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# The Good Oil

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Levi Day on the 500cc record breaker!



Photo's in this issue are courtesy Rob Lewis.

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

HMCRSA OFFICE BEARERS 2012/2013

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<b>Club Address</b>	PO Box 90 HINDMARSH SA 5007	
<b>General Meeting Venue</b> (third Thursday of each month)	MSA Office 251 The Parade BEULAH PARK	<b>Committee Meeting</b> (first Tuesday of every month)
<b>Honorary Life Members</b>	Peter WESTERMAN (†Deceased) Richard RAKE Danny AHERN David MANSON Len SMITH Ken LUCAS “Doc” WATSON (†Deceased) Trevor HENDERSON Phil BAUGHAN Len DYSON	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009

Editorial New Year - New Deals!

The move is done the house is sold and my sanity is starting to recover. It has been a long process and moving into a smaller space has meant some things were sacrificed but it's good to have a clean out now and then and realise just how much we collect. My career has changed again and I am local again home every night, albeit working longer hours took its toll after 2 months off.

There comes a time when you need to reflect on your life and such a time has come for me and I am giving fair notice that come August the club will be looking for a new Editor after 12 years I think we need some new opinions.

Stay Upright # 77

President's Report

Happy new year, everyone! Those who got to Mac Park for our state titles would have to agree that we have been able to maintain the high standard of this event.

Firstly, commiserations to John Whallin and Andrew Bannerman, who became the weekend's casualties. Hope you recover quickly, guys. We also lost Joe Ahern and Chris Hayward through machine failures.

Several class lap records fell over the weekend. Period 2; Period 3, 250cc and 500cc; Period 4, 125cc, 250cc and sidecar, will all have new entries in the next program.

Successful riders included Levi Day (500cc P3), Wayne Higgins (250cc P5), Jonathon Gutte (250cc and 350cc P5), Phil Baughan (700cc P3 and 350cc P4), Geoff Grant (sidecar P4), Danny Ahern (500cc P3 and P4), Simon

Cook (Les Diener and new P4 record) and Andrew Bannerman (500cc P5, before his

crash). The rest of us just had lots of fun.

Trevor Henderson

### Life in the Cupboard

South Australian State Titles – Mac Park 29<sup>th</sup> and 30<sup>th</sup> of December 2012

I finished my last story saying I had my work cut out for me to get the bus sorted as well as put the bike back together in time for the SA State Titles between Christmas and New Year.

Well I managed it (or at least I thought I had!) and we headed off to Mt Gambier after celebrating Barbara's birthday with spirits high. In the back of my mind I did have some concern about the 'hiccup' that occurred on the last lap of the last race at Eastern Creek. It was so brief and it only happened once that I did not really know what it was but there was something that I felt that I had to worry about. So much so that I decided I would try to weasel my way into one session in unofficial practice without paying for a whole day of practice. On Thursday night I actually dreamed about it and had all sorts of scenarios go through my head about what I would do to fix 'it' – even though I did not know at that stage what 'it' was. Oh, and our spirits were dampened a little on the way down to Mac Park when we realised that all was not totally well with the bus because it kept blowing out of the radiator overflow – it looks like all of that overheating in the blue mountains may have damaged the head or head gasket! More work when we get home!

Ultimately I did weasel my way into one session on Friday morning (which I only had to pay a half day fee for!!!) and the bike went perfectly (except for the rear brake which faded quickly) for 5 laps. After a chat with Phil I did some 'machining' on the rear disc and put some new pads in and then settled down to relax for the rest of the day which was fantastic because my youngest brother and a couple of his friends rolled up in the early afternoon and so I could sit down and have a good catch up with them. They had never seen me race and were staying for the weekend to cheer me on.

Come Saturday morning we lined up for the first qualifying session knowing that we only had about 5 minutes track time so we needed to do a quick warm up lap and then get into it. We did that and put down a mid 1 m 27 sec lap which matched our lap record so we were pretty happy with that – unfortunately our elation was reduced a bit when we found that Tim had gone a little quicker! But the bike felt strong and we were riding well so I was looking forward to the racing.

