
The Good Oil



Volume 20 Number 9 June 2012.

Inside

-
- Editorial Page – 2
 - President's Report Page – 3
 - Letters to the Editor : Cyndie Reports Page – 4
 - Life in the Cupboard Page – 7
 - Minutes of General Meeting Page – 10
 - For Sale/Wanted Page – 12
 - Up Coming events Page - 12
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Cyndie Kempton, Judith Rowley and Ronna Fisher celebrating Mothers Day where all good mums should be: - at the track!



Photo's in this issue are courtesy of Cyndie Kempton, Ronna Fisher and Rob Lewis.

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2011/2012

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Club Address	PO Box 90 HINDMARSH SA 5007	
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) 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	A change is as good as a holiday!
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So they say, so I'm off to a new job, some say it was forced on me - I say it was mutual consent, nether the less I am now working gentlemen's hours 7.30 – 4.00 unless I go away. Still driving but for a different industry in heavy haulage (and I'm still there after a week). Mike Wooster also has a regular employer now so life is much different for him as well.

Change can bring many blessings, I've managed to prepare myself for the big move, (soon I hope). I also completed the rebuild of my box trailer including new axle and brakes. No 2 daughter has moved back home temporarily till her gear is finalised for her big move north to rejoin her husband and mother.

That leaves me to release this residence on the market and start afresh. So there is light at

the end of the tunnel and I may get to race again – but not this year.

Still there are roads to be ridden and that's what I did on Sunday with the Norton Club, nice ride straight up Grand Junction road and on to Birdwood to collect a couple on and ES2 with a megga and no baffles. From there we went to Tungkillo and then on past Palmer, left at the Silos and back to Mt Pleasant. After a short stop at Mt Pleasant some of us peeled off and headed home, amid the rain and snow, no snow really but it sure felt like it was imminent.

All this within easy reach of our own backyard, makes us the envy of those living elsewhere.

Stay Upright # 77

President's Report

Now that the Mac Park "Seniors" has come and gone, there's no more local road racing for a while, I've updated the club points to include that meeting, and they will obviously stand for a while. We also scored "Les Diener" points from that meeting, and our team of Tony Tildesley, Chris Hayward, Phil Baughan and Neil Watson were able to give us a healthy lead over the Atujara quartet. Our next chance to run against Atujara will most likely be at the "Master of Mac Park" in late September.

On a sad note, Cyndie Kempton's dad has passed away. Those of us who have met him would all agree that he was a lovely bloke, and it will be a sad loss to Cyndie and her family. I've sent a card on behalf of the club, which seems rather inadequate, but I'm sure you would all join me in expressing our sympathy to Cyndie, her mum, Rob and their daughters.

Although we sometimes kid ourselves, we don't ever get younger, just older. One of us who has just hit the big Six-O is Phil Baughan,

but he doesn't seem to be slowing down at all, in fact he seems to be constantly finding new fields of endeavour, as evidenced by his article, on the Corlett Triumph in the latest "Old Bike" magazine. Welcome to the "Golden Age", Phil.

Trevor Henderson # 55.



2012 LES DIENER POINT SCORE

Atujara	Rider	Rider Age	Riding No	Machine	Bike Age	Results		Position Points		Age Points		Total Points
						Race 1	Race 2	Race 1	Race 2	Riders	Bikes	
Rider 1	Grant Phillips	48	30	Yam RDLC250	32	13th	9th	8	12	46	32	98
Rider 2	Richard Metcalf	64	41A	Bultaco TSS 250	46	2nd	1st	22	25	64	46	157
Rider 3	David Short	46	81	Honda 125	32	2nd	2nd	22	22	46	32	122
Rider 4	Chris Pash	55	143	Suzuki T500	40	1st	1st	25	25	55	40	145
Over all Total											522	
HMCRRSA	Rider	Rider Age	Riding No	Machine	Bike Age	Results		Position Points		Age Points		Total Points
						Race 1	Race 2	Race 1	Race 2	Riders	Bikes	
Rider 1	Tony Tidesley	70	8	Honda CB72	51	3rd	3rd	20	20	70	51	181
Rider 2	Chris Hayward	54	34	Yamaha SR500	32	1st	1st	25	25	54	32	136
Rider 3	Phil Baughan	59	84	Honda CB350	42	4 th	3rd	18	20	59	42	139
Rider 4	Neil Watson	58	142	Velo Mac 350	75	1st	DNF	25	0	58	75	158
Over all Total											594	

Letters to the editor : Cyndie reports!

