
The Good Oil



Volume 20 Number 12 October 2012.

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Team USA with Danny Ahern the honorary Kiwi – full story inside.



Photo's in this issue are courtesy Dan Ahern, Nick Clarke.

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2012/2013

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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

Some people actually read this!

I was overwhelmed with the response last month with the follow up from members of the request for photographs. Some will be used others cannot. But I would still like more thanks.

It’s good to see the new influence on the committee starting to work with some good ideas coming forward. Looks like we are in good hands for the future with plenty of activity being arranged for on and off the track opportunities.

As we approach the pointy end of the year and things hot up event wise we have to make choices of what to attend and participate in. With an interest in racing and the Norton Owners club I’ll have to make a choice soon whether to attend the Christmas dinner of that club or the 3hr race that has a round of Australian Sidecars as well (hard Choice).

With three weekends in a row featuring Moto GP racing and all during daylight hours that accounts for those Sundays, then there are a couple of consecutive weekends in November to keep us occupied either attending and participating or just attending, next the man in the big red suit will be appearing and after that the main event that the committee is working towards all year.

It won’t be long and we’ll all be wondering where the year went. Me - I can’t wait till the big man in the red suit has been, cause I’m sure he’s bringing me a really good pressie!

In the meantime I’m just going to have to wait and work on my bedside manner. At least the road bike still works and I get to ride that nearly every day!

Stay Upright # 77

President's Report

Unfortunately, I shall be an apology from this month's General Meeting, a rare occurrence, but we have taken the necessary steps to plug the gap. Vice President Dan and Treasurer Dean will ensure it runs smoothly, and that the usual refreshments are on hand.

We've just had one of our few "local" meetings in the Master of Mac Park, and, despite typical Mount Gambier weather, it was an excellent meeting with none of the few who came off needing hospitalization. The club runs a very ambitious meeting, with juniors, sidecars, BEARS and super-motards on top to the usual program, meaning fairly long gaps between rides especially if you are in one class only. So saying, there was some excellent racing, and our members all seemed to do very well, as evidenced by lots of smiles on dials.

Joe Ahern won the classic "Master" and placed in the P4 version behind Simon Cook who won well. Consistency gave Phil Baughan the classic unlimited scratch, Andrew Bannerman the Period 5, 500, whilst Danny, Skeery, Dan Gleeson and Wally Ryan circulated well. Ross O'Neill, on the ex-Davidson 350 BSA, certainly enjoyed his debut.

My weekend was trying, with a spring leaf breaking on the way down and strong wind

stopping us putting up our tent on Friday, necessitating sleeping in the car. This was repeated Saturday, due to bike maintenance between my second race and dinner in the clubrooms. Sunday, with more typical Mac Park weather, went off ok, and we lined up with the larger Period 3 bikes for the classic master race, less the 3 Victorian Period 5, 125's who had left for home. David Short's "Morbedela" died on the warm-up lap, leaving just John Beattie and myself to uphold 125cc honour.

At presentations, I was very pleasantly surprised to be announced the winner, with John Beattie second, of the "Combined 125cc Historic 'Master of Mac Park'". There was no mention of this particular award in the supp regs, program, or at riders' brief. Would the 3 Victorians have stayed had they known? But now nobody can take away the title of "Inaugural Winner", can they?

Are you all keeping Sunday November 4th free? That is the date of the "Open Day" at Tailem Bend, where we'll be given a tour and shown the progress there.

Hope you can make it.

Trevor Henderson

TREV'S TITBITS

"Return of an Old Friend"

At last month's General meeting, I was pleased to read out as a new member my old mate Joffre Booth.

I first met Joff in the early 60's at a practice day at Murray Bridge Speedway, when I'd loaded my 125 Villiers into my 1947 Ford V8 deluxe Ute (which sounds a lot better than it really was), and made a Saturday afternoon trip that yielded 12 1/2 miles per gallon. The day was poorly supported, but there was this mad bugger throwing a Triumph Thunderbird around then-tight circuit with a dog-leg. He was accompanied by fellow mannumite Brian Lynch, riding very economically on a BSA

Bantam, possibly because of limited horse power.

