
The Good Oil



Volume 19 Number 2 November 2010

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A Gaggle of riders wait their turn at the recent Taillem Bend Ride Day!



Photo's in this issue are courtesy of Nick Clarke.

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 Hurry Up and Wait!

We're through the wedding, most of the visitors have returned north, one left till the end of the month. Maybe the weight will return to normal then, but I will miss the home cooking. At least Seth gave them all something to remember him by. The Chemists are doing a roaring trade. Airfares are booked for a flying visit north to celebrate Christmas.

Now back to the bikes. The head on the Norton is repaired, the pipes are modified, and all that is left is to reassemble and get ready for a shake down in December. But wait – there is no provision for our class, only those that resemble more modern bikes are catered for at this meeting. Oh well I suppose I can relax. No I'm not falling for that old chestnut. I intend to make the most of the early starts and

early finishes I have over the next couple of weeks to get both bikes back to their reliable self.

The jobs of the Norton need to be finished properly then the Velo can have another Magneto transplant and a seal manufactured to make her as oil tight as the latest British motorcycle.

Always something to do! By the way there has been a lot of talk about the new E10 and E85 fuels affecting our engines if used, I can tell you that regular ULP can also affect modern engines. Especially engines in Red Utes.

Stay Upright #77

Presidents Report

Hi, all! Since our club day at Tailem Bend last month, there hasn't been a lot of road racing type action around. Apparently Evan Parker was our only rider at the Atujara Hill-climb, getting lots of rides on Cheryl's 250 Honda. So I've allocated him some club points, as listed later in my report. I gave Collingrove a miss this time, fortunately, as we didn't get home from the Classic Speedway till after midnight.

The Phoenix Club have their meeting, which includes a round of the Australian Sidecar Championship, on the 21st November at Mallala. No Historic races, but they are looking for any helpers that may be available. The Café Racer meeting, again at Mallala, on December 12th, will only provide an opportunity for the P4 and P5 brigade to give their bike a shakedown before our titles at Mac Park. *

Congratulations to Richard Rake, already a Life Member of our club who has been given the same honour, in the Veteran Competitors Association. Richard's two Norton twin racers, the 750 completed just in time, formed part of the traditional display at the Association's Annual Dinner Meeting on October 29th

At our last General Meeting, a pair of reading glasses appears to have stayed when their owner went home. Gold-rimmed, with shallow lenses, they would appear to belong to a member of the fair sex. I've got them, so sing out if you've lost them.

Trevor Henderson

*** STOP PRESS: There is a move being made to have two Grids consisting of P3 and P4&P5 in the one event. Stay posted.**

Trev's Titbits

The Men on Three Wheels!

After an excellent second place in "Japanese Sidecars" at the Classic Speedway last year, we were keen to see how well Graham Rowley and Terry Hutchinson would go this year. Considering the opposition were using engines up to 1000cc compared with the boys'500cc, there would be lots of giant-killing to come. Record entries for the meeting, with the most nominations in Japanese Sidecar, meant no easy point for the boys. Two firsts and a second in the heats got them into gate 3 in the final, and a very creditable 3rd place.

The rain that had threatened stayed away, and the chilly night couldn't dampen the crowd's enjoyment of some great racing.

Still ready for more, Graham and Terry are entered for dirt track at Victor Harbor on Nov.13th and Flat Track at Gillman Speedway a week later.

Good Luck, Guys.

Thumbs Up and Change Right

Trevor Henderson #55

CLUB POINTS UPDATE

If anyone else competed at Collingrove on 31st October (on a Historic bike) let me know and I'll give you some points. Meantime, Evan Parker scores 11 points from 8 runs plus class win.

We do a lot of waiting in our lifetime... Waiting for the end of work so that we can go for a ride, waiting for pay day so that we can pay to enter for the next race meeting, waiting for the race meeting, waiting for that special (or essential) part that will make the next race meeting a success, waiting for the argument when you announce you are doing the race meeting rather than attend the family dinner etc etc. Yeh, yeh I know there is waiting that is not associated with racing but that is not really worth talking about is it? This year for me I have done some of the toughest waiting I have done for a long time and that was waiting for my ribs to repair! Now I know that in the scheme of things 5 fractured ribs is pretty much nothing so I did not sit around bemoaning the injury but I did find it really hard not to be able to do anything towards the next race meeting.

