
The Good Oil



Volume 20 Number 8 May 2012.

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MEMBERSHIP FEES ARE NOW OVERDUE NO
MORE EXCUSES PAY UP OR MISS OUT!



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

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2011/2012

PATRON : Mr. Len Dyson

President	Trevor Henderson	8384 5284 (h) 8249 3300 (w) 8241 0529 (fax)
Vice President	Danny Ahern	0407 826 951 (m)
Treasurer	Dean Watson	
Secretary	Glenda St John	
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Newsletter Editor	Les Bell	8250 0136 (h) 0419 272 793 (m) les-bell@hotmail.com
Committee Members	Paul Walker Tony Tildesley Stuart Penn Neil Watson Rob Ritchie	0412 816 677 8278 5464
Club Delegates	Phil Baughan – Road Race/MSA	
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 **What doesn't kill you makes you stronger!**

Computers are wonderful things (while they are working), you can copy and use the same format over and over to repeat the layout of a document and slot bits and pieces in here and there and pull up a professional looking job time after time. Then you can finalise it after the editing, change its format to use less bytes and send it on electronically to someone else to print and distribute.

That is as long as all the links in the chain are intact.

My system of producing this well regarded tome involves several people, all who never fail to do their part, like Vicky Burnett who converts the highly legible handwriting of Trevor's to keyboard stokes and forwards them to me and Len and Judy who receive the finished article and photocopy and pack it ready for collection and/or postage. And other

contributors like Geoff Grant and Nick Clarke who forward articles to me electronically.

This process enables me to leave formatting the final print up to the last minute, like the Tuesday before the meeting, that way you all have the latest up-to-date info. Then there is the Internet or the computer or something else.

Something has gone wrong this week while getting this issue ready that runs shivers down your spine, I tried to fix it yesterday and today and they will be sending someone tomorrow, Ahhh! I'm on night shift, I don't know if anyone has sent any late articles and it has already eaten into three days sleep. But we still manage. Much like our great committee!

Pay your dues or else!!

Stay Upright # 55

President's Report

I feel a lack of continuity, having missed the April General Meeting, but now need to kick-start myself again. But we left things in good hands, and I'm told everything went smoothly.

Mount Gambier's 50th Anniversary Easter Cup" meeting ran well, although with an ambitious program incorporating the MRRDA Juniors dictated that most competitors received a practice and one race on Sunday. The plan was not to finish late on Sunday, to give time for socialising, presentations, and those needing to head for home. There was an impressive display of varied machinery in a marquee, and the Saturday night dinner at the soccer club hall was an excellent night. Our vice president, Danny Ahern, was asked to say a few words on behalf of those outside the Mount Gambier Club, and, as usual acquitted himself well. We had 13 competitors at the meeting, the most successful being Simon Cook, Joe Ahern, Murray Johnson, Geoff Grant and Chris Hayward, whilst others added to their club points tally. (List follows this report).

The ever-popular Mac Park "Senior" (did someone say "Old Farts") will have been run and fun by the time you have your noses buried in the May "Good Oil", so you'll have to wait till the June issue for my thoughts and club

points (which was agreed to allocate to the "Seniors" last year). Let's hope our club provides a good entry for this meeting, which brings out bikes that we don't normally see. Traditionally, this meeting provides a good field of sidecars (which also happened at Easter), and we'll have Graham Rowley's Period 2 BSA outfit and Doc Watson's BSA, crewed by family, going up against the handicapper and some rapid later machinery, which should include the "Jolly Green Giant" (our Geoff Grant).

On a serious note, too many members have not been particularly diligent in paying their subs, making them "unfinancial". We've been pretty lenient, but you can't maintain a race licence if unfinancial, and your "Good Oil" will no longer arrive in the mail. So, please help us all by renewing your membership.

