I haven't put a name to, like Shannon (Timing and Doug Dukes voice.

Sadly, Les Bell crashed out during Friday practice, bringing his riding weekend to a premature end. Heal quickly Les! Fortunately, that was the worst injury of the weekend. A few bikes didn't survive, but they can be fixed.

There was some excellent racing and victors from our club included Joe Ahern (P4 – 350), Simon Cook (P4 Unlimited and Ken Blake), with good placing achieved by Jonathan Gutte, Paul Walker, Andrew Bannerman, and workmanlike performances from Jason Crocker, Cherryl and Tony Tildesley, Paul

Gloede, Graham Rowley, Terry Hutchinson, Phil Baughan, Peter Strawhan, Chris Hayward, Steve Frost, Greg Kennedy, Murray Johnson, Danny Ahern and Brett Potter, with sadly only short track time for Mike Wooster and Bryon Burnett.

Our most recent feature race, the Bob Jolly Memorial featured 5 Manx Norton's and it was great to see one of them win it, the Molnar model of Neil May, with Manx's in 2<sup>nd</sup> & 3<sup>rd</sup>, ridden by Jack Wright and Murray Johnson respectively. Jack and Dad Adrian bought their Manx from Mick Skeer, who has moved up to a newer one, previous owners being Murray Johnson and Bob Jolly himself, and to his credit, young Jack has put Murray and Mick behind him.

Last but not least, the Sidecars! Sadly our Geoff Grant got off to a bad start, but won the last two championship legs, but not enough to win a cigar. Laurie Fox waved his magic wand over the handicap, with Graham Rowley and Terry Hutchinson narrowly missing out on third place.

To those who didn't or couldn't attend; my commiserations. I must admit that the Presentations afterwards gave me pleasure, the mix of gratitude, euphoria, stirring and reflection. Who would not have been moved by Simon Cook's dedication to his and our late mate Chris Hudson? I guess Historic Racing runs parallel with life itself!

