
The Good Oil



Volume 19 Number 9 June 2010

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Malala 14 June 2010



Photo's in this issue are courtesy of Geoff Grant , Les Bell.

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2009/2010

PATRON : Mr. Len Dyson

President	Trevor Henderson	8384 5284 (h) 8447 4986 (w) 8241 0529 (fax)
Vice President	Danny Ahern	0407 826 951 (m)
Treasurer	Bob Glynn	8263 9133
Secretary	Les Bell	8250 0136 (h) 0419 272 793 (m) 8250 0526 (fax)
Competition Secretary	Kim Anderson	8389 5678 (h) 0427 220 897 (m) kim111anderson@optusnet.com.au
Social Secretary/Librarian	Geoff Grant	8538 5210 geoffgrant@wideband.net.au
Publicity Officer		
Newsletter Editor	Les Bell	8250 0136 (h) 0419 272 793 (m) 8250 0526 (fax) tinker_bells@bigpond.com
Committee Members	Paul Walker	0412 816 677
	Brian Stuart	8332 6765 (h) 0408 854 250 (m)
	Andrew Bannerman	8284 4182 (h) 0409 691 017 (m)
	Richard Rake	8270 1993
Club Delegates	Trevor Henderson – MSA	8384 5284
	Danny Ahern –MSA	0407 826 951
	Tony Tildesley – Road Race	8278 5464
Club Address	PO Box 90 HINDMARSH SA 5007	0403 841 715 – Trevor Henderson. www.historicmotorcyclercing.org
General Meeting Venue (third Thursday of each month)	MSA Office 251 The Parade BEULAH PARK	Committee Meeting (first Tuesday of every month)
Honorary Life Members	Peter WESTERMAN (†Deceased)	1998
	Richard RAKE	1999
	Danny AHERN	2000
	David MANSON	2001
	Len SMITH	2002
	Ken LUCAS	2003
	“Doc” WATSON (†Deceased)	2004
	Trevor HENDERSON	2005
	Phil BAUGHAN	2007
Len DYSON	2009	

Editorial

Put it away before you lose it!

I was told on several occasions by Doc to put the tools that you use back in the tray or on the shadow board straight after you use them that way you will be able to find them when you next need them. Most of the time, I tend to do this but you know how things are. The other day whilst rebuilding the Velo I needed to make a spacer to fit over the crank-shaft and clear the Oil Pump gears so that I could test a theory that it wasn't the gears locking up once I tightened the worm drive on to the shaft.

I took the worm drive over to the lathe to measure and proceeded to find a bit of alloy round to make said spacer. I pulled my tray of drills out to bore the hole and noted that the worm drive was in the tray and said to myself I should move that so that I don't lose it. After I

drilled the hole I went to check the length of the worm drive to cut the spacer and that's when the problem arose.

I know that I took the worm drive out of the drill tray, but where did I put it? This is where a job that should have taken a couple of hours to sort and have a motor ready to go back in the frame now takes at least a whole day. I pulled the drill tray apart. I cleaned the bench and found some tools and sockets that were misplaced I swept the floors, and cleaned under the cupboards but it was no where to be found. I re-did my search over and over but to no avail.

I had resigned myself to going inside and looking on the internet, surely I would find it there! Just as I was contemplating going inside

and checking how much this was going to cost me, I happened to look in between the rails of the lathe and inside the post that holds the lot up in the tray and on the stand. You guessed it, it had fallen down there and was just a glimpse

of brass that drew my attention to it. That's what long weekends are for aren't they?

Stay Upright – #77

Presidents Report

Welcome to winter! Cold mornings and evenings must test our resolve to spend as much time in the shed as in warmer times! I hope those members who competed at the Café Racer meeting on June 13th, in the middle of the long weekend, had a good day's racing. In my absence, Andrew Bannerman will be collecting the data we need to update the club point score.

Thanks to the efforts of Tony Tildesley, who organized the enjoyable ride day at Tailem Ben, we'll be having a club day there on September 26th. Using a portion of the straight and some connecting bends will give us a tight little circuit. It won't be suitable for Yamaha R1's, but should be good for many of our bikes. Cost will be minimal, it will be open to

“members and friends”, and a BBQ is planned to finish off. We are expecting those who don't race regularly. Please put your name down early, as this will make organizing easier.

