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# The Good Oil

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Volume 21 Number 5 March 2013.

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Stuart Penn with his Vincent at the recent DLRA Speed Week event at Lake Gairdner



Photo's in this issue are courtesy Chris Haywood.

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

HMCRRSA OFFICE BEARERS 2012/2013

*PATRON : Mr. Len Dyson*

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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 !

This week it happened, I'm back on the bike. Mind you the unleaded fuel these days doesn't last all that long and some embarrassing moments with the motor refusing to idle and conk out when you least expect it leading to the purchase of some liquid tune up to try and sort out the problem.

The benefits of riding to work shine out on the way home when you needn't wait at the end of the queue but sidle up the middle. Going to work is never usually a problem as I'm out there before the birds have had their breakfast so it was especially appreciated earlier this week when running late. But then so was everybody else.

The Trident is 20 years old this year and apart from a few problems from sitting around it has never let me down and having gotten off

the Commando the weekend before I think that I will soon need to modify the handlebars on the Trident and soften the seat on the Commando – Oh I must be getting soft (Old)!

Trevor has made mention of the fact that this position will become vacant at the next AGM. The job is not that onerous and the fact that we have modern communications you can still do it even when you are interstate, - FI/FO or even away on holidays. It takes a couple of hours once a month and as all contributors submit their copy electronically it is a matter of organising, cut and paste and sending off to Len and Judy.

Think about it and have a go!

Stay Upright # 77

President's Report

At our last General Meeting, the Annual Presentation night, Michael Skeer and his mate Shorty made the long trip from the south east to collect the "Best Nortons" Trophy from the 2012 State Titles-Skeery remarked how many more people attend HMCRRSA meetings than do Mount Gambier Club gatherings. Considering the comprehensive program run at Mac Park, it would seem that their workers are the attendees at their meetings, whereas our members enjoy and support their Monthly "Club Night."

Our country and interstate members rarely make monthly meetings, and rely on "The Good Oil" for information and contact with the club. We do get feedback, particularly from people such as Cyndie Kempton, whose circumstances make it difficult for her to attend race meetings, let alone club nights.

When I first joined our club, we did have an occasional "Newsletter", and then Danny Ahern added an Editors' hat to his others, and the "Good Oil" was born, with cover illustrations of a Manx Norton dropping some of the dark stuff. Dan did it for 7 years, then

Alec Millett for a couple before yielding to the temptation to "go west, young man". Les Bell was next to step up, and has done a sterling job for 13 years, even allowing for some traumatic changes in his personal life. Well done, Les, for I doubt if there is a member who would have missed as few meetings as the "Good Oil". But now Les needs a break, so a fourth Editor for "The Good Oil" is needed.

So what is required? The Editor should not need to chase stories and reports, as the contributors are well-trained in submitting their copy. What is needed is a level of computer literacy that will allow him or her to "cut and paste" and produce 8 to 10 pages ready for copying. With the use of emails, the Good Oil is forwarded on to Len and Judy Smith who make the appropriate number of copies and bring them to the meetings and forward them by post to those who can't attend.

We need "The Good Oil" to continue, so anyone or ones able to help would be very much appreciated.

Trevor Henderson

Trev's Titbits

At the recent Adelaide Cup (horse race), one of the personalities there was Carrie "The Project" Bickmore, who stayed over to be a guest on Mix 102:3's breakfast show. As part of the "fun", it was suggested that Ms Bickmore was asked to call a race, which led to a supposed race call by Ms Bickmore along the lines of "leading is the jockey with the lovely red and gold colours---gold, I must get gold ear-rings whilst in Adelaide—" Race forgotten, and more babble about fashion items. Then the hosts burst into raucous laughter, their usual ploy to convince their audience that something mildly amusing is really hilarious!

Sorry, 102:3, but you didn't do anything original. Back in the days when we were part of the Sporting Car Club's 2+4 meeting at Mallala, which we all found a buzz, it certainly was

It's the colour that counts!

interesting to find out how the other half lived. Our 4-wheeled friends were certainly hospitable, though they did do things rather differently. The race was on, with a field of wonderfully-turned-out cars valued at more than I could imagine. But, like racers do, the drivers of the 2 leading cars became oblivious to the worth of their machinery and really made it a contest. The race was receiving excellent commentary from the male and female duo, and, as the combatants approached the northern hairpin, the lady came out with, in reference to one of the vehicles, "and it's such a lovely car, a beautiful shade of blue".