**Trevor Henderson**

Results of 2010 SA Historic Road Racing Championships

<b><u>Period 2 Unlimited</u></b>	1 <sup>st</sup> David Morse (Velocette) 2 <sup>nd</sup> Des Heaney (Rudge)
<b><u>Period 3 Ultra Lightweight</u></b>	1 <sup>st</sup> Trevor Henderson (Bultaco)
<b><u>Period 3 Lightweight</u></b>	1 <sup>st</sup> Peter O'Neill (Montesa) 2 <sup>nd</sup> Nigel Lemon (Ducati) 3 <sup>rd</sup> Darrell Bailey (Ducati)
<b><u>Period 3 Junior</u></b>	1 <sup>st</sup> Levi Day (Honda) 2 <sup>nd</sup> Jack Wright (Honda) 3 <sup>rd</sup> Keith Campbell (Honda)
<b><u>Period 3 Senior</u></b>	1 <sup>st</sup> Keith Campbell (ESO) 2 <sup>nd</sup> Neil May (Norton) 3 <sup>rd</sup> Jack Wright (Norton)
<b><u>Period 3 700 cc</u></b>	1 <sup>st</sup> Michael Skeer (Norton) 2 <sup>nd</sup> John O'Neill (JAP) 3 <sup>rd</sup> Graeme Wagland (Triton)
<b><u>Period 3 Unlimited</u></b>	1 <sup>st</sup> Stuart Loly (Norvin) 2 <sup>nd</sup> David Betteridge (Norton)
<b><u>Period 2&amp;3 Sidecar</u></b>	1 <sup>st</sup> David Wain/Greg Ditchfield (TriAriel) 2 <sup>nd</sup> Butch Davies/Wal Dodd (Triumph) 3 <sup>rd</sup> Brian March/Leanne March (Norton)
<b><u>Period 4 Lightweight</u></b>	1 <sup>st</sup> Richard Metcalf (Bultaco) 2 <sup>nd</sup> Gavin Cosway (Yamaha) 3 <sup>rd</sup> Jonathan Gutte (Suzuki)
<b><u>Period 4 Junior</u></b>	1 <sup>st</sup> Joe Ahern (Yamaha) 2 <sup>nd</sup> Keith Campbell (Honda) 3 <sup>rd</sup> Paul Walker (Yamaha)
<b><u>Period 4 Senior</u></b>	1 <sup>st</sup> Chris Pash (Suzuki) 2 <sup>nd</sup> Peter O'Neill (Ducati) 3 <sup>rd</sup> Graeme Wagland (Honda)
<b><u>Period 4 750 cc</u></b>	1 <sup>st</sup> Jeff Feast (Honda)
<b><u>Period 4 Unlimited</u></b>	1 <sup>st</sup> Simon Cook (Honda) 2 <sup>nd</sup> Kelton Cheeseman (Honda)
<b><u>Period 4 Sidecar</u></b>	1 <sup>st</sup> Tim Campbell/Bryan Fitzgerald (Honda) 2 <sup>nd</sup> Peter Cheeseman/Dwayne Cheesman (Honda) 3 <sup>rd</sup> Terry Gay/Darren Campbell (Honda)
<b><u>Period 5 Ultra Lightweight</u></b>	1 <sup>st</sup> Royce Rowe (Yamaha) 2 <sup>nd</sup> Stephen Kairl (Honda) 3 <sup>rd</sup> Les Rowe (Honda)
<b><u>Period 5 Lightweight</u></b>	1 <sup>st</sup> Grant Boxhall (Yamaha) 2 <sup>nd</sup> Stephen Kairl (Yamaha) 3 <sup>rd</sup> Jonathan Gutte (Yamaha)
<b><u>Period 5 Junior</u></b>	1 <sup>st</sup> Grant Boxhall (Yamaha) 2 <sup>nd</sup> Michael Cowey (Yamaha) 3 <sup>rd</sup> Simon Goyne (Yamaha)
<b><u>Period 5 Senior</u></b>	1 <sup>st</sup> Darrell Groat (Hagon Yamaha) 2 <sup>nd</sup> Nick VanDeZand (Yamaha) 3 <sup>rd</sup> Andrew Bannerman (Yamaha)
<b><u>Period 5 Unlimited</u></b>	1 <sup>st</sup> Stuart Loly (Suzuki) 2 <sup>nd</sup> Michael Moloney (Suzuki) 3 <sup>rd</sup> James Key (Kawasaki)
<b><u>Period 5 Sidecars</u></b>	1 <sup>st</sup> Barry Horner/Chris Dinuzzo (Irving Vincent) 2 <sup>nd</sup> Bryce Collins/Peter DeAngelis (Suzuki)
<b><u>Feature Races</u></b>	
<b><u>Bob Jolly Memorial</u></b>	1 <sup>st</sup> Neil May (Molnar Manx) 2 <sup>nd</sup> Jack Wright (Norton Manx) 3 <sup>rd</sup> Murray Johnson (Norton Manx)
<b><u>Ken Blake Memorial</u></b>	1 <sup>st</sup> Simon Cook (Honda) 2 <sup>nd</sup> Levi Day (Honda) 3 <sup>rd</sup> Kelton Cheeseman (Honda)
<b><u>Tour De LC Cup</u></b>	1 <sup>st</sup> Stephen Kairl 2 <sup>nd</sup> Sean Kelly 3 <sup>rd</sup> Jonathan Gutte All Yamaha RD250LC
<b><u>Sidecar Handicap</u></b>	1 <sup>st</sup> Garth Francis/Paul Kenny (TriBSA) 2 <sup>nd</sup> Brian March/Leanne March (Norton) 3 <sup>rd</sup> Peter Cheesman/Dwayne Cheesman (Honda) 4 <sup>th</sup> Graham Rowley/Terry Hutchinson (BSA)

## Life in the Cupboard – 2010 SA State Titles – Mac Park, January 1 &amp; 2

Well here we go racing, but wait, Christmas is getting in the way yet again! Yup, it is time to get ready for the State Titles at Mac Park and all that everyone is talking about is Christmas... And on top of that the neighbour wants some work done to his dirt bike and then the Kombi broke down... What to do? My solution was to do some quick Christmas shopping, spend nearly all night working on the Kombi (and then only finished up with a 'work-around' instead of a real fix) and tell the neighbour that I have to go racing so his bike will have to wait! We then went and had Christmas Eve dinner with Barbara's family and Christmas Day lunch with my family and then said Christmas was done for us.

