
The Good Oil



Volume 21 Number 1 November 2012.

Inside

- Editorial Page – 2
- President's Report Page – 3
- Clarke's Comment Page – 3
- Trip of a Lifetime Part 11 Page – 4
- Minutes – October General Meeting Page – 7
- Stuff Classic - Dan Ahern Page – 7
- For Sale/Wanted Page – 9
- Up Coming events Page - 9



Cyndie Kempton has some photos that need identifying. Can You Help – page 4 for more info!



Photo's in this issue are courtesy Dan Ahern, Nick Clarke and Cyndie Kempton

www.historicmotorcyclerracing.org

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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	On any Sunday!
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We spent last weekend, out at Mallala assisting the Pheonix Club run their race meeting (well I should qualify that we spent Sunday), and it was a very smoothly run meeting. Only an incident on the start line with the sidecars delayed the meeting somewhat.

The weather was hot but not unbearable. The breeze was cool enough, but then again I wasn't riding, and some of the contestants in the three hour showed signs of just how hard they were working.

Young Royce Rowe showed what stamina was needed by completing the race single handed. After the other teams of two riders and two bikes he still managed to finish third overall. This was including one very long pit stop to find a nut had tightened up on his clutch adjuster after he came in from the first hour well in the lead.

The riding was spectacular and the sportsmanship was extremely good and there were no get offs in the main event, so all in all a good day. The club appreciated our help and we will be back next year as it will be run in May a much cooler month.

As this year's racing calendar draws to a close we find that the committee is working hard to ensure that we have enough rides including some at Mallala poking their heads up so have a think about what you want and let them know your intentions.

It would be nice to see the paddock filled with bikes as it once used to be.

To the blokes contesting the Nationals - best of luck! See you next month.

Stay Upright # 77

President's Report

This was to have been my first electronically made report, but unfortunately our computer went on strike. So it's back to Bryan and Vicky Burnett again, who have been a great help over the past few years. Thanks guys, your blood is worth bottling.

Anyway, after missing last month's general meeting it's great to be back. I've bought along the latest edition to my stable if it goes as well as it looks it will be wonderful.

On Sunday, 4th November, Phil Baughan, the recently appointed Road Racing Sport Manager, and I attended the open day at Tailem Bend Motor Sport Park. Bus trips around the

property, which is over 600 hectares in area showed everyone what was there and what could be done. We saw demonstrations of Super-Motard and Dirt Track, and learned that there is a Rally School operating there. Road Racing will be the most difficult discipline to establish, and the crunch will come in June, when the council will be expecting a commitment to purchase or walk away. To quote Brenton Matters "If we don't get this, how will we get the next property?"

Let's hope it succeeds!

Trevor Henderson

Clarke's Occasional Comment!



Being an honorary member of the BSA Owners (Hamilton Branch) Victoria has its benefits. I get emails for all of their activities, and one of those was a coaching session in defensive and advanced riding skills with Darren Trotter at Mac Park.

I went, but didn't ride, staying behind the camera and collecting sunburn for the day, despite trees and clouds. UV(B) they tell me. Bounces around. It was a bit windy later in the day, fortunately blowing the noises toward the pits.

I actually asked permission for Vicki's nephew Matt to go. I have been coaching him in road skills, and he has been to one of our fun days at Tailem Bend about a year ago. He has a Hyosung GT650R, and it's a rather pleasant toy

to play with. I got to scuff the new tyres around the Adelaide Hills before we went. I felt he would benefit from some professional advice in a place where everyone is going the same way, and there are no cross roads, trees, gutters or speed limits to cause hindrance.

Just like Tailem Bend, he started off cautiously and improved rapidly from there. Listening to Darren is enlightening...the skills I took 10 years to learn he imparted in a couple of hours. Initially, small groups took a tour of the track in the ute, with bike placement and cornering technique being demonstrated and discussed at each location, followed by slow laps on the bikes behind 2 instructors. Later the track was divided into segments: Pine Tree, the old Turn One, and lastly, the back of the old pits, using the original circuit for short cuts...practice, practice, practice, with intermittent advice.

The most awesome demonstration of outright speed came from Dave Trotter on his GSX1000R Suzuki race bike, showing the best way through that tricky double apex at the back of the old pits. Eye popping!

After that, the track was opened up for full laps with each rider followed by Darren on his

Hinckley Triumph Tiger, shod with cast-off race tyres, and then pulled aside for advice.

Somewhere in there was lunch time in the pavilion, during which there was a talk on defensive road riding techniques....how to give yourself space and options for safety in the face of morons. Thought provoking. You reckon you know it all? Just go and listen one day.