So, 102:3 (and Ms Bickmore) It's all been done before.

Thumbs up and Change Right

Trevor Henderson #55



We had one hiccup in the preparation for the 2013 International Island Classic when a phone call to my tyre supplier to order a new tyre for the bike simply elicited the response, “Sorry, there are none of those available!”. What the? I have been using them for 10 years or so now, they can’t stop making them!! After much to-ing and fro-ing the only option seemed to be the new version of my old tyres but this new tyre looked remarkably like a slick with a couple of grooves in it. Now slicks are not allowed in my class so while these are a legal tyre I felt that, based on the appearance of the tyre, I should get MA approval to use it before I spend my money. I rang the appropriate person and was told that I would have to put my case in writing to the Historic Commissioners for an answer! Now you can understand that I was a bit nervous about this given that we were only two weeks out from the race meeting. BUT, I have to commend MA. I sent the required email at around 4.00pm one afternoon. The next morning just after 9.00am I had a phone call telling me the Commissioners had approved the tyre and that I would get an email later in the day so that I had that approval in writing. Well done MA, and thank-you.

In between times I had replaced the head gasket on the bus and rebuilt the bike gearbox so we spent Sunday loading up the bus and trailer ready for the Island Classic. On Tuesday 22<sup>nd</sup> Barbara did her last day of work forever (yup she has finally retired too) and on Wednesday we headed off to Phillip Island with some confidence that all was going to go well. We slept near Ararat that night but already knew that some things were not what they were meant to be – while we had a new radiator and new head gasket in the bus it was still tending to overheat a bit – damn! My conclusion was that it was still finding rubbish which had been loosened when it spent a lot of time very overheated in NSW and has now deposited that rubbish on top of the radiator core! Ah well we

potted on and arrived at Phillip Island on Thursday afternoon without any real issues.

Got the bike scrutineered (and didn’t even need to prove that my tyre was approved) and set up our pit area ready for practise on Friday morning before we headed over to find our spot in the campsite. And was that a nightmare or what?? Despite them asking us on the booking form about what we were bringing (camper, motorhome, tent etc) they took no notice of our answer and just bunged everybody into one fairly cramped space that had almost no level ground – it was real effort to get the bus into a flattish spot that we could get out of again in the morning! And this got worse as the weekend went on. More later...

We spent the evening chatting with our friends including Chris, Peter, Doug, Footy and Melissa. All too soon it was 11.30 and we were off to bed with the alarm set for 6 am the next morning, and that too arrived far too soon. I did my final preparation, fueled the bike, and went to the rider briefing (where Robbie Phillis concluded that it was OK to die on Thursday but don’t try to do it on Friday or after because the rules would be different!!!) and then finally we were able to start the bikes for the first time. It started easily, and warmed up just fine – all was ready. Oh, and again they accepted my bike as a Wallaby Kawasaki (as a tribute to my sponsor) and showed it in the Program as such.

First practice we went out and did a couple of laps to get the feel of things and then wound up a little bit, but whoa, we have the old Phillip Island fuel surge problems surfacing again! Such long corners put a greater pressure on the fuel system than the short circuits do. Pull in and hold discussions with Footy to see what thoughts we might come up with that we have not tried before... We finally decide that we will cock the header tank over a bit toward the inside of the longest corners (all left handers) so that even if there is some surge there should still be fuel available to all three outlets. Next practice this worked fine and there was no

surge at all so we thought we had the problem solved. We did some slightly quicker laps and called it quits. A couple of other things had become evident though, some good, some not so good. First up the new rear tyre has amazing grip and that bodes well for the future. Of course this also brought issues with it too and the initial one was the extra demands that this made on the front tyre – really look forward to getting these new tyres all round. A problem though was that the new tyre is a bit taller than the old one so I was way over geared and did not have the sprockets to address this. Meantime I was noticing that fuel consumption was quite high. More on this issue later but a quick think about it suggested that it was right – I mean you develop a motor, go faster, and then land at a track which has just been resurfaced so that you can open the throttle a lot earlier and keep it open a lot longer and the end result (apart from greater speeds) is more fuel used!