I said last time that I had a dilemma with the motor in the outfit in as much as I really think I should have given it a rest and refresh because it has now done 21 meetings without me looking inside... but of course given the above pre-Christmas events it was still sitting in place as we left home on Boxing Day headed for Mac Park. Yes, we left home early in a vain attempt on Barbara's part to hide from her birthday!

We did have a lovely time on the way to Mac Park though. Wandered down through Strathalbyn to Wellington where we crossed on the ferry for the first time in about 3 years (the water level had been too low for us to get the bus on and off the ferry due to the steep slopes to reach the low water). The water level is now way above its normal level and invading the nooks and crannies of the banks where normally small animals live and play.

From Wellington we headed down along the Coorong at a much more relaxed pace than normal and spent our first night not far from Chinaman's Wells. Kwaka enjoyed a run in the scrub and we settled down to a couple of drinks over dinner and a bit of time playing with some of our Chrissy pressies – Barbara with her new DS and me with my new Bluetooth hands free (which is much better than my old one coz you just turn it on and it works – with my old one; you had to hold your

tongue in the left side of your mouth while putting your left little finger on one button and your big toe on the other button and have your left ear touching your right shoulder... (well something like that anyway). My new one also has this cute ability to recognize when you come back to the vehicle (something to do with vibrations??) and automatically wakes itself up and greets you with, "Connected to Phone" in a bright and cheery voice. And Barbara's DS has a much bigger screen and can link to our computer and the internet – whoo, hooo... We both got some other pressies too but this item is supposed to be about racing so I won't talk about the bike models, the purple paint, port or hammock...

The next few days were spent in a similarly leisurely way with us meandering along back roads and stopping at beaches or doing the occasional bit of shopping and always stopping early enough to have a leisurely meal and play with our toys or do some long planned things to the bus, like install a fan in the bedroom.

After venturing into Victoria and exploring the area east of the Glenelg river we wandered back into Mt Gambier on Thursday 30 to catch some of the sales – but in the end we did not buy much. I did however, have a worrying phone call from my credit union asking me if I had authorized a payment from my credit card to a website based in Japan. Given that I had no knowledge of this payment my credit card was quickly cancelled to remove any possibility of a much larger transaction being effected! Unfortunately this means I can't 'flash my plastic' for a week or so which does not really fit with my spending habits. But I do say a big thankyou Community CPS for your diligence in checking anomalous transactions.

Friday we rocked up at Mac Park amid high 30 degree temperatures and horrible north winds. I was glad I had not planned to practice that day. Those that did are either much tougher than I or much stupider!!! Spent the day doing some final preparation, getting

scrutineering done and catching up with old friends (OK and young ones too!).

On Friday night we mysteriously time warped to small pacific island – well it must have been that for midnight to have moved forward two hours so that as normal South Australian clocks registered 10.00pm our clocks told us it was midnight so we kissed everybody in sight and began to wander off to get a few hours sleep before the inevitable early start on race day the next morning. Thanks to those who organized the time warp. Hmmmm wonder if I could borrow that technology sometime – it could be really useful.

Saturday dawned much cooler and just about perfect for racing. The green beast started with no complaints and when it was eventually our session we (as Max would say) wobbled around the track for a couple of laps before putting our best foot forward. The bike felt good, I was fairly relaxed, and Craig seemed to be in tune so it was not much effort to put down a low 27 time which saw us in pole position at the end of the first practice/qualifying session. Came in and adjusted the clutch because it was slipping just a little more than normal and put fuel in it ready for the next play.

Second qualifying/practice session came about. Immediately we started the engine I knew something was different. I was not sure what but there was something that felt (rather than sounded) slightly different. In hindsight I know that I should have stopped there but it was such a subtle difference that if I had gone back to my pit I really would have been struggling to say why, and subsequently struggling to know what to look for. We rolled on to the track behind Tim (one of the main threats to our title defence) and proceeded to follow him around as he warmed tyres etc for a couple of laps. Then as he picked up the pace for a quick one we continued to follow and found that we could hold on to him quite OK. Crossed the line, thinking that wasn't too bad and there is no traffic ahead so we will go for another quick one. Hairpin, right kink, down a couple of gears for the Pine Tree and open the

throttle on the way out, wind up second gear, change to third, open the throttle and 'kerchunk' just like that! Nothing spectacular, hardly a whimper, but the result was a deadly silence! Grab the clutch and roll to the infield and wait for the pick up trailer.