Matt got quicker and quicker, and smoother by the lap finishing the day stuffed, but with a 1:37.5 under his belt. From the pits, I could pick if he had a good line onto the back straight....he got on the throttle early, and when I asked him later what revs he was using, he simply replied "All of them" - 10,500 to the uninformed.

The participants were on: 1975 BMW R75/5, R80GS, R1200GS, Hinckley Triumph Bonneville with a dual purpose back tyre, late model Royal Enfield ridden by "Sue", an FT500 Honda, and an iron BSA B31 racer that didn't want to play very much.

The quickest and smoothest rider of the day though was on an 11 year old Ducati Multistrada carrying 75.000km on the clock.

That's not so special you might think. He is 70 years old, and only has one arm, his right one. I've known him for about 25 years.

Vicki went with me, introduced Matt and his wife Alison to Badenoch's icecream parlour, and visited her Dad who lives there, while Alison decided that Mac Park is a lovely quiet place when all is at rest.

I met my former gym instructors from the '90s, now involved in bikes, who thought my face was familiar. I am 8 kilos heavier, much less fit, and 20 years older. I think they need glasses.



Nick

AFTER READING 'THE GOOD OIL' A REQUEST FOR MORE PHOTOS ETC FOR THE MAGAZINE, WHICH GAVE ME THE THOUGHT OF SOMEBODY MAY BE ABLE TO IDENTIFY THE OLD SIDECAR FRAME I RESCUED FROM A FARMING PROPERTY JUST OUT OF TOWN. IT WAS LEFT OUT IN THE Paddock AND IS FAIRLY WEATHERED. CAN'T SEE A THING LIKE THAT GO TO WASTE. IT WOULD BE A VERY USEFUL PATTERN TO CREATE A NEW UNIT IN THE CLASSIC WORLD. TO DATE, I HAVE BEEN UNABLE TO FIND ANYONE WHO CAN IDENTIFY THE UNIT, BUT WOULD LOVE TO KNOW. THE MUDGUARD IN THE PHOTO MAY OR MAY NOT BELONG TO IT. IT WAS SITTING WITH IT IN AMONGST SOME OTHER OLD TIN. JUST THOUGHT THIS MIGHT TRIGGER SOME CLEVER MINDS INTO FINDING A NAME AND POSSIBLY A DATE FOR THIS PRE LOVED CLASSIC.

A PHOTO IS ALSO ATTACHED OF A CLASSIC 24HR SIDECAR, ALSO IN NEED OF SOME TLC. IF ANYONE IS INTERESTED, I AM SURE WE CAN COME TO AN ARRANGEMENT. IT WAS JUST ANOTHER FINE MESS WE GOT OURSELVES INTO STANLEY!! A CLEVER IDEA THAT NEVER CAME TO FRUITION IN A MOMENT OF SHEER ENTHUSIASM.

ANYWAY LES, THOUGHT THIS MAY HELP STIR UP A BIT OF DEEP HIDDEN KNOWLEGE IF YOU WISH TO USE THE INFORMATION, BUT IF YOU HAVE PLENTY, THATS OK TOO, JUST ARCHIVE IT FOR FUTURE REFERENCE.

ALL THE BEST, KEEP SMILIN, KEEP RIDIN, AND I'LL CATCHYA ROUND THE TRACK!! - (I HOPE).

Danny Ahern - BARBER RACEWAY and DAYTONA - A TRIP OF A LIFETIME PART II

The V8 van we had at our disposal was Wil's, we had to put the seats back in so we had somewhere to sit and then it would be Terry and myself share the driving and Hayden, Bruce and James as passengers. We were to follow Kevin Grant and Lindsay who were chauffeuring Dave and Brookesy, this ended up being a bit of a goose chase but we got to Daytona by about 10.30 Tuesday night and were reunited with most of the touring party at the fantastic condo's that Allan had arranged on Daytona Beach. Whoah, how good is this.

The first day was a free day and a chance to relax a bit as all had been full on since arriving in USA. Thursday was 'Tech Day' which had us get out to a fairground just off a major highway about 20 or 30 minutes from the racetrack. After we had signed in and sat through a riders briefing (of which they had plenty through the day, every 2 hours there was one) we had explained and indeed demonstrated that they could not tech our bikes in the trailer and we were not prepared to unload for a tech there, it was agreed that Team Kiwi would be checked out in the pits once we had unloaded at the race track. We got to the racetrack mid afternoon, unpacked and got organised ready for our 3 days ahead of us. The track is one awesome place, but so huge we were just a speck in the big picture. Unlike the 500 bikes at Barber there was to be about 150 bikes at Daytona. AHRMA had to share the track over 3 days with the modern group who had a great turnout and had some good racing too.