I had a lot of repairs to do to various small parts that got damaged whilst the outfit was upside down but I was restricted to lifting nothing much heavier than a pencil so I spent a lot of time sitting, looking and waiting!

However, the day came when Bill told me I would get my frame back (he had been using it as a template for the new one he is constructing for me) and I could pretty much do most tasks. But all of a sudden I realised that there was only two weeks to the next race meeting and what I had on the shed floor was a bare (totally bare) frame and a pile of bits that looked remarkably like a jigsaw puzzle (only bigger). There was one additional bit in the pile and that was a new Kevlar clutch which I had finally decided I would install in place of the original one in an attempt to cure the mild clutch slip I get regularly.

Well a weekend and a couple of evenings later I was able to do a couple of laps around the block (to the delight of some of the local teenagers!!) with the now fully together outfit!! The new clutch seemed to work fine and the thing stopped and turned so we were ready to take it to the track.

Packed the trailer, changed a tyre on the bus, overhauled (well installed new bearings and spider gears) to the diff on the bus, and we were on our way in time to get to Broadford on Thursday evening. A largely uneventful trip over.

Friday morning – open practice. First run with the outfit and it is coughing and missing and carrying on like the proverbial chaff cutter. In the pits, pull carburettors apart, find sticking float – hmmm maybe one carby flooding – put back together, go out in next session, just the same! Back in pits, search, tinker, search. swear a little bit – ahhhh a broken wire on one of the ignition pickups! Fix it, get ready for next session. Two laps medium pace, just start to wind it up a bit and cough, splutter, cut out! Hmm coast for a bit, let clutch go to see if it will start to go back into the pits, starts and runs good! Hmmm let's do another lap and see what happens? Part way round cough, splutter, cut out again! Must be fuel, coast back to the pits, look in tank and there is very little there. Conclude that we must have used more fuel than I thought in last couple of sessions and so we have run out. Fill tank and am sure all will be sweet now so out for the next session. Motor going great on out run so signal to Craig that we will do a few quick ones and then wick it up through turn one – oh crap, no drive!!! Look down but still have a chain, flick gear lever several times but to no avail – seems like the brand new you beaut Kevlar clutch is now capput!!! Back into the pits and spend evening putting old clutch back in... mutter, mutter, grumble, grumble. And wash it down with a couple of reds...

Saturday – Riders briefing. As well as all the usual guff we are informed that we will get six minutes of practice and that it will include qualifying!!! Even if we did our PB every lap the absolute maximum we could do is 5 laps but if we are realistic it is going to be four with perhaps three fast ones so there is no margin for error. We go out full of confidence after the previous day's debacle and slowly wind it

up over the first lap and a half until we have the line in sight for the first flying lap. Wind it on, through turn one, open wide, change in to fourth and then... nothing! Motor cut out again! Fought with it, struggled around for two more laps and gave up. Back in the pits I check fuel flow, aaah just dribble. Check other pump, still just a dribble so it is something before the fuel pumps. Check filter – it just fine! Finally (after only a small amount of swearing) find two gum nuts jammed in the inlet to the filter!!! Where the hell did they come from? I filter my fuel between each container and into the bike!!! I did not even look at our qualifying time – I knew we were at the rear of the grid and that that was fixed for the weekend – no rolling grids here!

But there was one good thing that I had noted. Prior to pulling the outfit apart I used to have this really horrible wobble in the front end at a low speeds – the sort of wobble where you had to hang on to the handle bars really, really hard to keep it under control. Well that is gone!!!! Who knows???

Anyway – the races.

I think that finding myself on rear of grid just made me more determined... we were leading our class and fourth overall by the time we got to turn one of the first race. That was where we stayed for that race! The outfit was just singing around and I really could have attacked the leaders but they were F2s and P5s so what was the point so early in the meeting.