As 'Team Green' (Life in the cupboard), were not in attendance at the Seniors Meeting at Mac Park 12/13, I felt, so as to not disappoint the dedicated readers of the 'Good Oil', a submitted report maybe in order with some pictorial additions, although the pictures are a slight abstract strain of the direct motorcycle viewpoint.

Thursday night - arrived at the Mt Gambier track, greetings and greeted by Don and Maureen with their usual welcome, (who do a great job) and settle in for the night. They tell me the next morning about the big storm during the night. Never heard a thing, but apparently the vans were rocking pretty well (but not from any nocturnal activities which was impressed upon) I never heard a thing, slept through it, which was a shame because there was so much worrying time lost, that we might even end up in Kansas. Thankfully, we didn't put up the awning on the bus, or it may well be in Kansas. It has only just been repaired from a mini cyclone we were hit with in Renmark on the Aussie day long weekend.

Friday morning - Relocate slightly. Turned around to prevailing winds, this turns out to be a good move, as this was our back to the rain as well. Relocation complete, breakfast and commence the prep for scrutineering, sign on etc. All good. Stickered, signed and sent on my way. Time to double check valve timing of Triumph. All good, after discoveries along the way to foul things up. Now give it a run and confirm all is race ready. On to the rollers at last. Fired like always. One blink and jobs on. A nice crisp encouraging bark. All checks on Triumph complete, fuel up ready for race day on Saturday.

Time to check the "New Honda". The first outing after purchase. General check and fist of fuel for starting and then onto the rollers to start. This brings a whole new learning curve with high comp methanol starts. (Was started in the shed at home in Mildura, but then temp

was somewhat warmer there and the bike was a little more co-operative), but this is Mt Gambier and a little more arctic which compounded the learning curve. With perseverance, sweat, frustration, and a couple suggested expletives, it finally fired into life, but was only running as a 250 periodically and spitting a flameout of the exhaust. Shut it down, what the hell is wrong now. More sweat, frustration and expressions. Could not immediately spy the source of aggravation until finally Robert picked each and every wire and to find one that was within the terminal, but had come away and only having contact with the same as your bank manager. Contacts when you have something they want. Corrected aggravation source (glad it was simple), headed for the rollers and fired up again. Fuelled up ready for race day, facing race day with confidence and 2 bikes ready to go.

Saturday - A cheerful good morning voice came over the P.A., was inspiring and a weather report followed - Today will be sunny and 28deg, a slight pause - IN CAIRNS!!. The local forecast was omitted, can't imagine why. Love ya work, it made a happy start to the day. Had been raining most of the night. The morning was cloudy with patches of blue showing through, along with a glimmer of hope of a dry track, which was to be, on occasions. There was some fairly heavy condensation at times. Rider briefing and an outing for newcomers. Jobs on. Get to do a couple of laps on a bike I have never ridden. Dressed and ready for battle, onto the rollers to start Honda. Stage fright set in, so no outing this time. Time for practice session on the Triumph. We know she was good, right up until it went onto the rollers. She was down to a 225 & 1/2. What the frig goes on now. It was 100% yesterday. Off the rollers onto the operating table. Check maggie, (usually the 1st point of call), Bingo!!. Pulling of the front pickup, it was deemed full of water. How you might ask, a

damn fine question. It was under cover and a canopy. The rear pickup removed and revealed the same fate. No wonder it was in distress. It would appear there was so much moisture in the air and the ground, that the maggie hoovered up some the H₂O molecular structure and harboured it for future reference. Plot discovered, maggie was removed of the invasion, and a plea of leniency to please perform was requested of my ever-faithful Trumpy. It complied. Out for the 2nd practice. WE MADE IT!!!. I actually finished practice. "The curse of the Pink Panther was lifted." A minor tweek by the way of a different set of handlebars being the only requirement on return. Refuel and ready for the first race.