Would you believe the A.G.M. is only two meetings away? Again we welcome anyone who wants to be involved in the running of our club, either in a major position, a seat on the committee, or purely a “helper”. Our State Titles may seem a long way off, but it's amazing how these things sneak up on us, so the committee will be getting into this quickly.

Meantime, let's enjoy riding our bikes and mixing with others of like mind.

Trevor Henderson

Trev's Titbits

Why Mildura?

Claire and I, along with the Rowley clan and Phil and Ronna, will have spent the long weekend at Mildura. The Mildura Motor Cycle Club will have run the “Wintersun” Classic Speedway as part of the festivities associated with the Ulysses Club Rally. Mildura's track was known as “the most English speedway track in Australia”, and this will have been my first ride on it, and my first visit for many years.

A bonus will be catching up with Cyndie and Rob Kempton, who have offered the hospitality of their home to us. Having seen them at the “Seniors” at Mac Park last month, it will have been great to have caught up twice in succession, as their visits down to Adelaide have been less frequent of late.

So how did I get involved to the detriment of a road race at Mallala? Well, Graham Rowley, having been there recently, was

handing out entry forms and trying to encourage as many competitors as possible. Then, Jeff Fisher rang to ask if I'd be in it if they put on a Jap/Eso class as they do at the Gillman Classic. I said that if it was a goer, so would I. Having really enjoyed the ‘Seniors’ at Mac Park this year, finally having another period 3, 125 to race, I reflected that at Mallala recently I've been the only ultra lightweight, the slower of the bigger bikes being a good 10 seconds a lap quicker.

Speedway-wise, for those who follow “Top Gear”, I'm the “James May” in the field, and only out for fun.

So Thumbs-Up (appropriate in all branches of the sport), though “Change Right” is irrelevant in speedway.

Trevor Henderson # 55

As I said in my last diatribe we look forward to the Old Farts at Mac Park 'coz it is always a bit of fun without too much pressure. Of course it is officially known as 'The Seniors' meeting but to all who are in the know, it is the Old Farts.

All was prepared and Barbara and I had a leisurely trip down along the Coorong for a change. Craig was travelling separately because he was also riding one of those funny things that won't stand up on their own, and lean the wrong way in corners...!

On the way down it got progressively wetter and wetter to the point where we were beginning to wonder what the weekend would bring. It also brought back memories of having Paul Walker on the side in a downpour at the Old Farts a few years back when we lost all traction and subsequently lost the track... His broken ribs and bruised spleen (or something like that) reminded him of those few minutes of sheer terror for some time after...

Anyway, upon arrival at Mac Park we set up camp behind the caretakers caravan because the 'Wally camp' had separated into several smaller camps and thus blocked the way to our normal location. As it turned out it was quite a good spot where we finished up.

We didn't practice on the Friday 'coz I figured we had been around the track enough to know where it goes and the bike had been running real well two weeks before at Broadford so I figured we would just get on with the show on Saturday.

Of course my thoughts and actuality had very little to do with each other and we came in from first practice/qualifying with the front brake dragging. I bashed it around a bit and sprayed some brake cleaner around the pistons and went out for another try in the second practice/qualifying. All we managed to do in that session was nearly lose it at every corner because with the brake failing to release every time I opened the throttle the whole thing just wanted to pirouette around the front wheel.

We came in and said we would make do with whatever grid position we got. Well, surprise, surprise, we were 4th on the grid!!! Given that there were 4 moderns and a couple of P5s (including the Irving Vincent) as well as the P4s and some classics, I reckon we did pretty damned good to only give ground to the Vincent, a long bike and an F2.

Ultimately the racing across the weekend showed that the qualifying was about right. The only time we got a look at the winner's circle was in the handicap and really, it was our ability to thread through the traffic that got us there.

But I am jumping forward. After qualifying we lined up for our first race and got our usual good start. We let one of the P5s past us on the second lap and hounded him for a rematch for the next couple of laps but then the front brake started playing games again and it got progressively tighter and tighter to the point where I was thinking we may not finish the race! We did manage and just held on to 5th overall.

