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# The Good Oil

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Volume 20 Number 4 January 2012.

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Geoff Grant and Craig Lawson light it up – Mac Park SA  
Championships 2011!



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

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

HMCRRSA OFFICE BEARERS 2010/2011

*PATRON : Mr. Len Dyson*

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<b>Club Delegates</b>	Phil Baughan – Road Race/MSA	
<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 - !

The trip away for me was a success and the boys had a great time. It sounded like those who competed in the SA Championships enjoyed themselves as well. And to those heading to Philip Island for the Island Classic I wish you best of luck. Now it's back to the grindstone making plans to rejuvenate and divest of a few things before moving on.

Things motorcycles are still taking a backstage for me as I visit numerous display homes for ideas for my next major project. A new work schedule sees me starting at a much

better time of 5.00am so it has its advantages how ever it does mean a regular stint at night shift starting at the opposite end of the day. At least I will be able to get some of the odd jobs done that have been mounting up. By the way if any one wants an axle the take Landcruiser wheels see me or they will be tip fodder.

Any how enjoy this issue!

Stay Upright #77

President's Report

**H**appy New Year! We finished 2011 and started 2012 as we should, and how we do best, with our State Title meeting at Mac Park. Hot and sunny it was at Mount Gambier, though with lovely cool evenings, whilst Adelaide copped a heat wave. A bit of a change from some of the wet weather we've experienced at Mac Park in the past. Naturally, the Mount Gambier Club provided more than just the bare minimum of assistance required under the conditions of, our lease, and our thanks go to everyone who pitched in and made the meeting a success.

Racing wise, there were some great performances and hard luck stories, for example Joe Ahern, whose Norton twin expired whilst the smoky Yamaha dominated championship, scratch races and the Ken Blake Memorial. Also winning State Tiles form within our Club were Geoff Grant with another smoky two-stroke (with a third wheel) and Tony Tildesley who beat yours truly for the 125cc classic title. Let's not forget our club-member pacesetters in Jonathon Gutte, Richard Rake, Chris Hayward, Murray Johnson, Danny Ahern, Phil Baughan and everyone else who simply went out and enjoyed themselves.

Our most recent feature event, the Bob Jolly trophy, went to an ex-Bob Jolly bike, the Manx Norton ridden by local lad Jack Wright, who also cleaned up Period 3, 500cc championship and scratch races, and finished second to Joe in the Ken Blake. Jack's task was made easier by the withdrawal, through illness, of Levi Day, leaving the Kooistra Hondas on display only. Accident-wise, we lost Gavin Cosway on Saturday, and in the last race of the weekend, the sidecar handicap, David Wain's penchant for finding and exceeding the edge of the bitumen on the run up to the finishing line resulted in a thick cloud of dust, an outfit flipped over and a passenger with concussion.

Improvements for 2012? Let's hope for more entries, more helpers, and the ability to squeeze in Period 6, depending on entries.

Trevor Henderson.

Danny with Jay Springsteen and his "Awsome" Harley-Davisson. Story to follow!



