
The Good Oil



Volume 19 Number 8 May 2011.

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Norton Atlas bound David Bettridge leads Triumph T110 rider Des Heaney at the 2010 SA Championships Mac Park.



Photo's in this issue are courtesy of Rob Lewis.

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2009/2010

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Club Delegates	Phil Baughan – MSA Trevor Henderson –MSA proxy Phil Baughan – Road Race	
Club Address	PO Box 90 HINDMARSH SA 5007	hmcrrsa@bigpond.com
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

I'm struggling with what to write about these days; it seems that the racing has come to an abrupt halt for me. The Norton is on the stand with the half the left handlebar off and the fly screen taken off. The Commando is sitting there not cleaned since the wet ride through the hills some months ago. The Velo is still in the trailer since New Year and I still have some bills to pay for the bikes. And the Triumph is filthy but still serviceable as my main means of transport to work.

So I hope that those of you who rode Broadford and Mac Park enjoyed themselves. The atmosphere would have been great. There is a meeting at Mallala this weekend which we all can do our bit as a flaggie or other to help out.

Back to other things; it is only three months until the Annual General Meeting and as has been previously identified and discussed we need some helpers on the committee; particularly a Treasurer and a Secretary as both Bob as I are standing down. So put you thinking caps on.

And as far as the “Titbits” goes Trevor, I don't think that this magazine would look nearly as good without your regular contribution.

So keep on changing right!!! – Trevor!

Stay Upright #77

Presidents Report

It's certainly unusual for two general meetings in a row to be rescheduled, but it has happened to the April and May gatherings thanks to some strange shuffling of the planets in our solar system. With Easter and Anzac day coming together, and the subsequent shift of Mac Park's Seniors from its usual weekend, we've certainly found this the best way to go. Hopefully, we'll hear lots of true stories from the Old Farts', made up from the lies, exaggeration and general carry-on down there. Sadly, because it would disadvantage any members below the age of 45, we don't allocate club points from this meeting, which probably has the best member turnout of the year.

Sadly, at the 11th hour, we had to cancel the club day at Tailem Bend planned for May 7th due to the venue being previously booked by the Dry Lake Racers. But we'll be trying again, most likely in September, and I'll know how to

organise some of the details better, with a bit more lead time.

With the format being followed by the modern clubs this year, guest rides will be a bit thin on the ground for us. It would seem none of our members rode at the Café Racer meeting at Mac Park in early April, with at least Period 4&5 catered for, and I was surprised to find myself the only one of us at the Easter Cup meeting. To their credit, Mt. Gambier ran National Bears, juniors, all state series classes, and Historic races. But as the only Period 3 bike there, I'm almost embarrassed to give myself 14 club points (1+4+4+4+1). This event used to draw a good Historic entry, but the Broadford Bonanza seems to keep the Victorians away, and our more enterprising racers are chasing interstate meetings.

Trevor Henderson

Trev's Titbits

"At last a response!"

For those who read "the Advertiser", you'll note that Andrew Bolt's weekly column prompts several "letters to the editor", some for and some against, the ratio varying depending on how far right he's strayed this time. At least he's not ignored!

I'm not so sure about my "Titbits"; that Danny encouraged me to make a regular feature during his editorship of "the Good Oil". I often run a rough draft past Claire for her input and opinion as to its literary worth. So, do I raise a smile, maybe impart a little-known fact, or simply put our members to sleep? Sure, I've had odd verbal responses, but overall very little. So, when an envelope arrived with the Power Brakes logo on it, I wondered

for what did we warrant a letter from Derry Greeneklee, program sponsor, member and good guy.

Well, the best way to find out is to open the envelope! Lo and behold! Derry has written to say how much he enjoyed "Camelot Lost" in April's "Good Oil". Thanks, Derry, I'm never sure whether trying to blend what we do into history, whether factual or fictional, is going to work. Thanks, Derry, I'm glad you appreciated it, and I look forward to seeing you at "Montgamba"

Thumbs Up and Change Right!

Trevor Henderson #55

CLARKE'S COMMENT

We went away for an Easter break early. Most of the big players that make my workplace busy chose to extend the unusually long Easter break to include the week before and after, creating an opportunity for a few days to 'disconnect' before the madding crowds.

Vicki and I totted off to Marion Bay at the toe of Yorke Peninsula for 3 days with the two dogs to a lovely house close to the beach where they ran themselves ragged.

