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# The Good Oil

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Volume 19 Number 8 May 2010

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## Clipsal 2010



Photo's in this issue are courtesy of Hamish Cooper

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

HMCRRSA OFFICE BEARERS 2009/2010

*PATRON : Mr. Len Dyson*

<b>President</b>	Trevor Henderson	8384 5284 (h) 8447 4986 (w) 8241 0529 (fax)
<b>Vice President</b>	Danny Ahern	0407 826 951 (m)
<b>Treasurer</b>	Bob Glynn	8263 9133
<b>Secretary</b>	Les Bell	8250 0136 (h) 0419 272 793 (m) 8250 0526 (fax)
<b>Competition Secretary</b>	Kim Anderson	8389 5678 (h) 0427 220 897 (m) <a href="mailto:kim111anderson@optusnet.com.au">kim111anderson@optusnet.com.au</a>
<b>Social Secretary/Librarian</b>	Geoff Grant	8538 5210 <a href="mailto:geoffgrant@wideband.net.au">geoffgrant@wideband.net.au</a>
<b>Publicity Officer</b>		
<b>Newsletter Editor</b>	Les Bell	8250 0136 (h) 0419 272 793 (m) 8250 0526 (fax) <a href="mailto:tinker_bells@bigpond.com">tinker_bells@bigpond.com</a>
<b>Committee Members</b>	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
<b>Club Delegates</b>	Trevor Henderson – MSA	8384 5284
	Danny Ahern –MSA	0407 826 951
	Tony Tildesley – Road Race	8278 5464
<b>Club Address</b>	PO Box 90 HINDMARSH SA 5007	0403 841 715 – Trevor Henderson. <a href="http://www.historicmotorcyclercycling.org">www.historicmotorcyclercycling.org</a>
<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)	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

Flying High!

I used to have a jet-set lifestyle until I moved here in 1999. Recently I feel like I am back there, there was the 13 months I flew in and out of Olympic Dam and up to the Territory. Just recently I have been to Brisbane and back and I'm off there again this weekend. The effect of the GFC is apparent as there are still bargains to be had in getting good fares and the planes are never full to capacity, unlike several years ago. The downside is that I now have to pay for my own fares which come as a bit of a shock when I am contemplating some of the financial dramas that have to unfold in the coming year. This limits the amount of spare parts that I can accumulate for my projects and one of my addictions has suffered. E-bay shares have dropped dramatically.

With my immediate family located in Queensland, a family emergency has arisen with me missing out on the Test and Tune day at Tailem Bend and the Seniors meeting at Mt Gambier. I hope that members took advantage of the effort put in by those who organised it especially Tony Tildesley who was the leading protagonist for the Tailem Bend experiment and that we have a chance to try it out again.

Unfortunately, I will be absent from the Grid on the June meeting at Mallala as I simply don't have enough days in the week to get the bikes ready. I will however try and make it out to assist where I can. Till then;

**Stay Upright – #77**

Presidents Report
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Once again the Mount Gambier Seniors' meeting has passed, and, although overall entries weren't as high as they had been, there was plenty for our members to feel great about. Stewart Kieselbach presented his usual "Motorcycling Ambassador" trophy, appropriately going, on Mother's Day, to the first female recipient, our own Cheryl Tildesley. Stewart mentions that this award is for those rarely making the podium, but, as so often happens, Cheryl was called up to receive the trophy for 1<sup>st</sup> Period 3, 250cc. Well done, Cheryl.

Commiserations must go to Bob the Milky, who does so well as our Treasurer, but had his BSA's oil pump seized first time out. Tough luck, Bob.

Good fortune for Phil Baughan, consistent riding bringing him 1<sup>st</sup> in both Period 3 over 500cc and Period 4, 350cc. Our representation in a good mixed sidecar field was Graham Rowley and Terry Hutchinson on the P2 BSA, and Geoff Grant's P4 Kwaka. Geoff missed out on the scratch race overall, but won a handicap and kept several younger bikes honest.

Inhabiting the pointy end finally was Andrew Bannerman, with the 400 Yamaha being quick and reliable, which gave him an age race win and second overall, with another "Silver Medal" performance in "Formula Old Farts".