Next race more of the same, but I did play with Terry a bit and just sat on his tail for a lap before we pootled past down the straight! I had to admit at that point that he was certainly improving. A little while ago he was not in the running but now he is only a fraction down on our lap times so if he keeps improving... well who knows!

The third race I got baulked a bit getting through the field at the start and had to do some chasing before we caught the rest of my class but we got there on the third lap. But again, I actually had to think about it and put in a bit of effort to get past Terry. Once past him

I did ease off a bit but he came with us so I had to wind it up a bit in the last lap – just to make sure!

First race on Sunday I conserved things a bit (no point in breaking the bike just prior to the title race) and allowed 3 laps to chase down my class. We took a more considered approach to the start and saved the passing for the more open bits of track. Although when we did catch Terry it was toward the end of the straight so we followed him through Crash Corner and got the jump on him out of there so that I actually passed him on the inside heading down to the esses. Now that impressed me ‘coz I had never passed anyone there before – there is not a lot of room between Crash and the esses especially with a couple of sidecars taking up the track!

Going into the title race we had won our class in every race so far so some thought it a foregone conclusion, however, I have been around enough to know that you have to cross the finish line first to win so as I lined up for the six lapper I actually thought about the old adage to the effect of ‘the race is not won in the first corner’. I was very careful at the start, did not get tangled with anyone, and settled into about 10 place for the first turn and then just started working through the field, picking one off here and another there. Terry was leading my class but I was getting glimpses of him up ahead so I knew that I had time to pass others carefully and still have a couple of laps up my sleeve if I needed it to get around him. I knew that I could take him if I got a good run onto the straight but if I came up on him anywhere else it would be hard work so I had to get him before the end of the straight on the last lap. Ultimately that is exactly what happened, I caught up to him, made a couple of tries around the back of the circuit and then on the infield but to no avail so I dropped back a bit on the run up to turn one and then nailed a really good run on to the straight putting us beside him as we changed into top gear and just pulling ahead a bit before we hit the brakes. I was on the inside so he had to let us go through Crash Corner before him or he would have contributed to the well earned name of that

corner! We held him out and took the chequered flag and the Southern Classic Title was ours for the third time. It was very satisfying, especially after the trials and tribulations in the lead up to the meeting.

The last race of the day was one of those races which really did not have any affect on anything. In other words we could just go out and play. Now it so happens that a good friend was racing an F2 (ie thoroughly modern, big brakes, excellent handling but not really any more power) and whilst I did not plan to give him a run it just turned out that way. I had already decided that 'playing' for me in this race meant 'just go for it', have some real all out fun (rather than the controlled races I had run all weekend) so when the lights went out I absolutely nailed it. My usual path through the middle was blocked so we went to the outside. Unfortunately there was not a lot of room out there and I had to run the bike just on the bitumen with the sidewheel out in the grass. It all worked though and we came out of turn one in third on the track (bugger my class at this point!!) with the two front runners getting all crossed up on the exit so that they lost the run onto the straight but left a big gap in between them – yup, straight through the gap and from rear of grid we were leading on the first run down the straight!!! OK so an F2 and a P5 got back past us as their tyres warmed up but we held on to them and did our best time for the meeting and were only a fraction off our PB. It was part way through the second lap that I sensed someone behind us and as we headed down the straight I saw this red nose coming up on my left – it was Cookey – and I knew we had a real race now. I kept pushing and on the exit of each turn he would get the nose up

beside us because of his better corner speed but then did not have quite enough to go on with it and even with his better brakes he was not prepared to go around us under braking. We had an absolute ball until he did manage to get past us and ease out a bit until we got the flag. Both Cookey and his passenger Chris had as big a grin as I did when we took our helmets off. It really had been fun.

After presentations, a shower and we were on the road heading for home...