Friendships were formed, and it was great to go back to Mannum after a Saturday night at Murray Bridge before heading home next day. There as a corps of riders then, who, during the summer months, did the rounds of Murray Bridge, Renmark and Eudunda on Saturday nights.

Brian and Joff purchased new Greeves 250cc scramblers, which they used to good effect in both scrambles and country "short circuits", as they were known.

Joffre won his first ever scramble race, although he and the others had a makeshift track at Mannum the C' grade scratch at the Levis club's Lower Hermitage track with Brian Lynch 3rd.

Than I went to Melbourne to collect a 125cc Bultaco from Bert Flood, who generously gave me a ride on a new 250cc Bultaco "Metisse", which was officially a MkI Pursang. Joffre then bought a MkII Pursang with strikingly red angular fiberglass and a 5-speed engine with a road-racing power band. My brief try on it scared me to death, but Joff just loved those characteristics.

A track we all liked was "Brooks Gully" run by the Phoenix Club at Rosedale, just past Gawler. I had my most successful day to then when I won the 125cc scratch and up to 250cc handicap, prompting a very complimentary line in the "News" by the late Frank Franklin. The following meeting there, I'd injured my hand at work on Friday, so the organizers let Joffre ride my 125 in 'B' grade as well as his 250 in 'A' grade. They may have regretted their generosity, for Joff won the 125cc scratch at a canter, the 'B' grade allpowers with bikes 5 times the capacity, and the 'B' grade handicap after giving all the bigger bangers a head start.

And then one Saturday night Joff and I and my Bully travelled to Eudunda, and it was great to see my little two-stroke go right around the outside of the 500cc BSA that had won on the Port Pirie half mile. Later in the evening they had a "City Slikers vs Bush Boys" match race, in which Joffre rode a Matchless twin kindly loaned by road racer Jim Warnest, but I think he should have stuck to my Bully.

The Port Pirie Club put on an extra meeting one September, and we took the Mk II Pursang, which in practice blitzed all the other 250's, including Laurie Jamieson's 250cc Jap in a speedway frame and various sliders and scramblers. But then the Pursang developed a misfire that we failed to find in time and best Joff could do in the final was 3rd. Too late, after the event, we found that bolts mounting the HT coil to the frame under the fuel tank had worked loose.

There were many more adventures we shared, but no more space or time left here for now. Joffre now has a 250cc Kawasaki KX250 four-stroke of 2009 vintage, a bit out of our sphere, that he intends to ride in next year's Finke Desert race. Good Luck, Joff.

Pity it doesn't change on the right.

Trevor Henderson #55

CLUB POINTS from MASTER of MAC PARK 29th/ 30th SEPT (Meeting # 4/2012)

NO	NAME	PERIOD	CAPACITY	RACE 1	RACE 2	RACE 3	MASTER of MAC	SUB TOTAL	TOTAL
7	Joe Ahern	3	U/L	0	4	4	4	12	27
7	Joe Ahern	4	350	4	4	4	3	15	
24	Andrew Bannerman	5	500	4	3	4	1		12
27	Danny Ahern	3	500	3	3	3	2	11	18
27	Danny Ahern	4	500	3	2	2		7	
40	Simon Cook	4	U/L	4	4	4	4		16
55	Trevor Henderson	3	125	4	1	4	4		13
59	Ross O'Neill	3	350	4	1	4	1		10
83	Phil Baughan	3	700	4	4	4	1	13	17
84	Phil Baughan	4	350	1	1	1	1	4	
86	Michael Skeer	3	500	4	4	4	3		15
204	Wally Ryan	5	250	1	1	1	1		4
311	Dan Gleeson	3	700	3	1	3	1		8

CLARKE'S OCCASIONAL COMMENT



I am sitting here looking at a motorcycle, except that it is reduced to its last nut, bolt and washer, sorted and packed into categories, boxed, and all over my shed floor. That's a small lie....the engine is finished and on the bench.