Again a good collection of tidy classic machinery, with several Manxes, G50's, Triumphs, Norton twins and BSA's. Two of our old friends, Cyndie Kempton and Tom Gill, were able to compete thanks to the loan of bikes by Ken Lucas, who rode his own Vincent. Another V-twin, the Jap of Graeme Wagland, went and sounded great, as also did the Horners' "Irving Vincent" outfit.

The Mount Gambier Club bestowed life membership on two of their number, Colin White and Phil McGee. Phil had been making noises about retiring from race secretary, maybe this well-deserved award will stave that off.

We took up the offer of dinner in the clubrooms on Saturday night, and were glad we did. Thanks to Marg (chef) and Darren (head waiter) Trotter, this was certainly the best one so far. Shingleback Wines generously donated bottles of their product, one for each table and one for each race winner.

I'm sure those who attended will agree with my remarks, and those who were unable to will rue that.

**Trevor Henderson**



For those of us how enjoy an occasional beer, for medicinal purposes, the benefits are many, but how do I benefit from a couple of blokes 500km away raising a glass?

Well, Darren Trotter recently visited Ron Baker, and with glass in hand, they perused the contents of Ron's shed. It was agreed Darren would have a ride on Ron's CB92 Honda, Period 3, 125cc. So, at the Easter meeting this year, I was no longer the only Period 3, 125cc machine on the program. I certainly had my work cut out, with Darren riding aggressively and quicker than I'd seen a Honda twin circulate at Mac Park for many a day. A DNS each, a photo-finish judged in Darren's favour, and then a couple of better finishes saw the P3, 125cc trophy and Period 3 Easter Cup go Darren's way.

But it was certainly more enjoyable, and satisfying, to have another bike to race, regardless of the result. Some recent Mallala meetings haven't had that buzz, me being the only 125 in a sea of 500's. So I was looking forward to the "Old Farts" and licking horns again.

It didn't disappoint! Narrowly edging Darren out in the two scratch races gave me that trophy, a good and a bad result in the handicaps was a mixed blessing, and I disappointed myself with my ride in the cup race. But I must have pushed myself a bit harder that I have of late, judging by some favourable comments I received from the locals.

Having found the limits of Michelin M45 tyres, Darren is looking to have new rubber next time out, so I'll have to work even harder next time.

Thumbs Up and Change Right

Trevor Henderson # 55





After a couple of months gap this time (as opposed to the couple of weeks between meetings last time) I still seemed to find that there was a lot to do at the last minute. The bike needed a new rear tyre after totally shredding it at Phillip Island (which I had ordered but it missed the truck so got here with two days to spare!!), it also needed a couple of cracks welded and gearing put back to short circuit ratio (which involves front and rear sprocket changes) and then a few other adjustments and tinkering. In the process of doing these things I found a leaking oil pump, a broken seat mounting and found that the beast had discarded its lower chain guide somewhere around the track at Phillip Island.

I also discovered something else that I am not sure how to overcome. When I had the rear wheel out to change the sprocket one of the bearings dropped out and, of course, into the dirt! After a good clean I gave them the obligatory inspection before greasing ready for re-installation. Hello, hello what is this? Despite the fact that they are not very old there were distinctive marks on the surface of the cups. But they were not the usual pits or abrasion marks. After some pondering a remembered an issue that arose a long, long time ago when some of my father's counterparts put their trucks on the train to Perth so as to avoid the wear and tear of driving across the Nullarbor (at that time it was dirt from Ceduna to Norseman). These poor truck drivers found that their wheel bearings were wearing out a lot quicker than those who drove across. How can this be? Well, wheel bearings are designed to turn and if you leave them sitting in one spot whilst being gently vibrated (by the movement of the train) then they wear indents in the cups and cones that would not otherwise appear if they rotated as designed. I applied this thinking to my sidecar wheel bearings and yup, the marks fit. It turns out that I am wearing out my wheel bearings simply by dragging the outfit around in its trailer so much!! As a result I pondered two

things, 'How many kilometres does it do in the trailer each year?' and, 'What can I do about it?'. Well the kilometres last year was about 15,000kms! We did slightly more the year before and this year have already done over 5,000. What can I do about it? Well I suppose I could stop travelling... but given the dirth of sidecar racing at Mallala that effectively would mean giving up racing so that is not going to happen. I am now considering how I can take the weight off the wheels while it is in the trailer.