Back in the pits, I already knew without looking that this was going to be a bit more than changing the spark plugs but I was not prepared for what eventually revealed itself. Whilst I have not yet pulled it apart to see all of the damage (or diagnose why) the picture which developed as I began to remove the motor from the bike looked a bit like a bomb had gone off in the middle of the engine. The middle head was 2cms higher than the two outer heads and the middle barrel was completely split open down one side. The four studs which hold the middle barrel and head on were pulled out of the top of the cases with chunks of the cases smashed all over the place. As I turned the motor onto its front to see what damage there was at the back a piece of the crankshaft fell out the front. If I retrieve the gearbox out of this engine I think I will be very lucky!

One small consolation was that our earlier time had only been beaten by the Vincent so if we did get to the grid we were on the front row.

I spent Saturday afternoon/evening putting my spare motor in the bike. This presented a few challenges because while I knew that these cases had been modified before I got them I had not realized that the engine mounting bolts had been reduced in size rendering my bolts useless in this motor. Between my spare bits and a couple of bolts out of the bus toolbox I managed to get it all together but decided to leave clutch adjustment and ignition as well as mixing some more fuel for the morning when I would not be so tired.

We then settled down to some socializing over the BBQ and had a relaxed evening with our friends before heading for bed around 10ish. Being in the 'quiet' quarter we could do this without fear of being kept awake by the more rowdy. BUT, around 3.00am I awoke

with the urge to go to the loo but simply could not get out of bed. I had another one of 'my' headaches!!! Now whilst 'my' headaches are actually a bit different the best description is a migraine. I have been getting these off and on for the last few years and very little seems to relieve them (and a variety of well being souls from specialists to witches have not been able to fix). They are just like a migraine except that I am not light sensitive! I do get quite nauseous with them though and they usually take a few hours to go away (although sometimes it is a few days!). Around 8.00am Craig came in to find out how I was progressing with the bike and I could not even lift my head off the pillow, let alone think about doing timing or mixing fuel. I could only promise to try and get out as soon as I could. I heard them announcing warm ups (odd I thought because there were not supposed to be any and if I had known that they were planning them I would have worked to completely finish the bike the night before in readiness for testing). However it was of no consequence because I still could not sit up for more than a few minutes at a time. Finally I heard the call for sidecars to go to the dummy grid for the first leg of the Title! There goes our title defence I thought! Whilst I was now able to sit up and was contemplating going out to fiddle with the bike there was no way I could have ridden a race even if the bike was ready. I watched from the front of the bus! Depressing really!!

Over the course of the next couple of hours (including lunch time where I managed to have a cup of tea and eat a piece of dry toast and some lollies without feeling ill) I managed to get the bike running. It actually sounded quite good.

We prepared to go out for a ride for the second leg of the title. It started easily, and seemed eager as we began our sighting lap. I played the throttle up and down a bit and it responded nicely. We got around the top and I gave it a good burst down the straight, partly to clear the crud out of it but also to see what it was going to do. It took off like a scalded cat. Seat of pants dyno told me this was probably

about as strong as my old motor but that it came in a bit earlier. It felt good.

There was a bit of confusion on the grid because whilst the wash up of qualifying saw us in the second spot on the grid our absence in the scratch races and first leg of the title had led others to think that they could move up a spot so that when we arrived at our rightful position it was already full! The starter did not seem to worry about it so we started out of 4 instead of 2. Ultimately it did not have much affect on us because we nailed the start and went into turn one leading our class with only the two P5s in front of us. I had firmly thought that I would ease up after this and just go for the ride because it was way too late to retain our title (unless all the rest fell over!!) BUT, the bike was doing it so easily, the adrenalin had kicked in for me, and Craig was doing the right thing so I thought, title or not, let's show them what we could do! And we did. Second on the track, first in class! It was not without its excitement though – last lap, last corner, as I focused on the corner I saw someone running down the track!!! What the???. But turns out one of the P5s had lost their passenger on the last turn and whilst he ran across the line that does not register as a finish (you have got to have both people on the outfit when you cross the line).