**2011 SOUTH AUSTRALIAN HISTORIC TITLES PLACEGETTERS**

- Period 2 (Allpowers) 1) David Morse (Velocette) 2) Richard Rake (Norton) 3) Mike Chegwiddden (Indian)
- Period 3 (125cc) 1) Tony Tildesley (Honda) 2) Trevor Henderson (Bultaco)
- Period 4 (125cc) 1) Ian Glover (Yamaha)
- Period 5 (125cc) 1) Peter Forkes (Honda) 2) Gemma Kernch (Honda) 3) David Gazeley (Honda)
- Period 3 (250cc) 1) Darrell Bailey (Ducati) 2) Martin Gratton (Cotton Replica) 3) Tim Gill (Honda)
- Period 3 (350cc) 1) Ian Glover (Ducati) 2) Keith Campbell (Honda) 3) Richard Metcalf (AJS 7R)
- Period 3 (500cc) 1) Jack Wright (Norton) 2) Keith Campbell (ESO) 3) Murray Johnson (Norton)
- Period 3 (700cc) 1) Keith Campbell (ESO) 2) Leigh Corbett (Triton) 3) Darren Trotter (Triton)
- Period 3 (Unlimited) 1) Craig Mitchell (Triumph) 2) Des Heaney (Triumph) 3) Richard Rake (Norton)
- Period 3 (Sidecar) 1) P. Large / W. Rowe (Triumph) 2) T. Jacobs / N. May (Triumph) 3) D. Wain / G. Ditchfield (Tri Ariel)
- Period 4 (250cc) 1) Terry Morris (Montesa) 2) Darrell Bailey (Ducati)
- Period 4 (350cc) 1) Joe Ahern (Yamaha) 2) Curtis Collins (Bultaco) 3) Garth Williams (Honda)
- Period 4 (500cc) 1) Chris Pash (Suzuki) 2) Tony Sonar (Honda) 3) Robin Williams (Honda)
- Period 4 (Unlimited) 1) Guy Brown (Honda) 2) Mick Galley (Honda)
- Period 4 (Sidecar) 1) Geoff Grant / Craig Lawson (Kawasaki) 2) P&S Cheeseman (Honda) 3) T. Gay / G. Butler (Honda)
- Period 5 (250cc) 1) Bret Metcalf 2) Wayne Higgins 3) Jonathon Gutte (All Yamaha)
- Period 5 (350cc) 1) Terry Morris 2) Brett Metcalf 3) Vlasta Krejcir (All Yamaha)
- Period 5 (500cc) 1) Nick Van De Sand (Yamaha) 2) Chris Hayward (Yamaha) 3) Noel Heenan (Suzuki)
- Period 5 (Unlimited) 1) Robert Ruwoldt (Kawasaki) 2) Stuart Loly (Suzuki) 3) Mick Moloney (Suzuki)
- Period 5 (Sidecar) 1) Ian Gardner / Kevin Burns (Suzuki)

**Feature Races**

- Bob Jolly Memorial: 1) Jack Wright 2) Murray Johnson (both Manx Norton) 3) Danny Ahern (Matchless G50)
- Ken Blake Memorial: 1) Joe Ahern (Yamaha) 2) Jack Wright (Norton) 3) Darren Trotter (Triton)
- Tour De LC Cup: 1) Wayne Higgins 2) Jonathon Gutte 3) Brett Metcalf

## THE GOOD OIL

Sidecar Handicap: 1) P. Large / W. Rowe (Triumph) 2) G. Francis / P. Kenny (Tribsa) 3) G. Lopeman / V. Butler (Harley Sportster)

### Scratch Races

Period 2 (Allpowers) 1) David Morse (Velocette) 2) Richard Rake (Norton) 3) Stan Mucha (Indian)

Period 3 (125cc) 1) Trevor Henderson (Bultaco)

Period 4 (125cc) 1) Ian Glover (Yamaha)

Period 5 (125cc) 1) Gemma Kernich 2) David Gazeley 3) Peter Forkes (all Hondas)

Period 3 (250cc) 1) Darrell Bailey (Ducati) 2) Tom Gill (Honda)

Period 3 (350cc) 1) Paul McGhan (AJS) 2) Tony Tildesley (Honda) 3) Les Toohey (BSA)

Period 3 (500cc) 1) Jack Wright (Norton) 2) Murray Johnson (Norton) 3) Danny Ahern (Matchless G50)

Period 3 (700cc) 1) Daren Trotter (Triton) 2) Russell Craddock (Tri Ariel) 3) Phil Baughan (Tribsa)

Period 3 (Unlimited) 1) Graeme Wagland (JAP) 2) Craig Mitchell (Triumph) 3) Joe Ahern (Norton)

Period 3 (Sidecar) 1) P. Large / W. Rowe 2) R. Todd / D. Betteridge 3) T. Jacobs / N. May (all Triumph)

Period 4 (250cc) 1) Gavin Cosway (Yamaha) 2) Darrell Bailey (Ducati) 3) Terry Morris (Montesa)

Period 4 (350cc) 1) Joe Ahern (Yamaha) 2) Mick Engberg (Suzuki) 3) Garth Williams (Honda)

Period 4 (500cc) 1) Chris Pash (Suzuki) 2) Tony Sovar 3) Bryon Burnett (both Honda)

Period 4 (Unlimited) 1) Guy Brown (Honda) 2) Mick Galley (Honda)

Period 4 (Sidecar) 1) Geoff Grant / Craig Lawson (Kawasaki) 2) P & S Cheeseman 3) T. Gay / G. Butler (both Honda)

Period 5 (250cc) 1) Wayne Higgins 2) Brett Metcalf 3) Jonathon Gutte (all Yamaha)

Period 5 (350cc) 1) Vlasta Krejcir 2) Paul Herft 3) Peter Large (all Yamaha)

Period 5 (500cc) 1) Nick Van De Sand (Yamaha) 2) Noel Heenan (Suzuki) 3) Chris Hayward (Yamaha)