All being good, got the Honda ready for next outing. Gathered thoughts and was astride the newly acquired chariot and set off into the wild blue yonder (or grey as it was at the time) only to get about 50 mtrs and the stinker stalled – (so near and yet so far). Back to the rollers. There wasn't enough oomph left in the brand new battery to spin her over. Disembark, a momentary time of dejection and really P'd O, but look to the next outing. Idling was not on this machines' to do list. (Dr Phil was able to assist with a tweek or two to enhance this feature. A grateful thank you to him for this service) the first race on the Triumph. The new handlebars work a treat, I was so much more comfortable on the bike, I was actually doing track and lap time (without a calendar), but having a ball. Still had a slight miss on occasions, but if I ignored it, it went away right up until I got to the grid exit road and she stopped dead. A concerned fellow enthusiast rushed over and turned the fuel off. The carbie bowl was coming adrift and running on the maggie – Could have been a whole new meaning to the term 'Hot R S'.

Thankfully, catastrophe diverted, but that was to be the swan song for the Triumph for the meeting. The magneto had passed over. You know the old saying – I've got no more spark left in me. Dr Phil B performed an

autopsy and with the thought of maybe some CPR to kick-start some life back into it, but even with the surgery this was not to be. Thanking Dr Phil gratefully for his assistance it was deemed in a coma pending further surgery. The miss in the Triumph I mention earlier was probably the start of the demise. So packed into her bed in the trailer.

Sunday: MOTHERS DAY!!!. A cheerful voice again over the P.A., wishing all mothers a very happy 'Mothers Day', this greeting was much appreciated and I thought to myself what better way to spend Mothers Day, dressing ready for battle and making laps around the race track, and just having a great race day. The photo is of Honorary Mother of 2 – Judith Rowley, with Cynders and Ronna, subduing any loutish behaviour and schemes they maybe plotting. Beats me how mothers find out these things. Isn't adoption on Mothers Day great!! Wonder if Judith has 'rethink' the strategy yet???

With Miss Trumpy tucked in, we still have the Honda. It's a HONDA – It won't let me down, and it's true. It didn't for the 1st 3 1/2 laps – NO NOT THE HONDA – A HONDA IS LIKE A ROLLS ROYCE. ONE NEVER BREAKS DOWN, ONE ONLY FAILS TO PROCEED. This is not possible; Honda's don't let me down. Got passed the chequered flag for the first time all weekend - as a 250 (it's usually a 500). Yep dropped onto one cylinder. Get to the hairpin, another concerned fellow competitor directed me to the brake arm dragging behind me. This can't be good, so an unceremonious pick up ride in the trailer back to headquarters.

It would appear that racing for the remainder of the weekend will be done on the spectator's side of the fence. (I make a lousy spectator when I am on the wrong side of the fence), but a further moment of dejection, packed all the race face in the trailer and tucked the Honda into bed next to the Triumph where they could exchange notes of where things all went pear shaped, returned transponders and engaged in further

socialising. Things were not all bad, there is always the social side of things. These still carry on with great friends old and new and even got to watch a few races. Always a positive- out of something bad comes something good.

Racing over for the weekend again – already, it feels like we just got started. Everyone gathering at presentation, the thank-you's and appreciations shared to all the great people who make the weekend possible for us to all have yet another brilliant weekend, of which I would like to thank Marg and Darren Trotter and their support team who do a fantastic job. Without these teams of people, we as competitors have nothing. Presentations to many familiar faces and lots of new faces collecting their trophies, It was even noted that Ken Lucas had a complete backyard blitz make-over when I collected his trophy on his behalf. Then there is Russell Craddock who spends so much time with his acceptance speech – Thanks, this is F***** Grouse!!!!. Onya Russell.

I myself was the recipient of a well-presented presentation from our President, Trevor Henderson. I was awarded my 10-year certificate of service in the Historic Racing Register S.A., with the club colour patches,

which was very much appreciated and well received. This will be framed and displayed proudly.

A brilliant weekend was had again, although with the mechanical failures, my lap times were down a bit (Ha Ha), but couldn't think of a better way to spend Mothers Day with my adopted mother and sister.

Heading home after presentations, travelled through to Murrayville where we pulled up for the night. Thought it was time to stop as we had just centre punched a kangaroo. Came round a sweeping bend and the poor bugger was in the middle of the road. He had nowhere to go and neither did we, so he checked out the front of the bus. No big physical damage we could see, but the trip home was pretty tame after that.

Can't wait for the next meeting.

Keep Ridin', Keep Smilin' and I'll catchya round the track.

Cynders



Last time we only had 6 working days at home before heading off again but this time I was unable to go to Mac Park for the Old Farts meeting (families business!!) so I had a whole 4 weeks to get ready for Winton.