Back in and now a bit excited. Bike really did go OK so just a bit of tinkering and some more fuel saw it ready for some more fun. This time though the grid positions were sorted out and we lined up beside the big Vincent on the line. Here was the real test. My old motor would hold the Vincent and often beat them to turn one – would this one? Well the short answer is yes! Barry was a fraction quicker in his reaction time but we got good grip and stayed beside him, lost a little on the change to third but pulled it back in so that we had the entry to the hairpin – Craig in the grass, my bike wheels just on the tarmac and Chris' head and shoulders resting on my leg as we went around the hairpin side by side! Big smiles all round when we relived that one later! But I was able to open the throttle a bit earlier than Barry and as we started to slide across the track on the exit Barry had to settle for following (or

go bush!). My bike hates the transition from that hairpin into the right hand kink heading for the pine tree and always simply tries to plough straight ahead toward the pits (I have seen people on the fence moving back as I fight to get it around that right hander when they thought I was not going to make it!!) and it did it again this time. I think Barry probably eased off a bit because he did not know what direction I was going to finish up going – but toward the pine tree is where we went and Barry did not even manage to get under us on brakes as he often has done there. I knew that I could hold him out through the right, left and multiples leading onto the straight and I also knew that his top speed is not much different to mine so I just nailed it on to the straight hoping for a better run than him. I could hear him but I did not see him until he put a nose beside us under brakes going into the old turn two. I was not going to cut him up so he slipped through and we followed him up to the water tower. Meantime there was another bike behind us and I foolishly assumed it was the other P5! Big mistake! I did not want to spoil their racing for the P5 title so coming into the hairpin that lap I left enough room for him to go through if he wanted to. But what the? Tim slipped through on his P4 to take second on the track! The big Suzuki P5 must have been languishing behind Tim so I now made a mental note that he had missed his chance simply had to pass us if he wanted to chase the Vincent. I then proceeded to pursue Tim. Right on his hammer all the way round the Pine Tree and up onto the straight. From his slip stream I pulled out and started to nose up on the inside of him but then it was time to brake and I decided to play it safe. Followed him through the twisty bits again, noting that if I had to I could try going under him on the run to the line on the last lap – but I had another plan to try first. As we went into the right hander leading into the multiple apexes onto the straight I dropped back a bit so that I could run at my pace onto the straight and use all of the track to build up speed. It worked, we just sailed by him about half way down the straight and I threw it hard into the right hander and we were still in front as we headed up to the water

tower. Now a long time ago Tim tried to pass us around the outside at the water tower and it did not end happily for us so I was a bit nervous of him trying this again – he didn't, this time! But he did keep hounding us so I blocked each corner just a little knowing that I had the initial leap out on him and so when we got to the top I took my whole of track run at the straight again and could not even hear him as we went down the straight for the last time. He was not far back though coz as we headed toward the Water Tower I could hear him again and so I just headed for the line. Final result was only about 1 second between us. A fantastic race from start to finish, and one which we relived several times with both the other crews. Barry and Chris were very complimentary of our first lap performance.

Unfortunately I was not travelling as well as the bike was. Toward the end of that race I had a real struggle to squeeze the front brake and I was quite wobbly on my legs. And my head hurt lots. After a chat with Craig we thought it was safer if we did not take part in the handicap (even though I love them and I am one person who gives others a hard time for not taking part in what is usually the last race of the day). I packed the bike away for its ride home and then did another thing that I never do – I left before the presentations! Personally I think this is the rudest thing one can do and subsequently always stay but this time I was feeling quite unwell and also knew that I had to go 50 odd kays in the wrong direction to pick up our puppy (Kwaka) from the lovely lady who had cared for her over the weekend. This meant that an hour after we left the track we would still only be back at Mt Gambier and I just decided an earlier start would be better than a late one. My apologies to those who I did not say good bye to and congratulations to those who collected trophies. Especially congratulations to Tim for taking the title that we have held (both defended and undefended) for 8 years.

As we meandered home the next day Barbara and I reflected that whilst it had been a tough weekend it had not been a bad one. Once again we proved that it is hard to keep

the old Kawasaki down. We were also going home with the knowledge that I had a good motor in the bike for Philip Island in a couple of weeks time. But, I don't have a good spare motor now so hopefully this one lasts the distance.