Period 5 (Unlimited) 1) Stuart Loly (Suzuki) 2) Robert Ruwoldt (Kawasaki) 3) Mick Moloney (Suzuki)

Period 5 (Sidecar) 1) Ian Gardner / Kevin Burns (Suzuki)

Well, I just won the 2011 SA State Title. I don't usually start my stories with the punch line but this one is different. At the presentations on Sunday night I dedicated this win to my Mum, my Dad and our little dog Kwaka. My Mum passed away a little while ago, my Dad was in his final days (and has since passed away) and on the way to Mac Park we learned that our darling little dog had got away from her carer and been killed by a car. My Mum and Dad are, well, my Mum and my Dad and they are just as important in my life as Mum's and Dad's are in most people's lives. Kwaka was our baby, she loved us unconditionally and we loved her the same way. Her passing has left a massive gap in our lives and it was almost enough to make us turn around and go home again. However, after the disappointment of missing the National Titles in Tasmania I decided that I could not miss our state titles as well so Barbara and I hid for a day (and cried a lot) then had a day of retail therapy in Mt Gambier before we headed to the track on Thursday afternoon. Among other things we bought some nice new pouffes for the bus and Barbara got a great rectangular AC/DC clock.

But let's go back a bit and tell the whole racing story.

I am not really sure where this story starts but my last story was about travelling in the USA so I guess this one starts some time after that. Mmmmm that is right, almost as soon as we got back from the States I started getting ready to go to Tasmania for the Nationals and the Tassie State Titles the following week, but the aftermath of Mum passing away and with Dad in hospital, looking after their affairs proved to be a much bigger job than I had envisaged. The circumstances ate into my time and my budget and then when I realised that my head was not really focussed on racing I decided I could not go to Tasmania and withdrew.

As a part of the preparation I had started converting a standard motor into a race motor

to replace the one I destroyed at the 2010 State Titles. But at the point where I withdrew from the Tasmanian trip I only had the gearbox sorted and a newly rebuilt crankshaft ready to go in. I still had quite a bit to do on the barrels and a few other small tweaks and with everything happening I decided that I would just go to Mac Park with my old (almost worn out) spare motor and not rush the build of the new motor. After all, the one in the bike was a good one that I had won at Phillip Island with so I did not expect engine issues.

Given that I had not ridden for just on 12 months (and the bike had not even been started in that time) I decided to do the Friday practice. Bike started easily, and we went out with the plan to do a few easy laps and then wind up a little for a couple of laps before taking a rest. After a couple of laps I missed a gear! That was odd, that rarely happens and certainly not when taking it easy, and it usually happens at the end of the weekend when I am getting tired. We did a couple more laps and I missed the change to third gear again! I was having a bit of trouble braking too 'coz the front tyre was too tight (and this makes it dive all over the track under brakes) so we came in. Adjusted front tyre pressure, comment about the gear change, check linkages etc, all seems good so head out for next practice session. Missing gears all over the place – well actually not missing 'gears' it was only third gear! I really could not race it like that so back to the pits to ponder...

I pondered and pondered but it was clear that I had to have a look at it. Now it is probably appropriate here to own up to the fact that I had not abided by my own golden rule, and that is, "When you buy something that is supposed to be totally overhauled – pull it apart to make sure that it is!" That is right, I used a gearbox that I purchased as 'only raced once since it was totally overhauled' without checking it first! I just built a good motor on top of it and went racing.

And so, the motor came out and I pulled it apart... It was clear that I was lucky to finish at Phillip Island...

Looked long and hard at the mess and thought hmmm what to do! I had a really good motor with a failed gearbox and a worn out motor with a good gearbox! I could pull the spare motor apart and put the good gearbox in the good motor and that would give me a much better chance of grabbing back the Title that I gave away last year, or, I could just put the crappy old motor in and see what happens.

Well, I actually reckon I made the right decision. I put the crappy motor in. My reasoning was that there had been so much crap in my life recently, that I was not going to stress about a bit of racing – just enjoy it – and it was a lot easier to put the old motor in rather than rebuild the good one (that was better done on the bench in the workshop).

I had a little hiccup when I realised that I had left the oil tank for the spare motor at home. The 'good' motor was pre-mix only while the spare motor was still using the oil injection (as well as pre-mix). But we got over that by borrowing an LC coolant header tank (thanks Peter Large) and cobbling a few bits together.