We were all anticipating our go at the banking with some degree of nervous energy. Lindsay was the first to get a go on Friday and came back as we all did 'buzzing'. It really is an experience. I described it as being in an arcade game, running say 2/3 up the banking you would be overtaken 'down below' by bikes on 'the first floor'down there, one minute and then by someone on the 'fourth floor' up there the next. My Phillip Island gearing was too low

so I paid the price, should have ordered another sprocket off Bruce!

Dave and Hayden were to be sharing the G50 as the McIntyre was out of action. When Hayden came back from a session he thought it had gone off a bit, upon getting Dave sorted to go out it was apparent that there was a lack of compression, a stone had got in and bent a valve. Ross' bad luck continued, I offered my bike to Hayden after chatting with Kevin Grant, Hayden then went on to secure the 'World Championship' on my G50 following his 2 group wins at Daytona, so the outcome was good.



I also agreed to let Alan Cathcart use my bike for the parade laps with a few dignitaries including, Nobby Clark, Maria Costello, Doug Polen and a few others.

Racing was tough at Daytona and horsepower counted lots. Nick Cole put in and was always dicing at the front keeping the frontrunners honest, he had some great dices with Doug Polen, who was riding Ken's Manx this weekend. Doug was good to have in our pits and just loves riding his motorbikes. Just as Kevin Schwantz was at Barber, Doug was happy to share stories and pass on advice.

Kevin Schwantz and Dan!



Just like Kenny at Barber, Doug was happy for the occasional prank too!

Lindsay continued being the man in his class. Dave finally got to go in and finish a race, so he could at least tick the box! I got to use some of the rocket fuel that Lodgey had been using, wow what a difference, I like it!

The Daytona Race week had been part of Biketober, so we all at some time got to visit and take in the thousands of Harleys and people down the main street each night. Quite an experience although not my scene really. Nick had a big night down there strutting his stuff apparently.

Monday after the racing was a day of all sorts, Ross and Allan towed the trailer up to Savannah so it could be organised for the trip home to NZ. They then had to drop off the van to Wil in Georgia. Kevin Grant and Lindsay picked up Ross and Allan and brought them back to Daytona. We had a big get together at the 'Northbend' which is where the beach races used to go from the sand to the road. It was Dave's birthday so we celebrated with him. Needless to say the live music was encouraged while we stayed on and yeah our group, or at least remnants of, were the last to leave. Some had to walk home which was after all just along the beach! Just a few k's.

That was to be the end of the motorbike part of the trip, which was nothing short of one fantastic trip, to which I thank all those that came along make it what it was as well as all the new friends made over in the USA. I, like many in the group, will not be surprised to get hooked up again in a Tour de USA.

Everyone had different itineraries, some heading straight home, others capitalising on taking in some more of the USA. I drove over to New Orleans and spent a few days there. Catching up with Allan and Robyn one night where we took in some music and shared a meal. We then met up the next day for an Alligator tour which was good. I then had a few days in San Francisco, where I caught up with Dave and Lorraine Crussell, this was another good day. On my way back to downtown Ron Melton rang and said we should catch up which we did. He and a couple mates played some music out the back of his truck on Coit Hill a landmark in San Fran, what a hoot that was. I did some of the tourist things including a push bike down to the Golden Gate bridge and indeed over it and back.

My last day in San Fran was busy and capped off by catching up with Ross, Carmel, Carla, Angela and Andrew Graham, we had time for a quick drink at a bar before I had to head for the airport and face the inevitable.

Instead of heading home to Adelaide, I flew into Melbourne where my good friend Carolyn picked me up, customs were on strike but that caused no hold up at all. We went for a feed and a catch up before she dropped me off at Ian and Sarah Glover's place. Somehow I stayed awake until bedtime, albeit an early one and got a sound sleep. Friday saw Ian and I head for Broadford where we were met by Paul Walker with my other bike to race for the weekend. Betty had driven my 'Bungalow', as we call it, over so we were ready for another weekend of racing. Brother Joe and Kris Rowen, who does our signage, arrived and we set up camp.

The racing was had and we headed home for Adelaide, no more racing for 3 weeks when Tassie is the destination for the Aussie titles.

What a busy time for racing! And loved it all.

Daytona Dan #327

STUFF CLASSIC

Just got my acceptance for the National Historic Titles coming up 16th -18th Nov at Sydney

There are a number of classes that just don't have enough bikes for Championship status. Poor P3 Sidecars only have one entry, being a Vincent 1200, original type not a special!

The P3 250's, 350's, 700's and Unlimited all suffered the demise of lack of numbers. Of particular interest to me was that there were 4 entered in the 700 class and 5 in the unlimited class. The 'newish' 700 class actually taking away from the unlimited class, instead of adding and encouraging more 650's to the fray. Interestingly enough, only 2 of the 4 bikes entered this year in the 700 class would be eligible next year as the authority that makes the final decision has rehashed the 700 rules. Be interesting to see if the revision of the rules brings more 700's out to play or whether the good intention of bringing the 'smaller' big bore bikes has just been a pretty big flop?