I have written of my father, Norm, before. He spent many of his late teens/early adulthood in Minlaton before the war erupted, so this became a bit of a historical tour as well. I still have a lot of his photos, the negatives, AND the camera he used.

The countryside around there is vaguely reminiscent of Kangaroo Island, just across the water – tarred arterial roads with not many bends, and unsealed secondary and minor roads, mostly in very good condition, with tough vegetation adapted to the sand and limestone soils.

Back in Norm's day, ALL of the roads would have been unsealed, but that did not hinder the exuberance of their motorcycling adventures.

The coarse dust that rises from the limestone rubble of the road base is seriously abrasive, and their unfiltered carburetors inhaled this stuff in choking volume. Any wonder the carby slides scratched themselves to the shape of a rattling teacup, the rings became razor thin and just as sharp, and cylinder bores self-honed to the profile of a funnel, all in less than 10,000 miles.

Looking through his photos and remembering past conversations illustrates the roving restlessness of the bike mounted youth in an unspoiled, unregulated undeveloped countryside, home to some rather unusual but intriguing names like Koolywurtie (pron 'cool-yer-werty' I think), Port Rickaby, Stansbury

and Hardwicke Bay. The Stenhouse Bay jetty was twice as long then as it is now, too.

The nouveau-riche have now established their new seaside villas in abundance, but a trip down the very beachfront and backstreets reveals the true nature of the old villages – the primitive Australian beach shack of basic design, minimal facility and doubtful structural integrity, built out of something guaranteed to be dangerous to your health except for the layers of paint in lurid colours applied over the aeons. I'm quite sure these little havens are scorching hot in summer, and freezing in winter, but that is our heritage, complete with New Imperial, Levis, Ivory Calthorpe, Triumph, BSA and Norton, all illustrated in their dusty glory in the photos.

Norm had a 1936 Rudge Special (500), with the unusual matching combination of Smiths speedo and clock rather than tachometer. That clock has only recently gone to a Rudge man, not to be named. In 1938, he acquired a 500 DKW two stroke twin, right out of the conventional mould, with crank mounted DC generator that doubled as an electric starter. Very modern! He was not to know that this bike would very soon become politically incorrect.

Being a bit inventive, he created a steel 'air box' and stuffed it with oiled horse hair – an air filter! His engine lasted remarkably. There was no such thing as resonant tuning in those days.

These old machines were created by artisans using simple but refined skills and relatively basic tools in the same vein as the stone masons who built some of the beautiful old buildings seen over there and still in excellent condition. The simple tools and machinery, much of which can be found today in a good shed, has been replaced by computer design, CNC mills and advanced casting and heat treatment of exotic metallurgy, well out of reach of the average smart bloke at hobby level.

Stone doesn't deteriorate in salt air like steel and alloy – the skills of stone masonry are gradually disappearing, not viable on any real

scale at 'back yard' level, but we have plenty of opportunity to preserve our skills and the old technologies, if not the innocence of carefree days with no regulations.

Our club members and those like us are doing that. Keep it up!

Nick

PS

We dropped in on Simon Cook on the way home, using an hour of his working day. It's pleasing to see that his shed is as untidy as mine, but houses more 'treasure'.



DKW 500



Norm on the Rudge - Stansbury July
1937
1936 Rudge



MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 28 April 2011.

Meeting Opened: at 8.00pm.

Apologies: Les Bell, Ronna Fisher, Vicki Clarke, Lorraine Rake, Len Dyson, Claire Harmon.

Visitors/New Members Nil.

Brian Stuart was presented with 10 year membership.

Minutes of Previous Meeting: held March 2011 were moved for acceptance by Peter Strawhan, seconded by Jeff Parkinson, and carried.

Business Arising: Nil.

REPORTS

1. President's Report

It was moved by Graham Rowley and seconded by Terry McBride, that we cancel Tailem Bend on May 7th. Carried.

2. Secretary's Report Apology.

3. Treasurer's Report: Bob gave a comprehensive report on the clubs finances which were Moved for acceptance by Graham Rowley and Seconded by Ian Davison and carried.

4. Competition Secretary's Report Vacant.

5. Delegates' Reports:

Road Race Phil reported that the following have been discussed:

1. Road Race: Phil was an apology at the last meeting, which was mostly about a SA Road Race Series and Ç20'group.
2. Mt. Gambier's July ride day will feature a 3-hour practice for Phoenix at Mallala.
3. Changes to Café Racer supp regs, timings, and costings.