I finished in the early evening and relaxed having a couple of drinks with friends at various camps around the pits. Barbara and I went to bed a little more relaxed than we had been the day before but still very sad about our baby.

In the morning we went out for the first official practice/qualifying. I consciously left my earplugs out so that I could listen to the motor properly, but almost immediately regretted that 'coz it rattled so much that I was nervous about using the throttle in anger. One lap to warm up, used the time to shuffle about the pack a bit so that we could get a bit of clear air to start going faster. Second lap I wound up a little bit but met some P3s heading up from the Pine Tree so wasted a bit of time there. Third lap, try again, clear track, a good run, but,

whoa, Terry really is not going very fast and we are running up his backside into the Water Tower. I don't usually pass someone at this point when it is just qualifying but he was going so slow I thought I would, but then, it was clear he had a problem 'coz he was looking down and at the same time drifting to the middle of the track and while I am thinking this Craig changes sides ready for the right hander, Clubhouse Corner! All in all, it caught me out a bit so we went gardening for a few metres until we met the track again just before the finish line. Ahhh well, let's do another lap and see if we can get a full clean one. Yeh, right! Taking it easy, cruising onto the straight, change into third, perfect, change into fourth, What the? It is still in third and there was no resistance on the gear lever. Flapping my left foot around, pulling up, pushing down, still in third gear. Great, on Friday I could not get third gear, now I am stuck in it!

Back in the pits the issue is obvious, a ball joint in the linkage has popped off. A couple of holes, some tie wire and we have a safety wire in place and all is good again. And then we get the time sheet and we did a 1m 31 and are on the front row of the grid with only a P5 in front of us. I am amazed, how did that happen? Given the crappy laps we had done with a crappy motor I just figured they got the timing wrong – I was sure, and Craig agreed, that we had not bettered a 34!

And just to give you an idea, the difference between my good motor from Friday and my crappy spare motor was about 100 metres difference in where I changed into top gear! Yup, I reckon I did a 31 on a motor that was probably 10-15 neddies down on my good motor! But I guess that that fits because our best that I can remember at Mac Park is a low 27.

So with all that in mind we went out into the second practice/qualifying with the intention of doing one warm up lap, two quick ones and then back to the pits – I did not want to stress this motor any more than I had to.

Lap one, warm up, all good. Start winding up as we come up to the Water Tower with a

view to crossing the line at speed. Started the lap well, nailed the hairpin, actually got a bit of grip around Turn 3, flipped around Pine Tree sideways (as you should) and screamed (well in a rattly sort of way) up to the complex of turns that lead onto the straight. Sweet. This really can be fun sometimes, oooohhh what? Craig is bashing me on the back in an urgent sort of way. I look around to see what is going on and he points down – there is something all over the platform and clearly it is slippery. I assume we have an exhaust leaking (it was a quick change the day before) so easy off and come in to the pits. Actually it was less of an issue than that, it was just that we had lost the cap off the borrowed header tank and Castrol M was spewing all over the place including making the platform into a skating rink.

A bread bag and a cable tie sealed the offending orifice and we were ready to race. Then another surprise – we were still on the front row of the grid. Nobody (apart from Ian on his P5) had gone faster than our 31. Actually that was a bit of a worry because our PB was down in the 27s so if we had been on the pace then we would have been in front of Ian as well!

First race – a scratch race – we thought about not competing because I was really worried about the motor but then decided that I should live by my own words and compete in everything that we could. We started with the plan to take it easy and conserve the motor as much as we could. We got a good start, led Ian into Turn 1 (at least until he pushed us into the dirt and scraped around the outside of us – there really was no need for that) and then settled down to keep the others behind us. But I did forget the engine for a little while as we laid big darkies all the way from Clubhouse Corner up to the start/finish line. I was not sure who was tagging us but somebody was close, I covered the line a bit and rode safely, figuring that if they did slip past I would be able to get them back. It worked, the engine rattled its way around very nicely and we crossed the line a little astern of Ian's P5 but led our class.

Next race was the first leg of the Title. We started with pretty much the same plan but this time I nailed the start and pushed across in front of Ian so that he had to go under us into Turn 1 and therefore could not lean on us. That worked a treat and he slipped through with no harm done. We followed him for the rest of the race until half way through the last lap he slowed a bit. We came up close to him at the Pine Tree and then lost a bit as he accelerated down the straight but closed up on him again as we came up to Water Tower. He must have a problem, we were right on him as we came into Clubhouse and so I stayed wide with the idea that I could square the corner off and get under him to get to the line first. It worked and we crossed the line together... Only five thousandths of a second separated us. Great for the spectators.