The second qualifying session was damp so nobody was going to go quicker and we nearly did not go out but I figured I would do some brake checks and then come in. It turned out that I can actually stop it quite well with just the front brake but I did find that my right arm pumped up quite quickly doing this so I figured that I could not do that sort of braking the whole time but it was nice to know that I had it if I needed it.

The first race was a scratch race so we went out to entertain but not flog the bike too hard. We lined up on the grid, the start lights come on and, What the? Tim has gone and then John is going through and Peter is following him and the lights are still on!!!! I am sitting there wondering what is going on and wishing the lights would go out so I could drop the clutch and chase them... eventually the lights went out and we took off in about 5<sup>th</sup> place. It was not too hard to get up to third place but there we stayed until the end. Now I assumed that those jump starts would have been noticed so that we would have been handed 1<sup>st</sup> place but in the end that didn't seem to happen... ah well it was only a scratch race so we focussed on the next race which was the first leg of the title.

The lights came on, I pulled it into gear, the lights went off and away we went with one of

the best starts we had made for a while and we howled into turn one using my brakes as hard as I had discovered I could, through turn one and head up to the pine tree before I realise that I cannot actually hear anyone behind us. I did not trust my hearing and just kept on it. We were getting some big slides happening as I pushed on through the corners and it was not until we completed the first lap that I could start to hear the pursuers. The bike was going fantastically except that that little glitch from Eastern Creek had revisited and some of the times that I changed into third gear it does a funny jerk as if it is not going right into gear and then slips in – I begin to worry about that but know that I cannot do anything about it. Second lap over and we are still leading but being harassed by someone. Third lap, we are riding well but struggling for grip on the front (I should have bought a new front tyre!) but we keep going without too much drama except for one entry to turn one when everything locked up going over ‘the hump’ and we went skating toward the runoff road. I let the brakes off and got the motor started again just in time to pull it around the outside line – phew survived that one. Going into the last lap we were still in the lead but knowing that Tim is looking for a way around. He slips under us at the Pine Tree and we hang on for second place. Pretty happy with that really, we rode well and the bike gave as good as it could. In the post race conversations I found that Tim had been exceptionally cautious with his start to ensure he did not jump it and as a result John got in front of him and it took him a while to find a way past John – as they say, ‘that’s racing’ but it certainly helped our cause.

Second leg of the title we line up again, this time expecting Tim to go harder right from the start – and he does! Tim is beside us going into turn one but we have the inside line and by using a bit of grass we slip through and come out in front of him but he comes back at us under brakes at the old turn one and slips through to take the lead. John tried to follow through at the next corner but only managed to crash into the side of us and bog himself down so that we got back past him again. He did

manage to get us later though and we came in third.

Sunday dawned a beautiful day and we got ready for a great day of racing. First race was another scratch race. We got a good start but I was saving myself and the bike a bit and when Tim slipped past under brakes on the second lap I let John follow him and settled for third. I did notice that the front was severely lacking in grip at this point and when we looked more closely after the race the cords showing through revealed the reason for this. We changed the tyre – although I only had a well used one to put on.

We went out for the final leg of the titles knowing that to improve our current third place we had to win or come second. The lights went out and, wow, what was that...? John got a fantastic start and shot through between Tim and I and led into turn one. Tim tried the ‘round the outside’ a move in turn one again but it was never going to happen and we took off in pursuit of John. John however seemed to have found something that he certainly didn’t have before and I quickly realised that I was never going to catch him so I settled into racing for second – and what a race it was!!! Tim was on our tail, then he was on the inside and then he was on the outside and then he was somewhere else but where ever he was he was always pouring the pressure on us. I focused on going as fast as I can and making the bike as wide as I could. It was amazing – while I could not actually take the time to look at the crowd I could sense that they were as excited as me and that I was entertaining them. Lap after lap, Tim tried to get past us at almost every corner, he even managed to put his nose up beside us a couple of times but I was keeping my lines tight so that he had to do that on the outside and there are not many places that the outside is a winner at Mac Park so I kept him under control. The one point that I was worried about though was the Water Tower. Tim had put a passing move on me around there during the National Titles a few years ago and it had all gone wrong with the result that we were pushed off the track and went from first to seventh and thus losing our



possibility of a second place in the National Title. Consequently I did everything I could to stop him trying that again... I resorted to going through the bump on the previous turn so that the back kicked out and as it came back I brought it around to make the entry into the Water Tower a sideways action in the hope that this would at the very least scare Tim and keep him a bit clear while making the bike as wide as I could at that point so that he could not find the space to get through. It worked and despite Tim's best efforts we came home still in second place. That race was so much fun! The outcome was still a bit up in the air as to who had actually won the title but for us the wrong person had actually got in front so we were still securely in third place. If it had been Tim in front and us holding off John then we would have been racing for second place in the title but as it turned out we were still firmly in third place overall! Ahhh well it was still fantastic fun.