Ahhh but that is not quite the end of the story! We were actually on the run down the hill to the turn off at Callington when our phone rang. It was fellow racer Brian Donovan! He was going the opposite way on the freeway and had seen us so thought he would call and see what we were up to on the weekend! Well that in itself is not that unusual except that we thought he was in Perth! Short story is that he had just driven back from Perth to pick up some more of his stuff from Mt Gambier (where he had previously resided) and the reason for enquiring about the weekend was because he would be passing by on the way back to Perth again. In the end we spent a delightful evening with Brian on the weekend and our dog finally got to meet his dogs. We farewelled Brian on Sunday morning, went to the Callington Show and then commenced organising for our next race meeting which is at Wakefield Park.

More waiting...

Geoff

Sidecar #30

geoffpgrant@wideband.net.au

MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 21 October 2010.

Meeting Opened: at 8.00 pm.

Apologies: Trish Channel, Mike Wooster, Arty Sommer, Danny Ahern, Les Bell, Claire Harmon, Len Dyson, Lorraine Rake, John Whallin, Jeff Parkinson and Tony Tildesley.

Minutes of Previous Meeting: held August 2010 were moved for acceptance by Phil Baughan, seconded by Len Smith, and carried.

Business Arising: Nil

REPORTS

1. President's Report Trevor handed the jacket left at Tailem Bend to its owner, Bob Glynn. Neil and Dean Watson donated back the carton of Coke from Tailem Bend, and Nick Clarke donated a box of Earplugs.

2. Secretary's Report

1. Correspondence Inwards:

- a. Derry Greeneklee donating copies of his Cooper book to Bob Glynn and the Club.
- b. Migrat Industries (Pakistan) – maker of Leather Garments.
- c. MSA Development Officer re Volunteering SA.
- d. Jailhouse Rock Festival 2011 celebrating “Girls of Rock”
- e. Shannon's Classic Auction at Carlton Vic – 24 Oct 2010.

2. Correspondence Outwards: Nil

3. Treasurer's Report: Bob concisely detailed our finances.

4. Competition Secretary's Report Nil - apology

5. Delegates' Reports:

Road Race *Attach separate minutes.*

MSA Nothing to report

General Business:

1. Tailem Bend cost the club \$1114. Richard suggested that we need to slow returning riders. Good to see the Watson BSA Outfit in action, although it earned the youngest Watson some cracked ribs.
2. Phil Baughan is seeking a 1962 Norton Atlas Barrell, and his “PB Engineering” is now building Suzuki waterbottle cranks, with Kawasaki H2 next. Phil Praised Elite plating at Lonsdale.
3. Nick Clarke's leathers are for sale @ \$100. Nick mentioned Classic Restorations in Seaford Vic and Classic Motorcyle Warehouse at rear of Moorabbin airport as well worth a visit.

Meeting closed at 9.00 pm.

MINUTES of the COMMITTEE MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Tuesday 2 November 2010

Meeting opened at. 7.35pm

Present: Danny Ahern, Andrew Bannerman, Bob Glynn, Les Bell, Paul Walker, Neil Watson, Tony Tildesley, Stuart Penn and Trevor Henderson.

Apologies: Kim Anderson

Minutes of Previous Meeting :

The minutes of the previous committee meeting were moved for acceptance by Trevor, seconded, Tony and carried.

Business Arising from Minutes: 1. Kelly Spargo can't attend our Championships. Dave Atkinson is listed as Steward and Wayne Bradley as Clerk of Course.

Treasurer's Report: Bob reported that we made a small profit on the hire of the Transponders. He reported that Shannons, Ian Williams and Redline Exhausts had paid their sponsorships.

Correspondence Inwards:

1. SunCorp – Sponsorship Cheque – Shannons.
2. Redline Exhausts – Sponsorship Cheque.
3. Bank SA – Statement
4. MSA – Sup Regs & Paperwork SA Championships.
5. email – Fred Van Loewen (Qld) request for Supp Regs and including address.
6. Alice Both – report of statistics for Website
7. MSA – Club info Bullitin

Correspondence Outwards: nil.