In the afternoon we went out for the first qualifying session. Our plan was to do our out lap, a warm up lap and then one or two quick ones and call it quits. We did this and it felt really good on the second quick one so I thought I would do a third one while the track was clear... It went really well until just after we crossed the line on the last lap when there was a small explosion into my lap!!! I knew straight away that a piston had gone AWOL. It was not rattling so I pulled the clutch, coasted as far as I could and then idled around to get back into the pits. A quick look and it was clear that there was too much melted aluminium thrown around to be able to tidy this motor up and use it again so we went for the motor swap. Two hours later we were getting kicked out of the pits but all we had to do was synchronise the carbies and do the timing and it was all good to go. We jumped in the bus to head back to the campsite only to find a tent in the middle of 'our' spot. Well, Footy had a chat with the owner who at first suggested we just parked elsewhere, but when Footy suggested that if the guy kept his head low he would probably keep it as we went over his tent he decided that it

was probably better to move the tent. We actually had drinks with him later.

Overnight I did a lot of thinking about it and subsequently decided to change the main jets in an effort to find a little bit of economy so when we got back to the pits early in the morning Footy pulled the carbies apart and I did the timing. We put it all back together with time to spare and had a coffee before we were allowed to start race engines. The new engine started easily and sounded good so after running it for a short while we silenced it to await our next qualifying session which I was going to use to bed it in because this engine was a partially new rebuild. We went out and cruised around for a bit to bed things in and then wound it up a little to check that it would. The motor was willing but the clutch wasn't, I tried to adjust it on the run but the top end of the cable was fully released so I just persevered so as to get in as much running as I could before the end of the session. When we came in Footy said he would adjust the clutch for me but I suggested putting the mechanism from the other motor on as that was a ball bearing mechanism and much easier to operate. Of course I forgot that this other mechanism actually required a different seal because it protrudes through further and this meant that it could not be used on this engine – Footy glared at me and commenced refitting the original mechanism – sorry Footy, I was under pressure!!! We eventually got it all sorted out and was ready to race.

Had a last minute panic when I realised that I did not know my actual grid position – I know I was second in my class but there were three classes out there together so I had to check where I was – raced down to the tower, raced back again and was ready to go. Did the warm up lap and figured the clutch was still slipping a bit but not too bad and I hoped it might take up a bit more when it gets hot (and it did) then came around to line up on the grid. Now the grid sheet showed a distinct zig zag of the line up with me right behind number 31. As I roll into the grid it appeared that someone else was in my grid position because there was no space behind number 31! Well, nobody else

agreed so I pushed back and took the next spot back – although still thinking that that was wrong – and then watched as the starter walked off the track. I pulled it into gear as he stepped off and then all of a sudden the lights were on and then off and we were supposed to be racing. Well, with a combination of still thinking a little about my possible wrong grid position and the fact that I had a completely different clutch (which took up as the lever came just off the bars rather than almost completely out like the last one) all meant that I was not really ready for the start and then when I did attempt it I almost stalled the thing. Luckily I caught it and we finally got away with a bit of clutch feathering... As we howled off down the straight we picked John and Chrissie off and headed for turn one. In turn one there were sidecars all over the place, bouncing off each other with the whole chaos trying to get to turn two while still sorting themselves out. Luckily we did not get too involved in that but I did pick out Max in the middle of the melee and started homing in on him because he was my target for now. I knew that Tim would be further up somewhere but one at a time was the plan. I followed Max through and gained a bit on him as we exited turn two but his horsepower let him pull away as we opened up. We maintained position through turn 3 and four but he pulled out a bit under acceleration toward Siberia. But hang on, Max is running wide through Siberia so I am able to get inside him on the exit and we go side by side toward the Hayshed, but again, his horsepower out runs me so that we follow him up the hill and into Lukey Heights. While this time he hugs the curb he really is quite slow so we are able to run around the outside and are looking at being on the inside in MG but he brakes later than us and cuts in front as we tip into MG, when we were very close together there for a bit (clearly we actually touched because I had an orange a blue streak on the front when we came in). Out of MG and accelerating I realise that yet again we are travelling quicker than Max so I started to head around the outside and was level with him as we came out of twelve. Again though his horsepower advantage let him pull in front but I was able to tuck into his

slipstream and hang onto him all the way down the straight. But again I was able to maintain a higher speed through one and into two so that I tried around the outside in two this time and nearly got around. I figured this was going to be the move to get him so while I tried again at Siberia I planned to go around him into turn one and then make a break on him in turn two so that he could not get back at me again before we got to Siberia again. I was all set up in his slipstream down the straight when I saw the yellow flag at turn one – bugger, I was not allowed to pass him there so I just had to follow him through and set it all up again next time (and make it work because that was going to be the last opportunity). I did set it up again and I did get past him and I did hang on to it so that we came in second to Tim and more importantly in front of Max. I have only ever finished in front of him once before (without him breaking down anyway) so I rolled into the pits feeling quite pleased with myself.