We came in and I pulled the whole calliper apart this time, cleaned it, flushed all the brake fluid out of the master cylinder and got the calliper back together with just about enough time to get out for the next race. But alas, I could not get enough air out of the system to make it operable. I played around getting little bubbles of air every now and then but still no effective brake. At least 20 people came past and offered words of wisdom, many of which I tried, but nobody seemed to have the magic bullet. Until, Chris Dinuzzio wandered over and told me what he used to do with the same calliper. Immediately I saw the logic of his approach and half an hour later we had a brake. But it was dinner time by now so I pulled a tarp over the whole thing and put it to bed for the night.

After a quick shower Barbara and I wandered into the club rooms to partake of the feast that was on offer there. We had not done this before, but now that we have we will be

back 'coz it was an excellent meal. Oh and we had a couple of drinks and a whole lot of laughs as well. As the food petered out people started circulated to other tables so that in the course of the night I reckon we had had drinks with half of the crowd... It was a great night.

Early next morning I was greeted on the way to loo by Dougie. Now if you know Doug then you know what a sight it is to see him early in the morning. If you don't know Doug – bad luck, I can't possibly describe him in words (in this forum anyway...). Had brekky and then finished putting the front brake etc back together so that the bike was all ready to go when it got to our session.

First race of the day was a handicap. I don't know what the actual times were but we started off just after the first outfit had finished their first lap! This was going to be a challenge but there were five outfits behind us too so we had to keep in front of them if possible. We had a pretty good run, catching others in places where we could just breeze past them rather than getting tangled up in corners. Although we did have an interesting moment coming into the hairpin as we were rounding up one of the classics. Craig missed a hand hold as I missed a gear and then all of a sudden I was pulling Craig back in from his 'half-over-the-front' position. It all only cost us a split second but it could have been disastrous if he had gone out just a bit further. In the last lap I could hear engine noises close behind but they did not get past. I had no idea how many we had passed but all of a sudden the chequered flag was there in front of us and it was all over. I still did not know where we actually placed but the results sheet told the story and put us in first so we must have made up that lap...

The next race was the second leg of the handicap but having won the first one I knew that old Laurie would tighten it on us this time. He did and we were starting beside a P5, still with a lap to make up. That is harder to do when you are battling with another outfit that is very similar to your pace. And even harder to do when you get a bad start! Yes, I have to admit that it is harder starting from a flick of

Laurie's book as opposed to using the lights so Ian got the jump on us right from the start and from there on we were playing catchup. We hounded Ian for the whole race but we did not catch the classic with a lap start on us and one of the long bikes got through on us so that we ended up 4th. We had had a lot of fun though – as evidenced by one picture that I have got of Ian throwing rocks and grass all over us as we head up from the pine tree.

The next race was the Sidecar Cup – a scratch race. We were back to our second row grid position for this one and I was determined to get a good start. Man do those big moderns get off the line quick though. Result was that going into the turn one hairpin we held position on the inside of the F2 (the Herberts) with the Vincent and a long bike in front of us and a P5 trying to go around the Herberts. We got squeezed tighter and tighter until I only just had the bike wheels on the bitumen and the rest of the outfit along with Craig at full extension was sweeping the grass on the inside of the turn. Glen Herbert must have done something because we came out in front of them in position three on the track. We made ourselves as wide as possible but Glen got past under brakes at the end of the straight and then the P5 eventually got past. At that point we settled into a rhythm and kept an eye on Adrian's long bike immediately astern of us. We finished in that order. Whilst that did not give us a look in at the Cup, we were pretty happy to have an old (42yrs) outfit mixing it with many, many thousands of dollars worth of modern machinery and making them work hard to get around us. I was smiling.

The last race of the weekend was a scratch race for fun and occurred only two races after the Cup race. I don't think any of us had had a chance to get over the efforts of the Cup race and it was a tired looking lot that fronted the starter. Of course it is amazing what adrenalin can do and when the light went out it was on for young and old. There was nothing really outstanding about this race but I do remember coming into the old turn one hot on the tales of Ian and the Herberts and thinking maybe I can go around the outside of them there. Of

course I couldn't and Helen Herbert commented later that that was one of the times when she thought we were going to come on board and join her in her office! I actually can't remember who came where in that race but it didn't matter coz it was just so much fun.