Business Arising:

1. SA Championships.
 - a. Andrew asked what sort of festivities will be appropriate to celebrate our Pre New Year party planned for the campground.
 - b. Danny commented on the difficulties of obtaining the permit.
 - c. Danny suggested that we need to compile a database so that we can email entries instead of mail out.
 - d. Ronna attended and her list of tasks was worked through.
2. Danny reported on the Broadford meeting.
3. Tony supplemented and reported on the Collingrove Hillclimb.

Meeting closed at. 9.00 p.m.

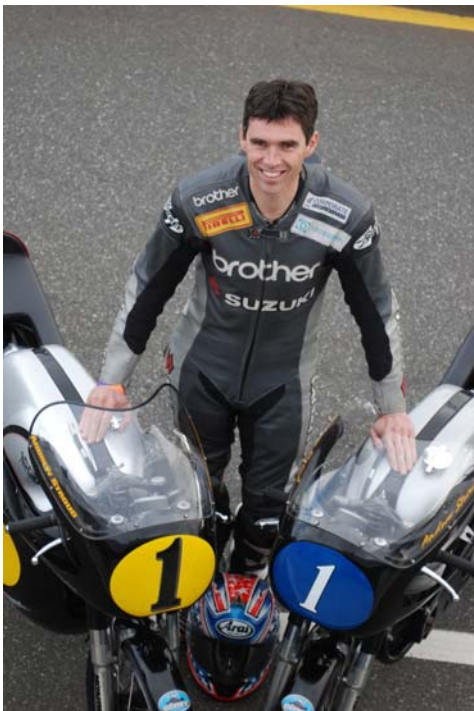
For Sale/Wanted

Early BSA A7 500 twin engine.	WANTED	Bob Glynn Ph 8263 9133 11/10
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
LEATHERS for sale: suit 5'11" 80-85kg. A bit scruffy, needs zip at left wrist. Structurally sound.	FOR SALE \$100	Nick Clarke 0407 621 559 10/10
Quaife 5 Speed Gearbox – new bearings fitted	FOR SALE \$750	Joe Ahern 0407 394 306 09/10
1973 Honda XL350 4 valve Single in Honda 400/4 frame, excellent condition. Rest of bike, Fork, Wheels etc are rough.	FOR SALE \$750	Jeff Parkinson Ph 8536 2459 07/10
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		<i>Mallala Motor Sports Park Open Practice Days</i> <i>Phone 8276 7744 during business hours to confirm dates</i> <i>Saturday – 14 Feb, 14 Mar, 18 Apr, 9 May, 4 Jul, 22 Aug, 17 Oct.</i>
Date	Host Club – Event	Venue
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

Aust Historic Championships.



Left: New Zealand Superbike Champion and former Britten rider Andrew Stroud won three titles on these two Manxes and came within two victories of clean-sweeping his Championship races.

Right: Japanese Rider Shizuka Motege brought his rare and loud 1954 500cc Rennsport BMW over.

Photos: Hamish Cooper



THE GOOD OIL

Contact the editor for additions to the following.

Who are they	What do they do	Where are they
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	ned@fastphotos.net www.fastphotos.net 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
The Pitstop Bookshop	For motoring books and DVDs	33 King St, Perth 6000 Freecall 1800 622 422 www.pitstop.net.au
Bike Books and Bits	Books – Manuals – Magazines	Richard Sampson Ph 0438 848 366 email: bikebooks.bits@yahoo.com.au
ChromeMasters	Chrome and Nickel plating restoration specialists Discount given to members.	Steve Provis 11 Barfield Crescent Elizabeth West 5113 8252 6966 0410 337 898
Digital Sports Media	Sports Photographer	Peter Brunner Ph 0402 230 777 Email: peter@dsm1.com.au Web: www.dsm1.com.au
Kris Rowen Signs	Signwriting, Decals, Pinstriping	Kris Rowen 38 George Street Williamstown 0413 516 820
www.cmsnl.com in England, and www.siriusconinc.com in Canada. Good supplies, reasonable prices, but keep in mind freight costs.	Internet parts suppliers for vintage and classic Japanese bikes:	www.mikesxs.net in USA supplies for XS650 Yamaha , but many bits fit across other models. www.m3racing.com for Honda CB750/450/350.