I refuelled the bike and realised that we had a fuel problem, we had used more than four litres per lap and that meant that we would not be able to carry enough for the five lappers on Sunday (5 laps racing plus a warm up lap at more than 4 litres per lap means more than the 22 litres I can carry). I decided to reduce the main jets a little more. I knew I was safe on mixture so that was no problem but I did not know how much difference it would make. With that all done we headed out for race two. This time I was more prepared for the start but it still bogged down when I let the clutch go and I had to grab the clutch again – thinking about it I realised that I had not managed to spin this new tyre yet, it had too much grip so that I might have to rethink the starting technique. But this time at least we got away reasonably, remained in front of John and Chrissie and followed Max into turn one. I started thinking that this time I would repeat my action of the previous race and despatch Max to third place again. But this time I got the opportunity earlier and went under him as he ran wide at turn 12 and I hung on all the way down the straight until, just as we were tipping into turn one, I suddenly lost power, and

immediately knew that it was not good, pulled the clutch and coasted for a bit, bump started it again and thinking I might collect a few points attempted to complete the race, but it was not to be and we pulled off at the Hayshed to await the pick up car. Back in the pits I just knew another piston had gone west and that because I had tried to complete the race there would be aluminium everywhere so this motor was history too!

Question was, do I put the third motor in??? Obvious answer was, 'Only if I can solve the issue that is consuming my pistons!' After some discussion we conclude that there just is not enough fuel getting up to the header tank. I have two Commodore fuel pumps pumping their hearts out and they cannot meet the needs of a 750cc motor!!!! While these pumps can provide the total amount for each lap the miscalculation I made was working on average usage per lap. The actual usage per sector varies and is clearly (especially with the new smooth surface) very high from turns 11 and 12 and down the straight. I probably use close to half of the average lap usage in this sector and that means that the pumps probably need half again as much as an average – they failed and so the first cylinder that ran out of fuel collapsed in a bundle of melted aluminium.

I was not able to fix this so the last spare motor was definitely not going in. But at least I had worked out what the problem was.

It was now late in the day so we threw the stuff into a pile in the trailer and headed off to have a shower in preparation for the official dinner that night. The dinner was excellent with the International Challenge teams being introduced and Alan Cathcart interviewing Giacomo Agostini, Cameron Donald, Ryan Farquhar and Jeremy McWilliams. These were excellent entertaining interviews where I learned quite a bit. We spent a great evening at

the American's table where I also got to have quite a chat with Gary Fisher. We did notice as we were heading back to our bus that some riders were heading off to 'after dinner parties' so we did wonder what they would be like the next day!

On Sunday I became a helper for my American mate Dave Crussell. He started off a bit seedy after partying until the early hours of the morning but did some respectable times until he threw his TZ750 away at turn two – pretty much destroying it in the process. Despite this he had a great weekend.

After the trophy presentations Barbara and I headed off to stay at the Footy Fun Factory! And fun is certainly the right term. Justin (Footy) and Melissa live on the mezzanine floor of a warehouse while down below there are work rooms filled with sidecars and other motorcycles along with many more interesting things. The space in the warehouse is big enough that we were able to park the bus (with the trailer on) inside and still walk around everywhere to check out the great things that reside there.

After a couple of days of sightseeing, canoeing and catching up with friends we arrived home. Not sure now about making it to the Easter Cup given that I have two motors to rebuild and I need to make sure I have the bike ready to race again when we leave for Europe because the plan is to race just a few weeks after we get back from Europe. But I will still be trying to do the Easter Cup as that will be my last race meeting until we get to the TT (where no, I won't be racing but I am pit crewing for a Manx sidecar team) and then no more racing until October! How am I going to cope???