And of course I have to mention my wonderful sponsors, Bill (Wallaby Fabrication) and Vic (D&T Performance). Without them my race activities would be severely curtailed. Please, if you are in the agricultural business check out what Wallaby can offer you and if you are looking for anything in the performance line (exhausts, engine, suspension

and more) give Vic a call and see what he can do (and yes, he does stuff to bikes too). I have seen the work of both and you will not be disappointed with the quality.

OK got to go work on the Kombi now – fix it properly this time! And then build a motor, get some more stuff ready for the new frame, continue work on our new room, service the bus, service my road bike, oh and fix the neighbour's bike....

Geoff

Sidecar #30

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## Danny Ahern Reports - PUKEKOHE 2010

Well for the first time I find myself a) Flying Air New Zealand (they have direct flights, Qantas doesn't!), b) taking someone with me. Yes Betty was joining me for the first 6 days of my 13 in NZ. It meant catching up with Ross, Carmel, Dave, Sue and I'll Georgia, the whole team that did UK and Chimay in Belgium last year.

First up we get on the plane to realise that Betty had been wrongly allocated a window seat, which she cannot cope with! She is not a keen flyer at all. Anyway the helpful attendant had us both in row 8 (which is where our original booking had us!) and heaps of leg room and only the 2 of us in the row. Ah well this looks good. It was a good flight and my first time going Air NZ was good. I belted out some of my PI story on my poota, before getting a feed and then watching a film.

Got through customs etc quickly using the self automatic fancy machines that are at some airports. Betty had some grief and had to go through the normal channels. On leaving the innards of the airport we were met by Sue, Dave and Georgie.....their signage reading 'Dingo Dan and Bad Betty' we knew that we would be starting off where we ended at Chimay. Heaps of chatting as we drove out to Dave and Sue's pad just out of Pukekohe. We got shown our room and then once organised

sat outside on a fairly balmy evening chatting heaps.

Thursday saw the girls go into town to get supplies in readiness for the weekend. Dave works from home doing lots of Ducati stuff, as well as other gear. I became his offsider for the day, we tidied up the workshop a bit and then tackled a few jobs, he was sorting out a TZ crank, so I saw firsthand the innards of said crank and had it explained to me too. We then tackled fixing up a sub-frame on a TTR Yammie he had procured for Sue.

We plugged in what is the best esky at the track, a portable cool-room, Dave gets to use it to cool off between races a bit too!

Thursday night we drove down the beach and had Fush and Chups on the back of the ute down near the mouth of the Waikato River. Black sand in these parts with lots of logs etc washed up on the beach in places. As we left we witnessed a pretty good sunset as the sun dropped into the sea.

Friday came and Ross was to meet Dave and me at the track. Pukekohe is a festival and is a pretty laid back affair. Ross arrived with his new trailer, luckily he has one almighty Dodge ute to pull it with. It is a car trailer for his Torana, decked out to carry 6 motorbikes! Ross brought up 3 from home, the G50, the McIntyre and the G9 twin. These 3 were

joined on the way home with Ross' 7R, which Jono rides and the Paul Smart Imola winning Ducati twin as well as one Britten 1000, both of which are owned by motorcycle enthusiast Kevin Grant. More about that later.

Dave and I never had the correct pass on the car to get across the track to the infield, I said to Dave, 'just say we are the caterers' we looked credible with cool-room in tow, anyway as we lobbed and the track-crossing police approached the ute, he noted the cool-room and believed our story! Dave and I had a laugh. Our spot (Ross' really) is straight across the track and as it turns out right next to Team McIntosh. Allan Powell was all set up waiting for us, he making up the remainder of the Ross Graham Racing Team along with his partner Robyn. Allan had a caravan onsite for his accommodation, like many at Pukekohe, he hires it. The hire mob drop off the van and set up the annexe, Allan had arrived to find the caravan smouldering, the hotplates had been left on and when the electricity was plugged in it had started up. The hotplate had a sliding cover over it, which was severely damaged etc.....could have been a disaster! Kevin Grant's motor home, the ex Leigh Adams unit was parked next door, with such exotica as the aforementioned original Paul Smart Ducati, the Britten, a Paul Smart replica and one Ducati Supermono #29. Luckily fire put out before it got really going.

We pulled out the bikes, set up the ezeup tents, work benches etc. Ross took me up to the sign in, where my paperwork was supposedly the only lost one! The previous weekend I had got onto Lynda Maddock and she had it all sorted for us. On having my riding gear checked they gave me some grief with my back protector, not being a 'hard' type. I can run as I am only in the regularity. To race will need to bring the old one!