But if you remember my last missive I had broken a few things at Broadford so that 4 weeks was going to disappear real quick, especially given that a whole weekend was booked out to the family and another day to a neighbour to help him move his shed.

You might remember that one of the things that needed attention was the front right spring on the bus, 'coz it broke. Well, I figured this was the easiest problem to tackle because all I had to do was pull the spring off the spare bus (yup I do have a spare one!!!) and put it on this one. All well and good until you find that they are different – but an angle grinder fixed the difference and the bus was back on four legs again. We then used the bus the following weekend to go down to my parent's property for the weekend. After that weekend (which wasn't too bad given that a lot of the family was there helping to clean up Mum and Dad's estate) we headed home with a heavily laden (mostly with bike parts!) trailer behind the bus. Nearly home a rear tyre blew! Not too much of an issue in itself – one just removes it and puts the spare on – although it took quite a while to unwrap the tread so that I could actually get the spanner on to remove the wheel nuts. Get home, strip the old one and get ready to fit up a new tyre. I thought at this point that I would do the right thing and get a new tube for it rather than use a secondhand one that I had on the shelf. So after obtaining a new tube (at some expense I might add) and fitting up the new tyre and then putting it on the bus I was happy that I had done the right thing. But wait, I am getting ahead of myself here by skipping a couple of weekends. Those weekends were spent putting the outfit back into race shape. I completely stripped the frame and engine and rebuilt them from the ground up using lots of welding on the frame. I had it all back together and in the trailer on the Saturday prior to Winton weekend so was very

happy. Spent the Sunday mixing fuel and packing the trailer as well as greasing the bus and replacing a tyre on the trailer.

So now we are back to fitting up that tyre on the bus which I did on the Tuesday evening after work with a view to leaving when I got home on Wednesday evening. Well, Wednesday evening I knew something was wrong from the moment I turned the corner at home – the bus was decidedly low on the right hand rear corner – same side I had just fitted a new tyre and tube on! Yup it was flat. So instead of leaving I was fitting up another tyre. The new tube had a blemish in it which had popped! So by the time I had fitted that up with the secondhand tube and finished packing it was way too late to leave so we ultimately left on Thursday morning and scrapped the idea of practising on Friday. Ultimately this suited Phil – yep, Craig was not able to make it again – so Barbara and I had a cruisy drive over given that we had two days to get there.

As we approached Winton the rain got heavier and heavier and when we rolled into the track to drop the trailer off on Friday afternoon most of the pit area was flooded and the track was very wet and slippery. Must say at this point that the organisation at Winton is quite chaotic in some aspects so that the area that is normally reserved for motorcycles was now filled with cars and empty trailers as a result of some indecipherable signage. This made it a real challenge to pick a decent spot to call our pit. Ultimately we put the trailer on a small island with the back of the bus in a small sea!

Saturday morning dawned very cold and wet – yep I know, pretty normal for Winton. Scrutineered, signed in, got transponder and then, despite the fact that it was only just after 8.00am I realised that there were race cars being run everywhere so I decide to start the bike early – given that we were the second session at about 9.10am. It was a good decision because it did not want to start – well that is not quite true, I am sure it wanted to, but we could not get enough grip anywhere to actually spin the motor over. Pushing it only elicited a lock up

as I let the clutch go and the same happened on a set of rollers that we purloined. Ultimately with the assistance of a couple of 'better built' gentlemen we found the grip we needed and the music rang out.

Qualifying consisted of splashing around in pouring rain not being able to see a thing and having even less grip. Those Hoosier tyres are great in the dry but in the wet you might as well be on slicks! On the first lap I had sussed out where the water was – just the same places as I remembered from previously – and I figured that the tyres were never going to warm up I opened the tap as much as I dare to speed up a bit and put in the best lap that I could at this point. As I started on the third lap Phil indicated that he was really struggling with lack of vision so I gave up on it and we pulled in. Obviously almost everybody else had trouble too 'coz despite that pathetic effort we were on the second row with three P3s in front of us. I think we were about 25 seconds slower than Craig and my PB.

Meantime, back in our pit the item that attracted most comment on this wet Saturday was the very rusty BSA frame on top of the trailer! I could have sold it ten times but the catch was that I had already sold it via eBay and it was now at Winton with me awaiting pick up by its new owner. Which he duly did... and for those who care it was a 1948 YA7 twin down tube frame – whatever that is! Oh and yes, it was one of the frames that Barbara commented on when I brought it home from Dad's place. Something to the effect of what are you going to do with that piece of junk, throw it in the scrap pile?