We came back into the pits and after recuperating I went to fuel the bike and check it over ready for the next day's racing. Fuel was easy, lubed the chain, and then did the full check looking for loose bolts, cracks or anything else that needed attention. First thing I noticed was one engine mounting bolt missing. Closer look revealed two of them missing – no real problem – just replace them. Crawl underneath to look for cracks or anything else and notice that one bolt from the floor pan is missing, oh and the other one is ripped out of the frame! Should I tell Craig that there was nothing holding his platform on?? Hmm, keep looking, oh what, another engine mounting bolt is loose and an exhaust mount is loose! I have never had the thing try to fall apart this much under me. Some of these were bolts that I may not have done up properly the night before but others were not a part of that engine change! Ahhh well, work into New Years Eve bolting it all back together.

But I finished in time to have wonderful meal with Barbara before we did a bit of socialising around the camp sites. We then retired to bed wishing each other a Happy New Year a couple of hours early – and seriously saying that this New Year had to get better than last year.



Next day there was no rush 'coz we were the 7<sup>th</sup> event. I took the time to check the bike over a bit more and get ready for a hot day. It was warming up quickly and dragging the leathers on mid morning was not something I was looking forward to as it was already nearing the high thirties. But we did it anyway and headed out for some more fun. First up was another scratch race. A little like the previous day, there was somebody nipping at our heels all the time so while I did not have to ride hard, I did have to ensure that I did not make any mistakes. Once again we crossed the line ahead of the rest of our class.

As I checked the bike over after this ride, I noted that the rear tyre was not showing any tread pattern across the middle of the tyre. A quick debate ensued about the merits of changing it as opposed to the risks of not changing it. The crunch came when I realised that the other rear wheel was actually on the front at the moment (my rear wheels will go on the front but the front ones will not go on the rear. I am slowly modifying them all to be rear wheels but am not quite there yet). I knew why I had the rear wheel on the front but knowing that did not eclipse the fact that if I wished to put a new tyre on the rear I would first have to change the front wheel. I decided that, given that we were not being pressured a lot, I might be able to ride around a rear tyre that was getting a bit slippery.

We went out for the second leg of the title trying hard to keep my head and not give the rear tyre to much grief. I was gentle on the start, tried not to spin it up too much in the turns and generally keep it in one piece. It got a bit wobbly but we came in with the tyre OK, albeit totally devoid of tread.

Third and final leg of the title was a bit nerve wracking. I still had to finish, and preferably keep in front of the others. Very gentle at the start, into turn one, little bit of throttle to bring it around and, whoa, it nearly came right around. Hmmmm that tyre does

not have much grip!! In fact it really had none. I skated around on it, trying to get enough grip to propel us forward and stay on the black stuff. It certainly called for some careful throttle work. We finished and at the same time completed a clean sweep of the races so far. Rolled back into our parking spot near the trailer and Craig immediately suggested that we probably should not ride on that tyre again. When I looked at it I saw shreds of cord hanging off the tyre. It certainly was not going too much further.

But, the last race was the handicap. First of all it is always a lot of fun and often elicits some very good times. Secondly I am one of the people who knock those who pack up early so I find it really hard to pull out of the handicap without good reason. After 5 people suggested that I had good reason I finally capitulated and withdrew from the handicap. It was disappointing, but I certainly was not going to achieve a good time and I certainly would find it hard to chase the others so there probably was not much point. There were those who claimed it might be a safety issue too!!

So we are now back at the beginning – where I just won the State Title and dedicated it to my Mum, my Dad and our dear little Kwaka.

We headed home with heavy hearts, knowing that there would never again be that bouncy little bundle greeting us when we opened the front door. That we would never again have to kick the snoring bundle on the foot of the bed to make room for our feet, never again have to curse because the dog was in the way and never again play her favourite games.

As I finalise this story we are preparing for my father's funeral. Our plan is that things will get better from here.

That's it from the Cupboard for now.

Geoff – Sidecar #30

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

**MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 15 December 2011.**

- Meeting Opened: at 7.55pm.
- Apologies: Chris Hayward, Mike Wooster, Neil Watson, Len Dyson
- New Members/Visitors: Nil.
- Minutes of Previous Meeting: held November 2011 were moved for acceptance by Phil Baughan, seconded by Brian Stewart, and carried.
- Business Arising: Nil.