So, having had that diversion in thinking I went back to preparing for defending my Victorian State Title. The last couple of trips the old blue bus had been giving me a bit of grief through the fact that its starter motor had developed a 'maybe I will and maybe I won't' attitude. A bit of tinkering with that failed to alter this so I am still occasionally dependant on luck in that department.

Wednesday 14<sup>th</sup> came along and after spending a full day in conference I pointed the ZRX for home with rising excitement about the fact that in an hour or so we would be on our way. Arrived home, finished packing, sent the dog off to her carer, had a quick shower and we were on our way. We slept at the Border parking bay and wandered into Arrarat for an early lunch. While there we stopped in to laugh at Bondy who was stuck working (at Repco – go see him if you need anything 'coz he looks after fellow racers). Of course he was the one laughing in the end when I walked out having spent over \$300 and ordered a further couple hundred dollars worth! (But I saved heaps by capitalising on the specials, honest!!!)

Later Thursday afternoon we wandered into the Broadford complex and selected our homesite for the weekend. There were only 3 or 4 others there when we got there but arrivals continued at a steady rate until we had the full quota early on Saturday morning.

I had already decided we would do some practice on Friday (even though we usually save

our money). That decision turned out to be a good thing 'coz we only did a few laps when the engine began to cough and splutter and then cut out completely! Immediately thinking the worst I set about diagnosing the problem. Check fuel flow, not nearly enough, maybe battery is flat, no it is fine, maybe battery struggling under load, no it is fine, maybe filter is blocked, no it is fine, maybe it is not fuel at all, but no that fuel flow is far too slow, ahhh hang-on, when filter is not on housing shouldn't fuel run out of the tank, yes it should, but it isn't... Eventually I found what looked like a small piece of rubber in the inlet to the fuel filter!!! Doh!

Played a few more times on Friday but nothing too serious – bike went just fine.

Saturday morning dawned fine with the promise of a lovely day. Heater on the bike for a while and then it started really easily.

Went out for qualifying with a plan; two laps warm up, one lap quicker, two laps quick and call it quits. It worked, we were position 3 on the grid with a P5 and an unlimited P4 in front of us (we are in the 'up to 836 P4' class).

First race, knowing that my bike gets off the line really, really well (I sometimes think it could be fun to go drag racing...) I lined up slightly skewiff so that if the two on the first row were not so quick we would go through between them. Hmmmm nice idea but I did not allow for the fact that Steve was going to be all over the place off the line. He lit it up, then lifted the front wheel, went to the left, shut the throttle, went to the right, lit it up again and finally got it all together. In the meantime sanity prevailed on my behalf and I simply shut the throttle and kept away from him. John had a reasonably clean track to the first turn and he got away from Steve and I a little bit. When Steve gathered it up he just nailed John down the straight and we settled for riding to finish – which we did and we were first in our class.

Second race was a repeat of the first – almost! Steve still had his 'all over the place' start but this time I aimed more for John's side of the track and slipped through on John to get

to turn one first. Again though sanity prevailed and I kept wide to let those two go through because I did not want to get caught in turmoil with participants that I was not even racing against. I did however hang on to them down the straight and slipped past John again to split the two of them down through the esses. Then I pulled out of their way and again ran our own race to finish well ahead of the next contenders in our class.

Race three on Saturday was again pretty similar. We knew by now that we had our own class well under control so we had to ride safe and keep the bike together and then (assuming nobody was foxing) we should be OK. This did give me a bit more licence to play though and so at the start I went for it and found that both John and Steve were a bit out of control in turn one so I cut under them and headed down the straight first on the track. They still had not caught us by the time we got to Crash Corner so I kept the tap open and swept down into the esses and it was only coming out of there that I could hear them behind me. I reckon I could have held them out for quite a bit but it seemed silly thrashing the bike for no real reason other than entertainment so I went wide at the school house and let them take over. I also eased up and let a few of the other P5s and the two F2s through but still finished first in our class.