Trevor Henderson # 55

No	Name	Period	Capacity	Race 1	Race 2	Easter Cup	Meeting Total	Hill Climb	Total Points
4	John Whallin	3	350	-	4	1	5	DNC	5
8	Greg Kennedy	3	500	1	1	1	3	DNC	3
7	Joe Ahern	3	U/L	4	4	-	8	DNC	8
27	Danny Ahern	3	500	1	1	1	3	DNC	3
30	Paul Gloede	3	350	3	1	1	5	DNC	5
30	Geoff Grant	4	S/Car	3	3	1	7	DNC	7
34	Chris Hayward	5	500	4	4	1	9	DNC	9
40	Simon Cook	4	U/L	4	4	4	12	DNC	12
55	Trevor Henderson	3	125	4	4	1	9	10	19
63	Bryon Burnett	4	500	1	1	-	2	DNC	2
86	Michael Skeer	3	500	2	2	1	5	DNC	5
99	Richard Rake	3	U/L	DNC	DNC	DNC	-	9	9
204	Wally Ryan	5	250	1	1	1	3	DNC	3
913	Murray Johnson	3	500	3	3	2	8	DNC	8

CLUB POINTS after "EASTER CUP" 7th & 8th APRIL (Meeting # 2 / 2012)

After just 6 working days at home we loaded up the blue bus again and headed for Victoria – Broadford to be exact – for the Victorian State Titles. Unfortunately Craig’s university commitment meant that he did not have the leisure time to cruise over with us so he travelled separately. Barbara and I left late on Wednesday evening so that we could have the freedom to stop off occasionally on the way. One of our stops was to visit a good friend and ‘resting’ sidecar racer. Bondy has recently opened his own motorcycle shop (Brass Balls Motorcycles) in Arrarat and has done a magnificent job. If you are ever going through there call in and see him. Even with our leisurely day made sure we arrived early so as to establish our preferred space only to find that it had already been reserved for us – we felt a bit special. In conversation the Victorians acknowledged our commitment to travelling over there regularly and so aimed to look after us when they could.

On the way over we were guessing what the weather was going to do and then on the way into Melbourne’s outer suburbs it poured so heavily that cars were slowing and you could not see the road very well. We drove on hoping this was not setting the standard for the weekend – luckily it didn’t, although there were a few splashes over the weekend.

After a quiet evening on Thursday things started to liven up early on Friday morning. Friday was a public ride day so there were moderns as well as historics but there were not many taking the opportunity to have a ride. Only a couple of the sidecars found their way onto the track on Friday but it was nice to have a look at them coz I don’t usually get to watch the other sidecars. But then as I enquired about the weekend’s racing I found that we had enough P4s to have our own race and that meant that I would be able to watch the others. I spent the rest of the day tidying a few things on the outfit and cleaned the carburettors again just to make sure. On

Friday afternoon when Craig arrived I could assure him that all was ready.

Early on Saturday morning we pushed it down for scrutineering and began to catch up with old friends again. Breezed through scrutineering and began to get ready for the first practice/qualifying session. At tracks that we are familiar with we usually apply the minimalist approach to qualifying, go out, warm up lap, if it all feels good we do a quick one and if still feeling good another quick one and then come in. (If it doesn’t feel good we just come in and wait for the next session ‘coz I have never done a quick lap when it is not feeling right!) We did that plan and posted a 1m 11s lap. Pretty good really given that we had not been to this track for almost 18mths and our PB there is a 1m 10s and that was sometime ago when I was fitter so I was pretty happy and it put us in third spot on the grid. I did comment though that the bike felt twitchy and not entirely happy to go where I wanted it to. We went out and did the second qualifying session and put in a big effort after which we came in to find out it was slower than before – sometimes you just can’t tell how you went! But the bike still didn’t seem totally right. And it was still pumping a little bit of oil out the breather...

Finally it was time for our first race. Fuelled and ready to go we completed the warm up lap and gridded up, the starter pointed at the lights, they came on, the lights went out, I dropped the clutch and we launched forward – about two metres before it jumped out of gear! Let the revs drop back, pull it into second and go again... We still got around Tim and followed John into turn 1. We howled up the hill with the rear tyre scrabbling for grip and chased John down the straight, hard on the brakes for crash corner and whoa, what the, it just suddenly dived in and we were travelling sideways down the middle of the track with Tim trying to decide where he was going to go (we did muse later that this was just turning the tables after he