Dave took the McIntyre down for the safety check, I followed with the G50, the guy checking mine, said 'some bikes just don't need checking' this being the compliment on the presentation of Ross' bikes. I still like 'em

checked as we are all human and hey, two sets of eyes are better than one.

Friday practice finally got under way. I can't recall exactly the order of events, but both Dave and I had more than adequate exercise pushing back the G50 which had a wiring glitch that was causing a real spasmodic problem. The warm humid conditions having us warm and sweaty enough, without pushing bikes. My first run only saw half a lap before the sparks went out. First impressions of Ross' G50 were exactly the same as Alan Cathcart's on the McIntyre regarding the motor, it is just so super smooth, like nothing I have ever ridden, seamless flat power delivery and absolutely no vibration. I was told it is no good me pottering around only doing 6500rpm, but to take it to 8000rpm! I did a couple of times..... just bloody awesome! The bike felt real good as one would expect, it fitted me like a glove, yeah it was just like mine in the main, but mine is not anywhere near as smooth as Ross'. The other stand out is the carburetion, absolutely spot on. I guess it is lots like my trumpy in the carburetion department. Dave says that he will be chuffed when they get the McIntyre carbureting as well as the G50. I said to Dave, I have the same goal with my G50.

Dave and Ross fettled with the McIntyre mainly with the suspension. The settings being not what they should be having had to make major adjustments on the rough road circuit back in Chimay. Dave was not that keen on the front end of the G9 either, so that never went out on Friday, instead the bike came back to Dave's where the forks were given a bit of a going over and made to be rideable. The G9 gets ridden in the clubman class, Ross and Dave were rapt to pick up thirds and have the G9 running at the end of the weekend. It is 5 seconds plus slower than the G50 with Dave punting it around, but hey only a 4 speed gearbox and quite a few horsepower down on the singles. It's been 12 years coming, of course the singles always get looked after first and the twin just gets that once a year outing.

It was good catching up with some of the poms that we had met back in UK and some

again at PI. Lea Gourlay rode Roger Winfields immaculate Patons. They were ridden out of period and everyone was happy to see it. In the races in the post classics with big bevel Ducatis it had to work hard and did a great job. You will have to look up [www.MarkTime.co.nz](http://www.MarkTime.co.nz) for the right results etc. Pukekohe is a real horsepower track with its huge back straight and the climb out of the hairpin and over the hill.

Saturday night Sue prepared the BBQ as we fettled with the bikes before parking them up at night. The girls were given the nod to having drinkies and the lads had to do the car driving home, Sunday was designated boys drinkies night.

Peter Strawhan was in attendance all weekend, having had his son Gavin shout him an airfare. It was good catching up with Peter and giving him the heads up with what was going on. He may have even got a pic of me strutting around on Sunday on the G50. Mike Farrell too was at the Festival, he came over with 2 mates from Brisbane, one of who is Rob Olsen, who rode his Manx at the last Lobethal re-enactment. I am sure Mick will get back to the festival, he really enjoyed the atmosphere.

The adjacent almost circus size tent of Kevin Grant's had some awesome exotica parked under it at night all chained together with some chain that may have well been used in a previous life mooring sea going ocean liners. Amongst said exotica, Manx Nortons quite a few of, Twin cylinder overhead cam Jawa, Brough Superior, Paul Smart Dukes, Britten, Konig etc. The fancy Ducati Supermono that Dave got to ride for Kevin Grant got put away separately each night. Jim Scaysbrook got to ride Kevin's 350 Manx, so expect a story in OBA in the near future about said ride as well as the Festival.

Sunday soon came around and we were treated to more good weather. My run in the regularity on Sunday would be different than Saturday, where I had taken off at the back and

overtaken all the field and lapped half in 4 laps, Sunday I took off after all had gone and stayed very gentle on the first lap and just built up as the laps went on, towards the end of the 3<sup>rd</sup> lap I overtook the front group and bombed off on my final lap, as it happened the tailender was some 20 metres in front of me as I took the chequered flag and as such I did not deny anyone their full 4 laps. I have to thank Ross again for letting me throw a leg over his beautiful motorcycle.