General Business:

1. Phil re submissions to MA, no methanol in P6, and a glowing report on Hidden Valley complex in Darwin. They are keen to have Aust. Historic Title there.
2. Stuart Penn reported Lake Gairdner under water, hopeful next year. Australian Historic MX Titles at Crystal Brook on 9th, 10th, 11th Sept.
3. Neil Collins reported that Duncan McCartney passed away.
4. Danny noted the spelling of "Pukekohe" in the Good Oil, and said he and Joe had a ball in NZ. They and Paul Walker did the "Barry Sheene" at Eastern Creek and mentioned that Jack Wright did well at Broadford.
5. Richard and Lorraine Rake toured NZ's North Island, and found a museum just out of Wellington that featured cars and bikes not normally seen here. The original Britten is in the Wellington museum.

Meeting closed 9pm

MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Monday 3 May 2011.

Present: Danny Ahern, Bob Glynn, Stuart Penn and Trevor Henderson

Apologies: Andrew Bannerman, Les Bell, Geoff Grant, Neil Watson and Tony Tildesley

Meeting opened 8:00pm

Minutes of Previous Meeting: Moved Danny, seconded Bob – Carried.

Treasurer's Report: We will keep 4 books of rec licences from the aborted ride day. Discussion on un-financial members. For our Titles, Bob has booked Revolution Timing, emailed Phil McGee re ambos and track, and rang Doug Dukes re announcer.

General Business:

1. Danny is keen to do the competition secretary's job in concert with Kim's wife Michelle.
2. Discussion on program covers and posters.
3. There will be no June committee meeting.
4. Trevor will contact Wayne Bradley for Clerk of Course at our State Titles.

Meeting closed at 8.50pm.

THE GOOD OIL

For Sale/Wanted

EARLY HONDA ROADBIKE 250, 360, 400/4, 500/4 or 550. Un-restored and complete in reasonable condition.	WANTED	Peter Strawhan #136 04/11 Ph 7423 8339 or 0439 724 804
2006 HYOSUNG 650 COMET – YZI 446 Café Racer 18,700 Kms. Great bike but too quick for ancient owner. New Chain and Sprockets, New Tyres, One previous owner well maintained.	FOR SALE \$4500	Peter Strawhan #136 Ph 7423 8339 or 0439 724 804 04/11
Flanged alloy rim 1.85"x18" (WM2) 36 hole, drilled for small diameter disc brake hub.	WANTED	Contact Nick 0417 871 532 12/10
BENELLI 250. P3 Log Book. 2 Motors, C2 Cam Profile, 5 Speed C.R. Gearboxes. CB72 2 LS Brake, plus original Front Brake. Many Spares	FOR SALE \$4500	Len Smith 8336 5090 10/10
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	

UPCOMING EVENTS

Mac Park Ride Days Last Saturday of the Month followed by Working Bee's on the Sunday. All help appreciated 29 Jan, 26 Feb, 26 Mar, 30 Apr, 28 May.		<i>Mallala Motor Sports Park Open Practice Days</i> <i>Phone 8276 7744 during business hours to confirm dates – 15 Jan, 20 Feb, 16 Apr, 14 May, 18 Jun, 13 Aug, 17 Sep, 22 Oct,</i>
Date	Host Club – Event	Venue
28 – 29 May	Café Racer	Mallala
4 – 5 June	Australian Superbikes	Qld Raceway
20 – 21 August	Australian Superbikes	Qld Raceway
27 – 28 August	Phoenix	Mallala
1 – 2 October	Master of Mac Park	Mt Gambier
14 – 16 October	Moto GP	Phillip Island
29 – 30 October	Café Racer	Mallala
12 – 13 November	Australian Superbikes	Symmons Plains
18 – 20 November	Australian Historic Championships	Symmons Plains
18 – 20 November	Australian Superbikes	Phillip Island
26 -27 November	Pheonix	Mallala
3 – 4 December	6hr Endurance Championships	Phillip Island
10 – 11 December	Café Racer	Mallala
30 Dec – 1 Jan	HMCRRSA – 2011 Historic Road Racing Championships	Mac Park

Would you please accept our Invitation to attend our SWAP MEET on Sunday 05 June 2011, at our National Military Vehicle Museum area, at Sturton Road Edinburgh Parks SA, starts 7AM, Sellers \$10, Public \$2, BBQ available, \$2,\$4,\$5, tea/coffee, ALL WELCOME, contact Trevor 0418 829 320, trevload@esc.net.au or Peter 0418 806 785.

Best Regards
Trevor Brown