put it around in front of us at Mac Park). I managed to gather it up without going around completely but Tim and Steve got past and as we built momentum Terry slipped through as well so we set off in pursuit but all was not well, we got through the esses and down and around schoolhouse but the left onto the front straight was very wonky – I am sure it was not me – so I eased a bit and got it through turn one and wound it up down the straight – but it was even wobbly down the straight. I could not quite get my head around what was going on but I was not ready to give up yet. Through crash corner a little bit more gingerly than normal and we headed down the hill to the esses but it would not turn right into the esses so we just went straight across the dirt and found the track again on the exiting right hander – at least we were slow enough to get around that turn but the bike felt horrible. I started thinking that perhaps we had a flat tyre – although it didn't feel quite like that but by this time we were past the pit entry so I had to do another lap anyway and given that I knew I was not going to finish I just played with it to try to work out what was going wrong. Made it around the lap and pulled into the pits convinced that I had a flat front tyre. BUT, quick check showed that all three tyres were at the right pressure – something else was wrong. Peering around, looking for things. Barbara found it first – a crack a third of the way around the headstem! I kept looking at it though and just knew there was more somewhere – that crack did not explain the issues with handling. Got Craig to bounce on the platform as I watched for movement and this eventually found it. The main cross support was also broken so that there was almost nothing stopping the platform from moving up and down – not good for handling.

Out with the welder, zap zap zap and we then we put everything back together just in time for our next race.

Gear on and out for the race. Lights go out, clutch goes out, gear jumps out – again! Bugger! Gather it up and get going again but down the order a bit now. Get past a couple

on the run down the straight and another going into schoolhouse but the bike is still not feeling good – very twitchy – we get to turn one and are following someone else into it and they run a bit wide so that I had to go out to get around them but then it won't turn back into the corner – we go bush!! I hold it together and get back on the track but half the field had gone past now so I just rode to finish. Thinking about it I decided that maybe the headstem was a bit too tight – perhaps the welding had pulled the bearing housing and tightened it all up. When I get in I will readjust it.

I do that and then settle down for dinner and a few drinks with our friends from Adelaide who have ridden over to have a look. It was a great night with Dougie reminiscing (and if you know Dougie you will know that the storys were certainly tall and not necessarily true) about his travels in the US after he read some of the stickers on our bus, but we still headed off to bed in good time. Next day we found that one of the P5 passengers had partied until 4.00am and was not really feeling like racing the next day!

Sunday morning dawned wet and threatening. We went out for the warmup to see if my adjustments had had any effect. The track was cold and a bit slippery but I did seem to be able to hold on to it more easily than on Saturday even though it was still twitchy and uncomfortable. We then got ready for first Sunday race.

I had decided that I will start in first gear – holding it with the lever but with low revs. Well that doesn't work, it just jumps out again and half the pack get past us on the start. After getting it going I set out in pursuit of the others but I am nervous (those earlier unpredictable escapades had scared me a bit and I didn't really trust it) so I did not go all out but just nibbled away at the gap to the next bike and tried to keep it all on the black stuff. We got past the Norton and went after Terry and Steven. We actually got a bit of a run on them heading onto the straight so that

we were able to pull up alongside them as we headed into the breaking area, but I was nervous about what it might do to us (and them) if I threw it hard into the corner so I backed off and let them go through first. From there on we kept them riding hard to stay in front of us but I did not try to challenge for a pass. Partly because I was nervous and partly because I was out of the running and if I did pass Terry that would likely bump him out of third place and I didn't think I needed to do that just to get a couple of points that were useless to me. We finished the race in that order.

All I did in between races was refuelled. Nothing was going to change if we didn't finish the last race so why stress about it?

We lined up and this time I took second gear. At least this would reduce damage to the gearbox even though it would mean another slow start. It wasn't too bad considering as we went into Turn one on the outside with only three outfits in front of us. But whoever was on our inside started drifting out so we finished up very wide and another outfit slipped through under both of us. Consequently we were chasing again. We got past a couple over the ensuing laps but ran out of time to do anything but settle for 4th.

Our efforts gave us fifth overall which in the scheme of things was not too bad out of the 14 starters. We weren't the only ones to have problems and some are quite a bit slower so we managed to stay in front of them.

We packed the bike, showered and headed off to get a few kays under the belt before

sleeping. Next day we wandered home getting there around lunch time.

There was a flurry of activity because I wanted to change the oil on the bus before it went any further so quickly backed the trailer in and parked the bus so that I could drop the oil out whilst it was still hot. Laying under the bus undoing the sump plug my eyes wandered around just doing the usual visual check when I spotted it! Mainleaf in front right spring is broken. Yup that is the one that can let the whole thing fall off its perch! How long it had been broken for I don't know but I do remember thinking somewhere a couple hundred kays out that the steering was less precise than usual – maybe that was when it let go. Either way it has to be replaced before it moves again. Then I unpack the bike and start pulling the motor out to fix the gearbox and do the usual cast over the frame as I go. I know there is still some repair to do around the headstem but there are eleven other cracks to attend to and one is an engine mounting.