Final race of the weekend was the sidecar handicap. I love the handicap races. It is an opportunity to pass, and be passed, in ways that never happen in a normal race. I don't know what our actual handicap was but on rough count it must have been around three minutes – we were last off with John and Peter (Tim sat out of this one). Peter got a good start and led us for most of the first lap but the pressure got to him and he ran off at Clubhouse leaving me to pursue the other 15 starters with John hot on my tail. It took a while to catch the next ones but we picked a couple off before starting the last lap and then the traffic started getting very thick. Around the outside of a P3 at the turn one hairpin, around another on the right hander turn two and under one going into Pine Tree, under, around, around and now it is the triples onto the straight and there are bikes all over the place so I calmed it a bit and then tried for the slingshot to get past three in one hit as we entered the straight, a couple more, including Doc's little Suzuki, were despatched as we flew along the straight and then we were heading into the old turn two and I could see 4 more bikes to chase. I got the P3 easily then Doug and Dean we were able to get around the

outside at the Water Tower and just managed to slip under the final P3 as we braked for Clubhouse but the P5 was still around 5 seconds in front of us and across the line as we came out of Clubhouse so we came in second. It had been an awesome ride – (even if I do say so myself) and post race analysis suggested that others agreed. Certainly there were many who came over from the spectator area saying that they did not think we could possibly get any where near it when we took off! Final consensus was that perhaps Laurie had been a bit generous with the start time for the P5 but to be fair the P5 had not run much on Saturday and subsequently had started from rear of grid on Sunday so his times were probably not that good prior to the handicap. Our performance in the handicap though had netted us our best racing lap time for the weekend which we found out later was the fastest lap of all competitors in the handicap. We had a couple of drinks that night to celebrate a great weekend.

My brother and his mates were quite amazed. I don't think they had expected the spectacle that they saw and just as I was putting the bike in the trailer one of them admitted that when he first saw the bike he seriously doubted that it would be a top three runner (yeh, OK I admit it may not be the best presented bike!!!) but that he was amazed at what we had done with it.

They also commented on the quality of racing across many of the fields as well as the fact that there are people who are prepared to do this with old machinery.

At the presentations I took the opportunity to thank all those who helped me but I also pointed out that I thought that the sidecars had put on the best entertainment of all for the weekend – OK, some may not have agreed with that but we certainly put on some top racing.

We did a practice for New Years Eve that night and had a couple drinks with each of the groups around the camping area finishing up with one or three with my brother and his mates.

We toddled home on New Years Eve with just three weeks to check out that gearbox 'hiccup', fix the bus again and get everything else ready for Phillip Island.

That's all from the Cupboard for now

Geoff Grant

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**Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of SA held at Dernancourt on 13 December 2012**

The meeting opened at 7.30pm

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

**Apologies:-**

**Minutes of previous meeting:** - N/A

**Business arising:-**

The principle focus for the meeting was to mail-out acceptances to all entries for the upcoming Mac Park race meeting.

**General Business:-**

*Race meeting management*

- Dan presented a suggested mock up for the meeting's program. The Committee endorsed the revised format; including a new look for the Ken Blake Memorial page.
- Dan reported that the program would be ready for printing within the next few days.
- A general discussion took place concerning the permit, Supp regs and identification of key officials for the upcoming race meeting.
- Apart from confirmation of the 'Announcer', (Although expected to be Doug Dukes) all other officials have been confirmed.
- Trevor agreed to chase up confirmation of the ambulance for the two days.
- Dan reported that motor cycle entry numbers were very strong at 168.
- It was agreed that due to the very tight race schedule because of the large number of events, riders briefing would commence at 8.15am.
- Racing will commence at 9.00 sharp.
- Club labelled bottles of wine will be provided to all riders and passengers during the lunch break on the Saturday to avoid undue delays to the commencement of racing.