Anyway the very latest news is that the authorities, after being asked politely have used that rare commodity.....common sense and decided that a few classes can have

championship status with less than 10 entries. So P2 all run in together, no split capacities. 250's and 350's get a Guernsey and the P3 Unlimited run as one, ie no 700 class (sub class)

I am pleased about that, the Unlimited will potentially see a ripper battle with Jack Wright on the Ron Angel Molnar built Matchless G50 638cc and our club member Joe Ahern on his Norton Atlas twin, here's to a great few races. I won't get to see much of the action as I'll be in the race with my Manx framed G50, having upgraded to Unlimited with my second bike.

Well for those not at the club meeting Thursday, you will be able to source all the results of said race via Computime on your poota, by the time you get your Good Oil

And a reminder, emails and posted supp regs have gone out, if you haven't received same get onto me asap so you can get your entry in for the State Titles end of December. (I am aware there will be a couple that have slipped through the radar!) It is shaping up to be a rippa, the P3 500's has some potential dices not seen at Mac Pk to date! More on that later.

Danny Ahern #27 (except in Sydney....#26!)

MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 18 October 2012.

<u>Meeting opened</u>	8.00pm
<u>Apologies</u>	Trevor Henderson, Chris Hayward, Les Bell, Artie Summers, Mike Wooster, Len Smith, Phil Baughan, Richard and Lorraine Rake.
<u>New Members</u>	Wayne Higgins
<u>Guest</u>	Curly
<u>Minutes of previous meeting</u>	Moved for acceptance by Bob Glynn, seconded by Jonathon Guthe. Minutes accepted.
<u>Business arising</u>	No business arising

Reports

President

- No report

Secretary

- No report

Treasurer

- Current financial position read out.

Delegates report

Road Race

- Dan read out Phil's report (in Phil's absence)
- Strategy meeting held at club rooms on 17 October 2012

Competition Secretary

- Posters promoting the state titles went with Chris Hayward to Broadford for dissemination.
- Sup regs have been approved. To be sent out late November.
- Ride day at Mallala with Ducati Club discussed. Dan spoke to Clem Smith re the possible calendar. Best weekend likely to be early next year.
- National titles entries close 19/10/12
- Hampton Downs Barry Sheen Memorial attracting 350 bikes.

General Business

1. John Kroon reported that the centre fence near the pits at Mac Park has been removed.
2. Riders will now be required to start from the gate if not on time.
3. Snaithy's crash at Mac Park was discussed. Broken brake lever resulted in major crash.
4. Tony Tildesly asked who was attending the Southern Classic meeting this year.
5. ATUJARA Hill Climb scheduled for mid March 2013 - We can hire for \$1500 (track and BBQ).
6. Cafe Racers and Pheonix while keen to have Historics at their events have reported that it has been a struggle to get reasonable numbers entering. If they can get good numbers they are keen to accommodate us.
7. John Kroon needs volunteers for the 3 hour (see John or Phil)
8. A Mallala ride day was discussed. Clem Smith not interested in running this. Likely to be for club members only and therefore a good turn-out would be necessary to break even.
9. Terry McBride did the Birdwood run. He gave a talk on the day.

Meeting closed at 8.30 pm

For Sale/Wanted		
RD 250 LC track / race bike. 1993 Ducati 400SS Immaculate running as 520cc	WANTED	Nathaniel 0408562643 11/12
ZB BSA alloy head and barrel, Gold Star cams 65-2442/65-2446/65-1891	FOR SALE \$5500 O.N.O.	Danny 0407826951 10/12
Honda 750 K2 or K3 from the 70's	WANTED	Paul Glode # 30 Phone 0458352276, 86713361 10/12
B33 or M 33 Motorbike for restoration	WANTED	Trevor Henderson Ph 8384 5284 09/12
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	WANTED	Drew Nolan Ph 89767162 05/12
Parts to convert R5 Yamaha twin into Race Bike, fibreglass tank/seat/fairing, clip-ons, alloy rims, pipes, tuning info. Any assistance appreciated.	FOR SALE	Murray West ttmotorcycletours@e-wire.net.au www.ttmotorcycletours.com.au Perth- Western Australia Ph 0407-687759 05/12
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 Phone 8276 7744 during business hours to confirm dates</i>	
Date	Host Club – Event	Venue
16 -18 November	Australian Historic Road Racing Championships	Eastern Creek
8 – 9 December	South Aus RR – Café Racers	Mallala
29 – 30 December	South Australian Road Race Championships	Mac Park