And that was it, it was all over again for another weekend of fun racing. Now we had to flit home and get ready for Winton, three weeks down the track.

But wait, it was not quite over yet because even getting home proved to be some fun. We had plenty of time so Barbara and I slept just near Beachport and planned to spend some time in Robe as well on the way home. As we were getting out of bed there were two or three vehicles went past that beeped their horn as they passed. We did not really think it was for our benefit because most racers go home via Penola and Keith, but as it turned out they were all for us. Separately the Herberts, Lil and her friend and Duncan (I think) went past. We discovered all this later in Robe as we wandered up the road and this suspicious (sorry Glen) looking character in a vehicle accosted us and asked us if we would like to have a coffee. Of

course we agreed and shortly found ourselves sitting in a shed full of motorcycles and other toys. There were some quite delightful motorcycles there too. Obviously I won't list them all but I do want to say a big thankyou to Glen and Helen for letting me drool over them for a while. There was one that epitomised exactly what I have planned for my ZRX1100! Yup they had done the exact job on their ZRX that I collected bits together to do to mine!!! How does that happen? But at least I know it will work.

Barbara and I got home later in the day, collected the dog and settled down to work again (well at least until the next race meeting which is at Winton and then after that the really exciting bit is that we embark on the journey to develop a new frame courtesy of my wonderful sponsor Bill from Wallaby Fabrication).

That's Life in the Cupboard until Winton.

Geoff

Sidecar #30

geoffpgrant@wideband.net.au

Historic Winton 2010

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A painful saga!

Things were shaping up well for the trip to Winton. The plan was the usual Wednesday evening departure to arrive on Thursday arvo and get a good possy in the pits. After Winton the plan was to go to Canberra to do a few days work (yeh, that stuff you have to do between race meetings so that you can afford to go to the next race meeting!) and then off to visit one of my sponsors in Paterson NSW. Bill, wonderful man that he is building my new frame.

Well that was the plan anyway!

One hiccup was that this plan left Craig without a ride home. We canvassed across the net but apparently no one else from SA was going so Craig's ex kindly loaned him her very economical car to enable him to drive over.

The next hiccup occurred when I got sick – really sick, as in going to hospital on Sunday sick!!! I even took days off work! Diagnoses was flu that had transmogrified into bronchitis and I had a lot of fluid in my lungs so was verging on pneumonia.

None of this helped the preparation for racing so we finished up leaving on Wednesday evening without having done all of the preparation on the bike, having only done some basic maintenance to the bus (instead of the full service that it was due) and having thoughts in my mind that I felt so crap that even if I did manage to drive the 900 kms to Winton I really did not think I would be able to race. I figured that if it did come to that I am sure somebody would break down and take the opportunity to have a spare outfit available...

The trip over was uneventful although it got wetter and wetter the closer we got to Winton. We arrived and got a reasonable position locked in (although I have to say that I reckon they really made a mistake putting all those new garages where they did because it has really blocked out a big section of fence line which was perfect for spectators and motorcycle pits and enabled a lot of people in the pits to see some of the action on the track. If they had put those sheds on the other side of the roadway facing the track they could have had the sheds and retained the good aspects of the track.... Ahhh wouldn't the world be perfect if I ran it...).

I did not plan on practicing on Friday because we know the track pretty well and it was only a few short weeks since the outfit had gone really well at Mac Park. And besides Craig was not going to arrive until later in the day so I spent the day trying to do some of the race preparation that I had not done at home. It was bitterly cold, I still did not have a voice, and was still very short of breath. Mid afternoon I came into the bus and sat in front of the heater – I felt like crap but still held off my decision on riding until the next morning.

I didn't even feel like a drink that night!