*Ride day update*

- Dan informed the meeting that he had again met with the Ducati Club re the proposed joint member ride day at Mallala.
- Following his discussion with Clem Smith re track availability, it was suggested that a Friday be considered. The Ducati club members were supportive of this proposal and sometime between March and May 2013 will be investigated.

- A general discussion amongst Committee members indicated positive support for this proposal.

Meeting closed at 9.45pm

**MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 20 December 2012.**

<u>Meeting opened</u>	8.00pm
<u>Apologies</u>	Les Bell, Len Dyson.
<u>Visitors</u>	Jan Baker
<u>Minutes of previous meeting</u>	Moved for acceptance by Phil Baughan, seconded by Len Smith. Minutes accepted.
<u>Business arising</u>	No business arising

Reports

President

- President announced that a supper would be provided following the meeting.
- Letter received from Cindy Kempdon concerning her late father 'Bluey' and a copy of press article re his racing successes.
- Members reminded of upcoming Mac Park event.

Secretary

- Letter received from City of Playford re historic vehicle outdoor museum registration. Members who have road registered machines pre 1977 are invited to register.

Treasurer

- Dean reported the current balance should be temporarily boosted to around once Mac Park registration fees come through.
- Payments out include cost of labels for wine that is to be provided to riders.

Delegates report

*Competition Secretary*

- Dan provided an overview of the upcoming titles event at Mac Park
- The Jack Wright - Levi Day races are expected to one of the highlights of the meeting.
- Trophies have been collected.
- Wine will be handed out to riders during machine examination.
- 14 dozen bottles have been purchased for distribution.
- There will be 52 races (subject to time permitting)
- Dan reported that 20 years ago when the club held the state titles at Mallala only 29 events were scheduled.
- Many of our original sponsors are still supporting the annual event.

- Dan also reminisced that some of the riders who competed 20 years ago are still racing today.

#### *Road Race*

- Phil discussed the role of MSA Sports Manager.
- Supp regs are waiting for sign off re the Atujara Hill Climb
- Graham Snaith from the Phoenix Club has been appointed to the Committee.
- Phil discussed the anomaly re the defined age of juniors here in Australia vs the age standard internationally.
- Next MSA Gen Meeting scheduled for 6 Sept 2013.
- There has been a 11% reduction in the number of national licence applications resulting in reduced revenue. Therefore the cost of licences will increase by \$10 to \$290 in 2013.
- Levy increases per rider at each race meeting is anticipated.
- Current loop-hole that benefits promoters re cost of affiliation will be closed. \$750 charge now applicable.
- MSA Strategic Plan 2012-2015 was discussed. (Copy provided to Club Secretary)
- The 'Off Road' strategy in particular was discussed, particularly concerning reduced venue accessibility for riders. CD and hard copy available on request. (via club Secretary)
- Schedule of fees,
- Liaison with local councils will feature.
- The 2013 rule book is now available
- Phil announced that he has been appointed as the Sound Control Officer (SCO) for the MSA.
- DB readings for all machines will be required from 1 Jan 2013 at each race meeting. Mandatory enforcement of max noise levels will apply from 30 June 2013.
- The DB monitoring process was discussed. Phil informed the meeting that because 'Historics' do not generally have rev limiters, the procedure for measuring levels will be different for these machines.
- Historics will be subject to a 'Ride by' test. This provides for a 95db limit at 30 metres.
- The rationale for this testing was discussed and Phil commented that it was an important 'mitigation' strategy towards demonstrating social responsibility in the face of potentially increasing pressure from public and resident complaints.
- Dan provided an example by means of the UK scenario where all race machines are noise tested.

#### General Business

- The meeting was informed that Ralph Datlen has recently passed away.
- Ronna was approached by Chris McArdle re his offer for a club representative to go through boxes of archived material that had been stored since the 1950's. The Club was invited to retain any items of interest.
- Paul Walker announced that his enclosed M/C trailer was for sale.

Meeting closed at 8.50 pm