First race. Lights out, clutch out and away we go. We pick off two of the P3s as we leave the line but get boxed in by the third and have to follow them through turn one. They actually have ok acceleration and we can't get enough grip to drive past them before turn two so we follow through there as well. Find a little grip to get up on the outside into turn three – but this is the one turn that Phil and I have not yet quite sorted so it gets a bit exciting when he sits up early (he later explained that he could not see much so he counted to ten and then sat up...

trouble was that because of the wet we were travelling a fair bit slower than he did last time he was there in the dry...). We survived though and came out in front of the P3 and led the way through the top corners and onto the straight. From there on we held the lead on the track until we got to the straight on the second lap Bruce caught and passed us on the TZ750 powered P5 which was running on full wets. We finished in that order to take our class in the first race.

Second race was damp track and drying. The weather was OK although still a bit cool. I did not see the need for wet weather gear so we lined up looking for an almost dry race. The start was similar to the first race with us dispatching two of the P3s quickly but getting stuck behind the third one until we could open it up on the short straight down to three. Again we led the field until Bruce caught us on the third lap this time so that again we finished second on track and first in class. We had had one little annoyance during the day and that was one carburettor hanging up a bit so that the revs were slow to drop down. I pulled the carbies apart to see what might be causing this and the ridge where the slides are wearing had got to the point where it looked like it could be catching. Did a bit of rubbing with emery paper, put them all back together and packed up for the afternoon ready for a good day on Sunday. It was then that we found that the serious challenger in our class has blown his motor up so was no longer a challenger.

Sunday morning is cold but not raining. I put the heater on the bike for a while and then when the sun broke out that helped a bit so that the bike started within a couple of metres. But clearly my attack on the slides with emery paper the afternoon before had not made much difference – ahh well, we could ride around that. We chatted about the fact that the second race on Sunday was a handicap and decided that we didn't 'need' to break away from the pack as much as we had on Saturday so that this time we would just try to get out front and keep just in front. It was at this point that Chris came by and said that the handicaps for the afternoon race were up on the board. Well, we then decided we would just have fun and, if we were

clear of the field, entertain... The lights went out and instead of trying to get through the inside I decided that I would go around the outside of that pesky P3 that had been getting in our way the day before. It worked, we sailed around the outside into the lead halfway through turn one. From there on it was, fly the wheel, big slides onto the start finish straight, lighting it up out of two, and big full lock drifts onto the straight under full power! Bruce still went past us but we still finished first in our class.

Last race of the weekend, the handicap, we lined up with a 1min 40sec penalty for our antics on Saturday. The first outfit was near enough beside us as we took off in pursuit of the field. The only one that should have been behind us was Bruce but he did not start so we were alone in our chase. We had five laps to do it but it took two laps to catch anyone. We picked off a couple before the traffic started to get thicker and passing became more of a challenge. We threaded our way through and then came up on a whole gaggle of outfits going into turn one. They were all over the place all trying to get past the slower ones in front and we found ourselves behind Bryce on his HRD. Now he is hard to get past at the best of times because he slides around a lot in the turns and accelerates quite nicely out of the corners. I didn't want to monster him but with him trying to get past others there was no where to go until I had him lined up coming out of four with the plan that I would get him under brakes into five. Well at that point his passenger decided to bail out – well OK 'decided' might not be the right term but bail out he did anyway. As he went over the front there was a big cloud of smoke from his arm on the track – I actually winced as it happened! After that I said a quick thanks to Bryce and got on with chasing the others. As we turned onto the straight there were wall to wall sidecars and this was the last lap! I went right, left, right again and still could not see a

way through until, is it, maybe, maybe not, yes I think it is, I will go for it and see... weave through, duck to the right, open the taps and sail down the inside until we are hard under brakes for the right turn into the esses, under another one and then around one on the outside in the middle of the esses (god I love handicaps, they are so exciting) and then, as we come out of the esses there are two sidecars in front of us heading up to the line so I wound it on to over rev in third and crossed the line next to them – I actually thought that we had made it to third, but that was not to be – we were fourth. But it had been so much fun.