Next morning dawned wet, really really wet, but I had had a good sleep and while I could not say I was on top of the world I was feeling OK and decided to do practice and see how it went. Well practice/qualifying was really really wet so we slipped and slid around for a few laps trying to work out where the grippier parts of the track were and then came in. It all felt OK but was going to be a challenge in these conditions on my Hoosier tyres (which are the nearest thing to a slick that I can legally use). We were very surprised to find that we were fourth fastest with most of the P5s behind us as well as the rest of the P4s. Given the short practice time though they said that the outcome of the first race would be used to rearrange the grid for the rest of the weekend.

First race was just as wet as the rest of the morning had been so we donned the wet weather gear and splashed out on to the track. A couple of short squirts here and there to check my findings in practice regarding grippier spots and then we slowed to line up for our usual practice start before rolling into our position on the grid. Well that was the beginning of the end. As soon as I opened the throttle I knew something was wrong. Usually I let the rear tyre spin a bit to build up some heat and then sit back on it to make it bite a bit and then shut the throttle and brake to make sure we don't shoot forward. We got to the 'shut the throttle' part only it didn't!!! It stayed wide open and as I realise this the back end started fishtailing with the engine redlining and me thinking about lots of sidecars in front, can't let go of the bars 'coz it is all over the place already, can't flick the lanyard off without letting go of the bars, ohhh crap I can hear fibreglass on the track, and ohhh crap that hurt and then somebody seemed to be lifting my sidecar up and then we were pushing it off the track.... I was still struggling to work out which way was up given that I had just had a clear look at the sky through the gap next to my exhausts but it was all over. In retrospect, what had happened whilst I was trying to get something under control was that the fishtailing had grown in sideways movement until the rear tyre caught an edge and we effectively highsided. We did a complete roll (and have photographic evidence) with me as the only cushion between the outfit and the track – result two fractured ribs, lots of bruises, lots of broken fibreglass, one of Craigs handles removed and some other bent and broken bits. We did not take any further part in that race.

In the ensuing hour or two Craig taped and patched broken fibreglass and plastic while I removed the sidewheel cover and drilled new mounting holes for the side handle in a section of the fibreglass that had not been crushed. We reassembled the bike and applied hammer and levers to various parts until it resembled its earlier shape. A quick

scrutiny by the scrutineers gave us the all clear to take to the track again. My ribs were really hurting now but I said to someone that they couldn't be broken because I would not have been able to fix the bike if they had been so I will see what it feels like to ride.

We went out and despite being moved to the rear of the grid we won our class in that race and were third overall. Yes, it hurt but I figured I could handle it so planned to ride the rest of the weekend. Next race we made a small mistake and spun on the second lap but recovered to come in third in class. On Sunday we had a win and a second so that amalgamated points for the weekend put us on top of the podium. So we were pretty happy to go from upside down to the top. We also had a fantastic ride in the handicap. Leaving the line with three others with only one outfit (the Irving Vincent) behind us and a minute and a half to make up on the front runners we cut through the field (23 outfits) and had a ball to finish up third with the Vincent hot on our heels. Overall that was a pretty satisfying outcome for the weekend. We packed up, had a shower and parked just outside the circuit ready for a quick departure early the next morning – Craig toward home and Barbara and I toward Canberra.

Before we go on though I must mention some activities in the campground on Saturday night. We were most entertained with the launching of hot-air balloons constructed out of wheelie bin liners, aluminium wire, UDL cans and firelighters. These amazing flying machines headed east as they rapidly rose into the atmosphere. The night was mostly clear and crisp which allowed them to remain visible for over 15 mins. Now of course I am sure that there is probably something in the laws of the air that frowns upon this sort of activity so no names but thanks for an entertaining evening guys.

As I said earlier the plan for me was to work in Canberra for a few days before heading to Paterson. We cruised up the Hume Highway stopping off at a couple of the towns

along the way including cruise through Gundagai where I can indulge one of my other passions and check out the remains of what used to be a very busy railway town. My ribs were painful but not too bad, until, we got to Canberra! As some of you may know Canberra has lots of roundabouts. Hauling the bus around those roundabouts using the standard equipment 'armstrong' steering system reminded me that my ribs were extremely painful and there was more than once that I used more than my quota of lanes to get through the roundabout. I was very pleased to get to the caravan park and settle down with a small port to ease the pain. At this point it only hurt when I sneezed, coughed, laughed, walked, talked, breathed, oh alright it hurt all the time and especially when I laid down to try to sleep.