Dave had his mojo happening on Sunday, with him on board the McIntyre he lowered the single cylinder 500cc record again, over half a second under the times Kevin Schwantz achieved last year. Unfortunately well into the race the bike made some noises and Dave had to pull up, nonetheless Ross has got some more good results with the Mac.

Before we knew it the racing was over and it was all hands on deck to pack away all the stuff. We were also to pack up and take the Paul Smart Ducati and Britten of Kevin Grants, needless to say the trailer was packed up before the drinking started up. Pizzas were ordered and arrived in good time. The cool room ran dry by the time we wandered over to the Presentations, that do not start until the dinner thing is finished. Mick Farrell told a good few stories of his early racing days to me and Ross as well as the huge friendship that he developed with Barry Sheene. As the evening wore on we all got to different levels of untidy, without being ugly. Betty was to captain one car, with Dave as navigator directing Betty to Mick Farrell's accommodation before heading back to Dave's. Ross and I went home with Carmel in the Dodge Ram with the huge trailer in tow, none of this happening until the bar had shut and we were the only ones left at nearly midnight.

Wow what a weekend. Hampton Downs next weekend.

Danny Ahern!

**MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 16 December 2010.**

- Meeting Opened: at 8.05 pm.
- Apologies: Len Smith, Len Dyson (who asked to be remembered to the members), Dan Gleeson, Stuart Penn, Les Bell and Kim Anderson.
- Visitors/New Members Nil
- Minutes of Previous Meeting: held November 2010 were moved for acceptance by Phil Baughan, seconded by Jeff Parkinson, and carried.
- Business Arising: Nil

## REPORTS

1. President's Report
  1. Trevor wished everyone a Merry Christmas, and advised that a supper is supplied tonight and commented on the limited number of rides available during the year.
2. Secretary's Report Nil Apology.
1. Treasurer's Report: Nil
2. Competition Secretary's Report Nil - apology
3. Delegates' Reports:

Road Race Phil reported:

  1. last meeting mainly discussed modern grading.
  2. Mt Gambier have a sponsorship based proposal for 2011.
  3. Tailem Bend Motorsports Park had issues with injuries occurring with riders not wearing leathers at a recent Solo and Quad event run by the Park.
  4. Bob Baumann has resigned as General Manager of MSA

MSA Nothing to report

## General Business:

1. Geoff Grant reported on a "Primarily Historic" meeting to be held at Mac Park next August, with some interesting races like brackets, any other ideas welcome!
2. Graham Rowley asked about the "Old Farts 2011" meeting for Mac Park scheduled for 3 May 2011.
3. Danny Ahern had successfully lobbied for inclusion of P3 bikes at last weekend's Café Racer meeting resulting in well fought races. There were 5 P3, 6 or 7 P4&P5 and about 15 Pre-modern bikes. Entry Fee was nearly \$300 for two days and four races.
4. Danny – Our State Title acceptances, for 162 machines including 10 sidecars have been sent out. The two biggest fields are Period 3 Senior and Junior. Time permitting, there will be a sidecar handicap. Entries are from Qld, NSW, Vic and Tas, with an WA apology.
5. Phil Baughan reported that he has gone for Unifilters from Ian Williams for the Honda.

6. Terry McBride had visited the USA and spoke about his visits to Daytona and the Barber Museum which has its own Superbike track.
7. Peter Strawhan spoke about his son in Auckland (NZ), the 800 Ducati Monster that he punted around Hampton Park at a ride day. He also spoke of a blonde female rider who had an accident that cost \$6000 for a replacement Speedo/Tacho assembly.
8. Peter Davidson described his recent bike trip to Vietnam with the Ulysses Club, - Traffic was chaotic, and road rules non-existent. Pollution is bad around Hanoi thanks to traffic and burning of rice grass. The scenery is beautiful, everything is done by the roadside and 125 Yamahas, Hondas and Russian bikes are plentiful. Diarrhoea hit 12 of the 18 participants so drink bottled water when visiting there.

Meeting closed at 8.50 pm.



**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.** .....

**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	Phoenix	Mallala
3 – 4 December	6hr Endurance Championships	Phillip Island
10 – 11 December	Café Racer	Mallala
30 Dec – 1 Jan 2011	HMCRRSA – 2011 Historic Road Racing Championships	Mac Park