Saturday night brought much merriment around the pits as various small groups set up campfires and settled into bench racing and future planning. Given that we were a bit tired Barbara and I took ourselves off to bed a bit before midnight after taking care of a bottle of red (for me) and a few (quite a few) vodkas for Barbara. However, Bondy's camp had a few visitors and they settled into loud laughter, jokes, loud conversation, and some of the worst (in my humble opinion) music that we have ever heard. It was 3.00ish am before they worked out how to turn the music off and we were finally able to get a couple of hours sleep. Around 6.00ish noise started happening around the pits and that was the end of the sleep – hmmm what shape is blurry? Some coffee helped...

I was curious though, title race day had dawned but everybody seemed very relaxed, most unusual – normally everyone is champing at the bit to get engines started and leathers on etc. Then as I had some breakfast (and my third coffee) an announcement was made that the riders briefing would be at 9.00am! What the? 9.00am is unheard of for riders briefing! 9.00am is start engines time and the first track session! Then Toddy came around the sidecar crews and said that they were creating a practice session for sidecars if we wanted it. More, What the? Sidecars don't get special practice sessions on title day! Toddy explained, if we got under way too quickly the day's racing would be all over by 1.00pm – not good if you are Mr or Mrs Public paying to see a day's racing. Besides there were some wet spots on the track and if the sidecars would like to have a practice session that involved riding through the wet spots then that would help everyone else by drying up the wet spots! Ahhh so we are useful after all! A few of the boys took up the offer and went out to dry the track for those poor unfortunates who have not yet discovered the joys of racing a sidecar ☺.

We watched the first race of the day because that was the P2&3 sidecars... one day I must have a ride on one of them... they get even more sideways than we do!!

Our first race of the day was a non-title race but given that the title was the key focus for the day I suggested to Craig that we would simply keep out of the way of everyone not in our class and wait for Bondy and some of the other 836s to come and play. This would help entertain the crowds and give us a better picture of whether anyone was foxing. BUT, of course, you can't predict what happens when the red light goes out. Firstly both John and Steve bogged down on the line and had horrible starts. If I had buttoned off to let them get away that would have meant a wall of three sidecars across the track so that if there were any quick starters behind us they would not have anywhere to go. Subsequently I kept the tap open shot through between them and ultimately didn't see them for another lap – well, I really couldn't purposely slow down

when leading the race could I??? Eventually I let them past along with a gaggle of P5s and the two F2s and then took the time to glance back to see where Bondy and the rest of the 836 crew were. I couldn't find Bondy but there were other P4s coming up so I refocused and concentrated on keeping ahead of them to make sure we took the flag for our class. Turned out that Bondy was carrying a camera for that race and had deliberately slowed until he was near the rear of field so as to get better coverage of the field – he didn't know we planned to play with him!

Finally, the title race! We planned to keep right out of the way of the P5s and F2s so that they could run their race unimpeded. We did that and kept control of our class reasonably comfortably so that we took the flag with a quite a few meters gap on the second place getter. It was almost an anticlimax really, the bike ran well, we rode well, we rode a sensible race, and we won the Victorian State Title! Almost as simple as that. But oh so satisfying!

BUT the last race of the weekend let us know how close we had been to not finishing that title race. This last race of the weekend is traditionally a handicap but for some reason it was a scratch race this time. Now handicaps are particularly entertaining for everyone so they are just straight out fun but a scratch race is different so we figured we had to at least make it fun. Therefore we set off with a no-holds barred start and had several metres lead by the time we got half way through turn 1, John tried to get us down the straight but just didn't have the legs and then we were down into the esses where we have a speed advantage over the bigger P5s so that we came out of there still holding a comfortable lead and threw it into a tight line on the school house turn before setting it up for the big off camber left hander back onto the start finish straight. This is one of those turns where you have to have power on to get out of it and so it finishes up with a big opposite lock drift toward the infield and [usually] it straightens itself up just before the edge and you careen off down the straight. We almost got to that point when the motor coughed and lost power. No matter what I did



it did not pick up again. I flicked the other fuel pump on, cut the throttle and opened it again, killed the ignition briefly but it still had the power of slug – the race was over for us just before we finished the first lap!