Work went well with me receiving a small commendation from the Commissioner for some of the work I had done and then we were on our way north.

We did a bit of tourist drive up to Paterson and enjoyed some of the delightful sights along the Hawkesbury river before camping out the front of Wallaby Fabrications in the late evening. Bill noted our arrival and despite the pouring rain wandered out with a bottle of red to welcome us. Well there were three empty bottles on the table in the morning – don't know how that happened – and it was a little difficult to get out of bed. But I will blame the weather on that, it was freezing cold and pouring rain.

I spent the day stripping the outfit while Bill scrutinized various aspects of it and took lots of photos. We also had many discussions about the shortfalls and positive aspects of the current frame and thus what we would like to be different or the same. In between photos and discussions Bill showed us the capability of his plasma cutter by making small metal teddy bears with my K3 Racing logo on them and even a stainless steel peace sign for Barbara. He did these by whipping up the design on a computer screen hitting go and

waiting for the machine to finish belching sparks and there was the finished product. It was awesome. Luckily Barbara had been doing her computer wizardry again and we were able to present Bill with a framed picture of himself which Barbara took last year when we visited Bill on the way back from Queensland. By Friday afternoon I had a pile of parts in the trailer and Bill had a skeleton and some wheels on his workshop floor. We said our goodbyes and Barbara and I headed off to look at The Burning Mountain (check it out one day if you find yourself near Scone in NSW. It has been burning for several thousand years and is one of only three similar occurrences in the world.)

From there Barbara and I wandered home via Broken Hill and the Barossa arriving home almost exactly two weeks after we left Chateaux Callington. We were tired, I was still very sore, but it had turned out to be a fantastic trip.

At this stage, I am now without a sidecar for the first time in ten years and I can't ride my road bike either until my ribs get better so

I am contenting myself with catching up on office work and beginning to do some small tasks toward fixing some of the bits for the new outfit.

Next race meeting – Phillip Island for the Nationals.

That's it from the Cupboard

Geoff

Sidecar #30

geoffpgrant@wideband.net.au



Draft MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 20 May 2010.

- Meeting Opened: at 8.00pm with 30 in attendance.
- Apologies: Danny Ahern, Claire Harmon, Len Dyson, Greg Kennedy, Artie Sumner, Lorraine Rake, Tony Carter.
- Visitors: Nil.
- New Members: Nil.
- Minutes of Previous Meeting: held April 2010 were moved for acceptance by Brian Stuart, seconded by Peter Strawhan, and carried.
- Business Arising: Nil.

REPORTS

1. President's Report Trevor presented Mike Wooster with 10 year membership badge and certificate and trophies for the State Championship fro 3rd in P4 Unlimited.
Trevor had visited Greg Summertons premises where he had displayed his new JAP engines and for which he has several orders.

Trevor will not be at the next race meeting and asked for someone to take the scores. Andrew Bannerman volunteered.
"Earmold" will attend next meeting and provide customised reusable earplugs provided we have a minimum of 6 at Approx \$70 a set.

2. Secretary's Report
 1. Correspondence Inwards:
 - a. Bank SA – Statement .
 - b. Australian Executor Trustees – Statement.
 - c. MSA – Invoices for One Day Licence book
 - d. Datacord (SA) Pty Ltd – Invoice for Photocopier service
 - e. Harry Brayshaw – Membership application and cheque (unsigned).
 - f. Narconon Melbourn – literature regarding drug rehab services.
 - g. Alec Millet – email touching base and looking for contact of Bob Eldridge.
 - h. Geoff Grant – email looking for ride back from Winton for Craig.
 - i. MSA Development Officer – email noting the free Website provided by MA
 - j. MSA – email Re: opportunities to use Tailern Bend Motorsport Park
 - k. Bills Motorcycles – email offering discout on purchase of 2009 Honda CRF 450R.
 - l. MSA – email April Board Meeting Minutes; Minutes of SA Speedway Sport Management Report.
 2. Correspondence Outwards: Nil

3. Treasurer's Report: Bob presented the Treasurers Report
Accounts for payment;
a. MSA – Invoices for One Day Licence book
b. Datacord (SA) Pty Ltd – Invoice for Photocopier service
Accounts for payment; MSA – Invoices for Clipsal Permit

Moved Richard Rake, Seconded; Brian Stuart that the Treasurers report be received/carried.