The presentations followed a short while later and I had much pleasure in visiting the podium after being absent from it for the last couple of meetings. The opportunity to acknowledge the people that assist me has eluded me recently.

After packing up and collecting 'Dan's lube' (he might tell you the story one day) we left Winton on a quick sprint to Bendigo where we had arranged to collect some spare parts for the bus. One of the guys who races a sidecar managed to purchase some new old stock Bedford parts a while back and had some that did not fit his bus but did fit ours. After collecting a few boxes full of parts we camped for the night just outside Bendigo. We did not have to rush home so spent Monday and Tuesday doing touristy stuff on the way – it was a great trip home with no further problems. Overall a great weekend.

As I said last time we have a bigish break before the Master of Mac Park, Southern Classic, possibly Mt Tarrengower and then the Nationals and I am working on a plan for those too.... Watch this space for details...

Geoff

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MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 17 May 2012.

- Meeting Opened: at 7.55pm.
- Apologies Peter Strawhan, Ronna Fisher, Richard and Lorraine Rake, Judy Smith, Graham and Judith Rowley, Les Bell, Len Dyson, Glenda St. John, Bob Ballestrin, John Whallin and Paul Walker.
- New Members/Visitors: There were no new members or visitors.
- Minutes of Previous Meeting: held April 2012 were moved for acceptance by Phil Baughan, seconded by Bob Glynn, and carried.
- Business Arising: Nil.

REPORTS

1. President's Report No Report as Trevor was an apology.
 - (1) Mac Park Seniors' was a success again, and Trevor used their presentation to award Cyndie Kempton her 10 year membership certificate.
 - (2) After discussion with Dean and Neil Watson, Trevor confirmed Wayne Bradley and John Painter as the Steward and Clerk-of-Course respectively for this year's State Titles.
 - (3) 'Seniors' was the first meeting this year for 'Les Diener' points, HMCRRSA having a handy lead over Atujara.
 - (4) Due to their limited opportunities, all agreed we score all Senior's sidecar races for club points.
 2. Correspondence:
 1. Ray Avery submitted a reluctant letter of resignation along with a year's subscription, and wished us well in the future.
 2. Follow-up email from MA re the recent licence and permit survey, due to poor response from the 20 to 40 age group.
 3. Australian Business Pages Directory wishing to list us online, but not for us.
 3. Treasurer's Report: As there were no transaction in April, the only action was a little interest added to our Trust account
 4. Competition Secretary:
 - (1) Danny has emailed Sporting Car Club re the Hill climb in September.
 - (2) Danny, will chase Les re putting the Australian Titles in the Good Oil's upcoming events".
 - (3) The Kiwis, as a thank you for getting their bikes to the "Barry Sheene", are doing a reciprocal deal for Hampton Downs (NZ), which clashes with the Southern Classic. See Danny if interested.
 5. Road Race:
 - (1) Last meeting was taken up with rider gradings, and tidying up a loophole with juniors.
 - (2) Phil, who will be Clerk of Course, has had early discussions with Phoenix re the 3-hour in early November. All help would be appreciated, and there will be more detail next meeting.
 - (3) Otto Muller has stepped down from the Road Race Committee, which now meets on the last Wednesday of the month.
 6. MSA: New broom is not sweeping yet.
- General Business:
1. In response to Darren Trotter's request for suggestions, John Kroon would like to see Mac Park's pit return after turn 2. We won't get involved.
 2. At Mallala, recovery and ambulance work together, which doesn't happen at Mac Park.

THE GOOD OIL

3. There were no red flags at the Seniors?
4. Phil, who had help from “under-age” Sean Kelly, complimented Chris Hayward on great wet weather riding.
5. Trevor will write to Mt Gambier club, thanking them for their promotion of Easter and Seniors.
6. Kapunda swap meet is on 27th May, clashing with Café Racers at Mallala, which boasts Phil as Steward, Mike Wooster Clerk of Course and Ronna as Race Secretary.
7. Danny’s USA story in “Old Bike” has been given to Les, and will appear in the Good Oil”.
8. Mitas have 300x20 universal road tyres at \$130.00
9. The “Dry Lake Racers” are inspecting Lake Gairdner, and are hoping to run there from Monday 28th May through to Friday 1st June.

Meeting closed 8.40 pm.