Investigation back in the pits revealed a broken throttle cable to number one cylinder. No drama really but then the realisation that this was really only a half a racing lap after we finished the title race suggests that we were lucky it did not let go just a bit earlier!

We packed, gloated over the fact that we were the only South Aussies in the race and all the Victorians could not stop us and then had the pleasure of being presented with our

trophies by none other than Kevin Magee in person, before we headed for home.

Next meeting is the Old Farts at Mac Park. We look forward to that 'coz it is always a bit of fun without too much pressure. ☺

In the meantime there is still things happening in the cupboard catch me at a meeting or email me ([geoffpgrant@wideband.net.au](mailto:geoffpgrant@wideband.net.au)) if you want to look at any of our books, magazines etc.

That's Life in the Cupboard for now.

Geoff

Sidecar #30





**MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 15 April 2010.**

- Meeting Opened: at 8.00pm with 22 in attendance. Trevor welcomed all noting that some Jack McQuillan and Bill Biles, (both previously associated with our club) wives had passed away.
- Apologies: Danny Ahern, Claire Harmon, Len Dyson, Greg Kennedy, Peter Davison.
- Visitors: Nil.
- New Members: Nil.
- Minutes of Previous Meeting: held March 2010 were moved for acceptance by Phil Baughan, seconded by John Kroon, and carried.
- Business Arising: Nil.

## REPORTS

1. President's Report Trevor noted that Curly Corlett had been nominated as Mother of the Year a well deserved recognition. Trevor presented trophies to recipients of last Café Racer meeting and other meetings.
2. Secretary's Report
  1. Correspondence Inwards:
    - a. UPn Riding – advertising offering insurance for motorcyclists.
    - b. Advertising – Adelaide Auto International Charity Show & Shine 2 May – Gleeagles Reserve Seaton.
    - c. Military Vehicle Preservation Society of SA Advertising 4WD Parts Swap Meet 6 June at the National Military Vehicle Museum Edinburgh Parks
    - d. Derry Greeneklee – Membership Cheque.
    - e. Bank SA – Statement .
    - f. HMRAV – Sup regs for Historic Winton
    - g. Australian Executor Trustees – Statement.
    - h. MSA – Invoices for Clipsal Permit
    - i. The Advertiser – Reminder notice
    - j. Carbon Cap – advertising offering \$20 donation to our club for every member who takes advantage of their Free Home Sustainability Assesment.
    - k. Felton Industries – Advetising material.
  2. Correspondence Outwards:
    - a. Curly Corlett – thanks for supply of supper last meeting.
3. Treasurer's Report: Bob presented the Treasurers Report  
Accounts for payment; MSA – Invoices for Clipsal Permit

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

Terry McBride raised discussion on what the club intends to do with the Funds, suggesting that current members need to realise some of the benefits that they have contributed to by having some activities like social days and ride days etc. After some comment by the meeting the Chair stated that some things were already in the pipeline and will be discussed in General Business.

4. Competition Secretary's Report Nil.

5. Delegates' Reports:

Road Race Tony reported that Phil and Danny attended the last meeting with the intent to raise awareness of the current spate of accidents involving riders and the general Safety and Reporting procedure. Previous practices saw riders involved in accidents and incidents having to report to a committee while the investigation took place. This type of process should be re introduced.

The inception of lights for flag points has been discussed with the Sporting Car Club and is progressing.

Lot of criticism was made of the MA rule book.

Tailem Bend Tune and Try day.

Tony explained the concept of the above which will be held at the Tailem Bend facility. Placed conveniently before the Seniors meeting at Mac Park. Start at 0800 for our members, 0803 for general public. This is a half day for the current cost and full days in the future will be available @ \$800 with the use of all facilities.

Recreation licence is all that is required.

All glass to be taped, brief safety check.

John Kroon will supply flags and pick up trailer.