4. Competition Secretary's Report Nil.

5. Delegates' Reports:

Road Race Tony reported on the Test and Tune day at Tailem Bend stating that 18 attended and that there were more Atajurra members than ours however it was felt that the concept should be run again. We need to provide better Communications for the volunteers. General consensus was to purchase some handheld UHF sets.

MSA Nil.

General Business:

1. Graham Rowley spoke of the Test and Try day stating that the facility has a series of tarred bends and 800 metres of track which would be good for a club day, running a sprint in the morning and a race in the afternoon. Events like time trials could also be run; we would need 3 sets of flags and radios. Cost to club of \$800 run on a Sunday or Public Holiday. A closed to Club event is better for costs and for our club. The Committee to arrange the next outing.
2. Andrew thanked Bob for the lend of the rollers at the Senior's meeting.
3. Peter Strawhan commended Darren Trotter for his competent educational efforts at Mac Park prior to the Senior's meeting at Mac Park.
4. Ronna advised that a dark blue 2001 Yamaha R1 with an Akropic Exhaust had been stolen from Church Street Norwood for members to keep an eye out for.
5. Judith Rowley stated that Cheryl Tildesley's achievements as ambassador for Mac Park was well earned and should be recognised. Tony noted that Cheryl dropped 2 seconds off her P.B.
6. Phil Baughan noted that with a couple of notable people not attending the event (Senior's) it gave an interesting perspective by riding and competing against different people.
7. There was favourable discussion about the meeting and it was noted that there was good support from newer qualifiers to the entries this year and that younger riders were there in attendance and helping out.

Meeting closed at 2045.

MINUTES of the COMMITTEE MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Tuesday 4 May 2010.

1. Meeting Opened: at 7.30pm
2. Present: Bob Glynn, Danny Ahern, Tony Tildesley, Andrew Bannerman, Richard Rake, Paul Walker and Trevor Henderson.
3. Apologies: Les Bell.
4. Minutes of Previous Meeting: Minutes of May Committee meeting were moved for acceptance by Danny Ahern, seconded by Andrew Bannerman and carried.

The secretary was absent and there was no correspondence.

410 General Business: -

1. Danny stated our website was stagnant, with no link to State Title results and the Good Oil not getting on. Obviously Les needs help.
2. There was a good turnout of Kiwis at Phillip Island.
3. There needs to be a balance in the use of club funds.
4. Tony spoke on the club day at Tailem Bend, booked for September 26th. Gates would open at 8.00am for a 10am start, to lunch and then till 4pm. We need a gas bottle for the post-event BBQ. There would be no entry form, but a closing date for expression of interest, at which a transponder deposit of \$25 would be paid. Open to members and "friends". I.e historic racers from other clubs. A recreational licence is needed, and any bike is accepted. It is intended to run as a "time trial" with riders at 10 second intervals. We could run 8 or 9 groups, but with no "races" or published results. Judith Rowley, who is a level 2 official, could be used, and Tailem Bend now have flags and radios.
5. State Titles to be discussed next month.

Meeting closed 9.15pm

For Sale/Wanted

Kawasaki GPZ900R 1990 model. Generally in very good condition, some plastic damage, needs rear tyre. All original equipment (including black chrome exhausts).	FOR SALE \$2,400 ONO.	Contact Geoff geoffpgrant@wideband.net.au 0422413358 07/09
Bultaco Metralla (M23) – Engine or parts thereof. Complete bike considered.	WANTED	Trevor Henderson Ph: 83845284 05/09
Club Shirts – \$35.00 Club Caps – \$15.00 Club Hats – \$18.00 Club Mugs – \$4.50 Cloth Badges – \$10.00 Club Transfers – \$2.50	FOR SALE	See Brian Stuart