CLUB POINTS AFTER “SENIORS” 12TH & 13TH MAY (MEETING #3/2012)

NO	NAME	PERIOD	CAPACITY	1st	2nd	EXTRA	SUB	MEETING	PREVIOUS	TOTAL
				EVENT	EVENT	S/CARS	TOTAL	TOTAL	POINTS	POINTS
4	John Whallin	3	350	DNC	DNC			-	5	
43	John Whallin	3	500	1	-			1		6
6	Greg Kennedy	3	500	1	1			2	3	5
7	Joe Ahern	3	U/L	DNC	DNC			-	8	8
8	Tony Tildesley	3	350	2	2			4	-	4
27	Danny Ahern	3	500	DNC	DNC			-	3	3
30	Paul Gloede	3	350	1	1			2	5	7
30	Geoff Grant	4	S/Car	DNC	DNC			-	7	7
34	Chris Hayward	5	500	4	4			8	9	17
36	Cyndie Kempton	3	500	1	-		1			
66	Cyndie Kempton	4	500	-	1		1	2	-	2
40	Simon Cook	4	U/L	DNC	DNC			-	12	12
142	Neil Watson	2	350	4	1		5			
42	Neil Watson	3	S/Car	2	2	4	8	13	-	13
Pass	Bob Balestrin	3	S/Car	2	2	4	8			
25	Bob Balestrin	2	350	-	4		4	12	-	12
55	Trevor Henderson	3	125	4	4		8	8	19	27
59	Richard Sampson	5	125	2	2			4	-	4
63	Bryon Burnett	4	500	-	-			-	2	2
83	Phil Baughan	3	700	1	1		2			
84	Phil Baughan	4	350	1	2		3	5	-	5
86	Michael Skeer	3	500	3	2			5	5	10
99	Richard Rake	3	U/L	-	-			-	9	9
204	Wally Ryan	5	250	1	1			2	3	5
376	Graham Rowley	2	S/Car	4	-	-		4	-	4
Pass	Terry Hutchinson	2	S/Car	4	-	-	4			
95	Terry Hutchinson	3	350	-	1	-	1	5	-	5
421	Terry McBride	5	250	1	1			2	-	2
913	Murray Johnson	3	500	DNC	DNC			-	8	8

For Sale/Wanted

B33 or M 33 Motorbike for restoration	WANTED	Drew Nolan Ph 89767162 05/12
Dunlop 325 x 18 KR124 front Dunlop 350 x 18 KR 124A front/rear Dunlop 375/500 x 18 KR –rear Avon 90/90x18 AM 22-front Avon 110/80 x18 AM 22-front/rear all made 2010 or later- ALL SOFT!!!!!!! FRESH RUBBER-call for details Hi I am a member of the HCMC here in WA, we have landed a quantity of Avons and Dunlops historic racing tyres - tied of receiving 3-4 year old stale tyres	FOR SALE	Murray West ttmotorcyclotours@e-wire.net.au www.ttmotorcyclotours.com.au Perth- Western Australia ph 0407-687759 05/12
Honda 400 four 1975 Period 5 race bike #136. Log book, consistent finisher Mac Pk with std motor, Boyer Bransden ignition. Plus almost complete spare bike with some new spares inc Big Bore piston kit and another unmodified road frame.	FOR SALE \$4750 O.N.O.	Peter Strawhan ph 74238339, 0432205296 04/12
Parts to convert R5 Yamaha twin into Race Bike, fibreglass tank/seat/fairing, clip-ons, alloy rims, pipes, tuning info. Any assistance appreciated.	WANTED	Paul Glode # 30 Phone 0458352276, 86713361 02/12
'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.	FOR SALE \$1700 O.N.O.	Romy 0405 782 755 11/11
Doherty quick action throttle grip, used \$20 Tacho: Yamaha, unknown model, 0-10,000rpm (7000 red line) Likely 5:1 ratio. New, still in box \$100		
Bultaco Metralla (M23) – Engine or parts thereof. Complete bike considered.	FOR SALE	Nick Clarke 0417 871 532
Club Shirts – \$35.00 Club Caps – \$15.00 Club Hats – \$18.00 Club Mugs – \$4.50 Cloth Badges – \$10.00 Club Transfers – \$2.50	WANTED	Trevor Henderson Ph: 83845284 05/09

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
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
16 -18 November	Australian Historic Road Racing Championships	Eastern Creek
8 – 9 December	South Aus RR – Café Racers	Mallala
29 – 30 December	South Australian Road Race Championships	Mac Park