Geoff - [geoffpgrant@hotmail.com](mailto:geoffpgrant@hotmail.com)



**MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 21 February 2013.**

<u>Meeting opened</u>	8.00pm
<u>Apologies</u>	Peter Gouws, Ross O'Neill, Vicky Clarke, Mike Wooster, John Whallin, Len Dyson, Dan Gleeson.
New members/visitors	Peter Rayner, Grant Philips (Atujara club), Michael Skeer (Mt Gambier), Shorty
<u>Minutes of previous meeting</u>	Moved for acceptance by Phil Baughan, seconded by Geoff Grant. Minutes accepted.
<u>Business arising</u>	No business arising

Reports

President

- Trevor gave a special welcome to Peter Rayner as a previous long standing member and visitor to the meeting.
- Trevor announced that this meeting will incorporate Trophy Night
- Guests invited to light supper following meeting.
- Trevor informed the meeting that Andrew Bannerman is on the mend following his accident at Mac Park.
- March 17 – Atujara Hill Climb will incorporate a historic class.
- Reminded members of the Easter Mt Gambier race meeting and the Vic titles at Broadford early in April.
- Ride day scheduled (with Ducati Club) Mallala on 24 May.

Secretary

- National titles in Perth has date confirmed – 15 – 17 November 2013

Treasurer

- Cheques from entries/sponsors etc still coming thru.
- Input from meeting \$31700 plus sponsorships of \$1450
- Outward payments \$21762
- Likely profit approx \$11117
- Some members are now applying for their race meeting subsidy.

Delegates report

*Competition Sec*

- Dan gave a verbal report on the Island Classic meeting
- 24 May scheduled for joint Ducati Club/HMCRRSA ride day at Mallala.
- Dan asked for a commitment from members who wish to attend this ride day.
- Barry Sheene race meeting Sydney scheduled for next month.



- A comment was made that the upcoming Easter Mac Park meeting (as a mixed event) was a reasonably expensive event for single bike entrants at \$50 per race.
- Dan informed meeting that he has on behalf of the club submitted a registration of interest for 2015 National titles at Mallala.

#### *MSA*

- Phil announced that he will be attending the next meeting in a week.

#### *Road Race*

- Meetings scheduled bi monthly
- Grading issues discussed
- All Sup regs for 1<sup>st</sup> half of 2013 have been signed off.
- There will be a reunion for AIR personnel (including sponsors). Rick Dowsett should be contacted for further info.

#### General Business

- No general business

Meeting closed at 8.50 pm

#### Award Presentations

Trevor presented the following people with 'thank you' gifts for their assistance throughout the year and during the recent Mac Park meeting. - Ronna, John Kroon, Paul Walker, Joe Ahern, Michelle Anderson, the Bakers.

Les Diener Trophy retained by HMCCRSA

Ken Blake Trophy – Simon Cook

Bob Jolly Memorial Trophy – Levi Day (Mt Gambier)

Peter Westerman Trophy – Trevor Henderson

Norton Owners Club Trophy – Michael Skeer (My Gambier/HMCCRSA)

Patrons Trophy – Ross O'Neill

Club Point Score winners

Period 2 – Neil Watson

Period 4 – Simon Cook

Period 5 – Jonathon Gutte

Period 2 Sidecar – Graham Rowley/Terry Hutchinson

Period 3 Sidecar – Neil Watson/Bob Balestrin

Period 4 Sidecar – Geoff Grant

Clubman of the Year – John Kroon

Spanner Award – Joe Ahern

Meeting closed 9.15pm

2013 Road Racing Dates

Date	Event	Venue
9 – 10 March	Hartwell	Mt Gambier
17 March	Collingrove Hillclimb	Atajura
30 – 31 March	Easter Cup	Mt Gambier
11 – 12 May	Seniors Meeting	Mt Gambier
24 May	Club day	Mallala
25- 26 May	Rnd 3	Mallala
27 – 28 July	Phoenix	Mallala
21 – 22 September	Café	Mallala
5 – 6 October	State Titles (Moderns)	Mt Gambier
9 – 10 November	Phoenix	Mallala
15 – 17 November	Australian Historic Championships	Wannaroo
14 – 15 December	Cafe Club Championship	Mallala
28 – 29 December	State Titles	Mt Gambier

For Sale/Wanted

Wanted	Kneeler outfit any power unit considered	Joffe Booth 0434104508 03/03
For Sale Offers	Australian made 1hp 3 phase electric motor forward and reversing switch Runs nice	Ray Stevens 8332 5786 5 Stapleton St Firlie 03/03