UPCOMING EVENTS

Mac Park Ride Days Last Saturday of the Month followed by Working Bee's on the Sunday. All help appreciated	<i>Mallala Motor Sports Park Open Practice Days</i> <i>Phone 8276 7744 during business hours to confirm dates</i> <i>Saturday – 14 Feb, 14 Mar, 18 Apr, 9 May, 4 Jul, 22 Aug, 17 Oct.</i>	
Date	Host Club – Event	Venue
19 – 20 June	Hartwell Interclub Rnd 3	Broadford
27 June	WA Championships Rnd 2	Barbagello
25 July	WA Championships Rnd 3	Barbagello
31 Jul – 1 Aug	Hartwell Interclub Rnd 4	Philip Island
29 August	WA Championships Rnd 4	Barbagello
4 – 5 September	Café Racer Interclub Road Race	Mac Park
4 – 5 September	Victorian Titles Rnd 4	Broadford
3 – 5 September	Australian Historic Road Racing Championships	Phillip Island
18 – 19 September	Hartwell Interclub Rnd 5	Broadford
26 September	WA Championships Rnd 5	Barbagello
1 – 3 October	Master of Mac Park	Mac Park
15 – 17 October	Moto GP	Phillip Island
30 – 31 October	Allsorts Rally/Ride Day/SA v Vic Interclub	Mac Park
13 – 14 November	Hartwell Seniors	Broadford
19 – 21 November	Kings of Wannaroo	Barbagello
20 – 21 November	Phoenix Interclub	Mallala
11 – 12 December	Café Racers Interclub	Mallala
31 Dec – 2 Jan 2011	HMCRRSA – 2010 Historic Road Racing Championships	Mac Park

THE GOOD OIL

Contact the editor for additions to the following.

Who are they	What do they do	Where are they
Manta Precision Engineering	Cast iron brake disc rotors for historic bikes.	Peter McWiggin, 67A Kolora Road, West Heidleberg 3081, (03) 9455 0255
Full-On Motorcycle Parts	Goodridge metal sintered brake pads for use on cast iron discs	(08) 8374 3588
Amal Spares	Amal Carburetor Replacement Parts	John Parker, 12 Clarke Drive, Ringwood 3134 (03) 9879 3817 (AH)
PBE Engineering	General Machining and mechanical repairs.	Phil Baughan 0412043987
Ken Hurley	Motorcycle Photos	ned@fastphotos.net www.fastphotos.net 8261 9033
SBP Superbike Performance	Dyno Tuning Service	Unit 29/798 Marion Road Phone 8377 0028 Mobile 0407400 074
Murray's Brit Bikes	British bike spares	Unit 5 5 Kingston Ave Richmond 0408 833 511
Birdwood Motor Cycle Engineering	General Machining and mechanical repairs	Martin Adams 0421 874 513
Classic Restoration	Motorcycle Restoration Services	Tony Codrington 20 Bethay Road Tanunda 8563 3095
Maggyman	Rebuilds buy/sell	RAC Johnson Naracoorte 0418852277 (Mornings only)
Bill's Bits & Bikes	Spares and service	Birdwood.
Electrasil (LM Electroplating)	Electrasil/Nikasil bore replating:	7 George Court Briar Hill 3088 (03) 9435 7029
HPC (High Performance Coatings)	Teflon and ceramic performance coatings of internal and external engine parts.	6 Watson Road, Leongatha 3953
The Pitstop Bookshop	For motoring books and DVDs	33 King St, Perth 6000 Freecall 1800 622 422 www.pitstop.net.au
Bike Books and Bits	Books – Manuals – Magazines	Richard Sampson Ph 0438 848 366 email: bikebooks.bits@yahoo.com.au
ChromeMasters	Chrome and Nickel plating restoration specialists Discount given to members.	Steve Provis 11 Barfield Crescent Elizabeth West 5113 8252 6966 0410 337 898
Digital Sports Media	Sports Photographer	Peter Brunner Ph 0402 230 777 Email: peter@dsm1.com.au Web: www.dsm1.com.au
Kris Rowen Signs	Signwriting, Decals, Pinstriping	Kris Rowen 38 George Street Williamstown 0413 516 820