Luckily I wasn't planning on going to the Old Farts this year (some family business to attend to) so the next race meeting Winton (a whole four weekends away) and after that we have a biggish break before Southern Classic, possibly Mt Tarrengower and then the Nationals. Even more luckily I now have a plan of attack on developing the new frame that has eluded me to date. Meantime there is work to be done...

That's it from the cupboard for now.

Geoff

geoffpgrant@hotmail.com

MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 19 April 2012.

- Meeting Opened: at 8.00pm. 25 members present.
- Apologies Trevor Henderson, Claire Harmon, Glenda St.John, Danny Ahern, Peter Strawhan, Lorraine Rake, and Artie Summer.
- New Members/Visitors: Peter Gouws introduced himself and was warmly welcomed to the club.
- Minutes of Previous Meeting: held March 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.
2. Correspondence:
 1. Email – Phishing for business about our website.
 2. Email – Bob Glynn to be discussed at next committee meeting.
 3. Flyer for Ride day at Mallala – clashes with Seniors meeting at Mac Park.
3. Treasurer's Report: Dean detailed the club's finances, which was moved for acceptance by Ronna, seconded Ray Stevens, and carried.
4. Competition Secretary: No Report as Danny was an apology.
5. Road Race: Phil reported that there was no Road Race Committee meeting due to dates being changed to fit in better.
 1. Phil reported that he attended the AGM of MSA;
 2. Reported on Tailem Bend Motorsports Park
 - which is leased to MSA till June 2013
 - Development side has made it to second round of Govt Grants.
 3. New President is Brenton Matters from the Levis Club.
 4. Training for officials will be revamped including Officials Review panel.

General Business:

1. A round of applause was given to Nick Clarke for the Colour copy of the Oil.
2. Neil Collins raised the question of reimbursements as minuted last month and was answered accordingly.
3. Tony Tildesley advised that the Club weekend at Mac Park with Atujara Club was being organised for September for 2 days.
4. Neil Watson related a story of running into two of Bob Jollys bikes a MKviii KTT Velo and an Norton Manx on display at a business and obviously for sale.
5. Phil gave a report on the Easter meeting at Mac Park describing it as being one of the best with good racing despite the weather on the odd occasion. 170 plus riders with a good field of sidecars. The 50th years celebrations went well with Greg Kennedy swinging for Laurie Fox for the last time that he will ride; and Kevin McGee being a good sport, promoting the Junior Riders.
6. Tony Tildesly reported that Richard Metcalf had sold his Manx to someone in India after a suspicious buyer was disqualified from the process.
7. Nick Clarke reported that Murray Johnson was recovering well from his recent Hip Operation.

Meeting closed 8.20pm.

MINUTES of the COMMITTEE MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Tuesday 1 May 2012.

The meeting opened at 7.30 pm.

PRESENT: Danny Ahern, Neil and Dean Watson, Stuart Penn, rob Ritchie, Tony Tildesley and Trevor Henderson

APOLOGIES: Paul Walker and Glenda St John.

TREASURER'S REPORT: It was resolved to move some funds into the investment account. There are still a couple of sponsors to pay from our State Titles. Dean will tidy up our membership list. We have 40 financial members at present.

CORRESPONDENCE IN: Shannon's Auction 7th May in Sydney.

GENERAL BUSINESS:

1. There was a comprehensive discussion on this year's State Titles, encompassing program format, the Ken Blake Trophy and a possible new program cover.
2. Bob Glynn's suggestions re membership numbers were discussed, and will be considered further.
3. This September marks the 50th anniversary of the Collingrove Hill Climb. Danny will talk to the Sporting Car Club, who will be inviting bikes to participate.
4. 2012 Master of Mac Park will be 29th & 30th Sept.

There will only be a June Committee Meeting if any important issues arise.

Meeting Closed 9.30pm.

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
8 – 9 December	South Aus RR – Café Racers	Mallala
29 – 30 December	South Australian Road Race Championships	Mac Park