**REPORTS**

- i. President's Report Passing of 2 residents from Mt Gambier Club. Needing assistants at Mac Park for starter, John Kroon to help Mike Wooster, Glenda to help man pit gate if required. Mt Gambier looking for past photos for their 50<sup>th</sup> Anniversary year.
- 2 Secretary's Report
- **Correspondence In**
    - i. Bonanza at Broadford at Easter clashes with Mac Park
    - ii. MSA Bulletin
    - iii. Barry Sheene Festival of Speed 2012
    - iv. Historic commissioners report on P3 brakes, no change!
    - v. NZ market place magazine
  - **Correspondence Out**
    - i. Nil.
3. Treasurer's Report: Dean gave a detailed summary of accounts moved for acceptance by Graham Rowley and seconded by Danny Ahern.
4. Competition Secretary: Approximately 140 bikes registered for Mac Park including side cars. Vic, NSW, Qld bikes, 40 to 45 races to be held. 26 bikes for Bob Jolly Memorial.

General Business:

1. Phil apologised for not attending last road race meeting at MSA.
2. Phil and Ronna attended the funeral of Allen Rigby at Mt Gambier on 14<sup>th</sup>. On return journey via Koorong spotted deer and later big rats, advised to slow down at certain points.
3. Len Dyson in hospital with urinary tract infection.
4. Danny report on Symons Plains, not as big as 05, weather mixed, suggested watching his antics on U-tube. State titles at Baskerville also disappointing through lack of entrants. Cost is a big factor in going interstate. Next year is Eastern Creek.
5. Peter. Attended Burt Monroe Challenge in NZ last month. Opening was the hill climb, but weather not good as that also cancelled the beach race. Circuit racing had excellent viewing, town racing at Windham. The worlds fastest Indian is in a hardware store come museum.
6. John Kroon that a repair needs to be done on the recovery trailer at Mallala.

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

Meeting Closed 9.20

Supper was then served for Christmas break.

For Sale/Wanted

DID 520ERT 104 links + 2 new joiners. Top line gold Motocross chain. Used once. \$60 DID 520MX 110 links incl joiner. Gold and black Motocross chain. Used but barely pulls off sprocket when tested for wear. \$40 Cleaned and oiled. DID 520MX 94 links incl joiner. Gold and black Motocross chain. 1500km running in miles on classic Honda 250. \$35 Cleaned and oiled. Spare 520MX links: 9 links, 11 links, 13 links, and 2 new joiners. Free if required by purchaser of the above 520MX lengths.	<b>CHAINS FOR SALE (all replaced by o-ring chains)</b>	Nick 0417 871 532. 12/11
'86 Suzuki GR 650 Parallel Air Cooled Twin. 32000 Klms, Full floating suspension, great 5 speed. Mech A1 Just spent \$350 on Electrical tidy up 1 prior owner.	<b>FOR SALE</b> \$1700 O.N.O.	Romy 0405 782 755 11/11
9" Hurcus Metal Lathe – 3 & 4 jaw chucks + heaps of tooling, thread cutting etc single phase oldie but a goodie!	<b>FOR SALE</b> \$1000 O.N.O.	Les Bell Ph 0419 272793. 07/11
<b>CARBURETTORS:</b> <b>Mikuni VM36</b> x2, brand new, never mounted. Includes manifold adaptors, air filters, 1 into 2 throttle cable, 2 alternative slides. Jetted 4-stroke methanol \$600 complete <b>Doherty</b> quick action throttle grip, used \$20 <b>Tacho:</b> Yamaha, unknown model, 0-10,000rpm (7000 red line) Likely 5:1 ratio. New, still in box \$100 <b>Book: BSA Twins Restoration</b> (Roy Bacon), new cond. \$40	<b>FOR SALE</b>	Nick Clarke 0417 871 532
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
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		<i>Mallala Motor Sports Park Open Practice Days Phone 8276 7744 during business hours to confirm dates</i>
Date	Host Club – Event	Venue
27-28-29 January	Island Classic	Phillip Island
10 – 11 March	Hartwell Road Race	Mac Park
6-7-8 April	Easter Cup	Mac Park
14 – 15 April	South Aus RR – Café Racers	Mallala
5 – 6 May	Seniors Meeting	Mac Park
4 – 5 August	Phoenix Road Race	Mallala
29 – 30 September	Master of Mac Park	Mac Park
27 – 28 October	South Aus RR – Café Racers	Mallala
10 – 11 November	Phoenix Road Race	Mallala
8 – 9 December	South Aus RR – Café Racers	Mallala
29 – 30 December	South Australian Road Race Championships	Mac Park