Tony asked if any one had access to a Speed gun for us to borrow.

MSA Trevor missed this meeting.

#### General Business:

1. Ronna apologised to those who took discs of Clipsal photos last meeting, as they had the wrong year on them and she had replacement discs available.
2. John Whallin asked the whereabouts of the club rollers, Geoff grant may have them.
3. John advised that there is a Ride Day on 24 April.
4. John asked what the outcome of the recent accidents and how things are going to be policed. General discussion with input from Phil indicated that the proposed changes as discussed at the Road Race Committee will attempt to rectify things such as Riders ability and Race-craft and ensuring that reports are read and passed on to the committee./ Café Racers have indicated that unless there is a minimum of 7 entrants in H1 and H2 the groups will be joined.

5. Phil advised that the Irving Vincent didn't pass eligibility at the Barry Sheen Memorial Festival.

Meeting closed at 2105.

**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 7.40pm
2. Present: Tony Tildesley, Andrew Bannerman, Brian Stuart, Bob Glynn, Trevor Henderson, Danny Ahern, (Paul Walker + his son Howard made a flying visit).
3. Apologies: Richard Rake, Les Bell
4. Minutes of Previous Meeting: Minutes of April Committee meeting were moved for acceptance by Tony, seconded by Brian.
5. Business Arising from the Minutes: Discussion on Tailem Bend last weekend

**6. REPORTS**

1. Treasurer's Report: Bob paid bills for Tailem Bend..
2. Secretary's Report
3. Correspondence Inwards:
  1. Email from Alec Millett.
  2. Barry Sheene Memorial on 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> April 2011.
  3. Email from Jules re racing dates
  4. " " Gino Mariani (Italy) referred to Jim, Scaysbrook.
  5. " " Phil McGee recombining events at Seniors.
  6. Phone call from Atujara, inviting us to a social night at their clubrooms on Monday 17<sup>th</sup> May, at which Greg Summerton is displaying & describing one of his 8/80 Jap's.
4. Correspondence Outwards:
  - o Curly Corlett – thanks for supply of supper last meeting.
7. General Business;
  1. Club profile to be updated Brian to investigate & find who instigated it, and modify it.
  2. Then a general discussion on racing and meetings.
- 8 Meeting closes at 9.40 pm.



For Sale/Wanted

Brake plate levers and linkages – wanted – for Suzuki T500 front brake.	<b>WANTED</b>	Trevor Henderson Ph:- 8384 5284 10/09
Kawasaki GPZ900R 1990 model. Generally in very good condition, some plastic damage, needs rear tyre. All original equipment (including black chrome exhausts).	<b>FOR SALE</b> \$2,400 ONO.	Contact Geoff <a href="mailto:geoffpgrant@wideband.net.au">geoffpgrant@wideband.net.au</a> 0422413358 07/09
Bultaco Metralla (M23) – Engine or parts thereof. Complete bike considered.	<b>WANTED</b>	Trevor Henderson Ph: 83845284 05/09
<b>Club Shirts – \$35.00</b> <b>Club Caps – \$15.00</b> <b>Club Hats – \$18.00</b> <b>Club Mugs – \$4.50</b> <b>Cloth Badges – \$10.00</b> <b>Club Transfers – \$2.50</b>	<b>FOR SALE</b>	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><b>Mallala Motor Sports Park Open Practice Days</b></i> <i><b>Phone 8276 7744 during business hours to confirm dates</b></i> <i><b>Saturday – 14 Feb, 14 Mar, 18 Apr, 9 May, 4 Jul, 22 Aug, 17 Oct.</b></i>	
<b>Date</b>	<b>Host Club – Event</b>	<b>Venue</b>
15 – 16 May	WA Championships Rnd 1	Barbagello
22 – 23 May	Victorian Titles	Philip Island
12 – 13 June	Café Racers Interclub	Mac Park
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.

<b>Who are they</b>	<b>What do they do</b>	<b>Where are they</b>
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	<a href="mailto:ned@fastphotos.net">ned@fastphotos.net</a> <a href="http://www.fastphotos.net">www.fastphotos.net</a> 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
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