A while ago, I looked at all the stuff on the shelf and thought there must be enough to build a complete road bike here. That wasn't quite so. There is enough for one and a HALF!

I managed to create a complete and very excellent engine, well, excellent for a TX750 Yamaha, entirely from spares on the shelf, and a free pair of crankcases out of a Queensland cane field. Apart from boring the cylinders to suit new pistons, lishing the crank, cleaning, polishing and paint, there was very little other expense. I DID make the mistake of installing the stator coil in the alternator without testing it, and sure enough, it was bung; I found a brand new one in the UK for half what it would have cost to fix it.

However, there is one small problem. At the time of writing, I am at the end of week 4 of 6 weeks recovery from surgery and I am not allowed to lift anything more than 2kg. The engine stays on the bench.

That hasn't stopped me doing other stuff like washing parts, assembling carbies, cleaning the instrument panel, painting, sorting all the bits for zinc/chrome plating and Vaquablasing by Murray Johnson. I can drive now, so delivery is no longer an issue.

Meanwhile, the racing Yamaha has fallen a bit behind the rule book, so I've made the lower chain run protector, wired the front brake bolts, and now I have to do the "high pressure" oil lines in the proper stuff, because the worm drive clamps, successful since the original build in 1991 are no longer allowed. Probably reasonably so, too.

Back to the road bike – a review of the parts book inevitably identified all those annoying little "special" parts that are either perished or missing, so ebay has a bit of a battering, with good success I might say.

Paint is the next big job, but the bits are too heavy and will have to wait a minute or three for now.

One little surprise, well two actually, relates to the keys. The first eyebrow lifter is that the local locksmith can cut the keys to code (the number stamped on the lock), AND he has the correct blanks, but the real surprise is that there are only 26 keys in the whole series! Across the TX750 and XS650 range, and probably others too, there are only 26 different keys! A bit alarming, eh?!

At least I have the model no-one wants to steal.

Watch this space.

Nick



Keith Campbell - Ballarat Date Unknown!

Danny Ahern - BARBER RACEWAY and DAYTONA – A TRIP OF A LIFETIME

After weeks of getting ready and talking about it, the time had come to head down to the airport and start the journey. First leg was to get to NZ and join up with the immediate team of Ross Graham Racing being Ross and Carmel and Dave. The plane from Adelaide had a bit of clutch slip when a passenger having got his boarding pass forgot to get on the plane. Crew had resorted to removing his cargo when said passenger was found, so he got on and we headed off 15 minutes late. I sat next to a lovely couple who had been over to Sydney for a mushroom conference then spent a few days in Adelaide before doing NZ, then off to Fiji before heading home to Philadelphia. Pete being an American and Vicki an expat Pom from Morcam.

With the late depart it meant a more than short transit through Auckland Airport, my name and a few others were called out on the plane to get us off quick for the transit. Premium Economy had Dave Cole seated in the same row as moi, I found Ross and Carmel up the flash end and had a quick catch up before the plane hit the skyways.

Drinks and nibbles were followed by yummiie tea....ate too much! Caught up with Dave and had a good chin wag before Ross joined us for some more banter. The Kiwis decided it was time for some shuteye but I was so wide awake that it was a good time to start this. I know that Lodgey, Nick, Hayden and Terry are on the plane down the back so will no doubt catch up with them tomorrow.

Got through the customs bit all okay and got onto another plane that took us to Atlanta, another 4 hours of flying. At our Holiday Airport Inn, Ross tells me that he had miscalculated and no bed for me, but could get a trundle bed and share.....Hayden and Terry Fitzgerald said they were up for it, I even warned them of possible loud snoring, although these days for me it is only sometimes. They were up for it and as it turned out I was quiet that night. We were still all wide awake and up

for a catch up, a drink and a feed. The shuttle bus took us to the nearby bar/eatery where we caught up with Kevin Grant and Lindsay Kyle. It was to be the start of a trend for the next 2 weeks, banter, laughs, true lies and real good camaraderie amongst Team Kiwi, inclusive of the Honorary Kiwi.....me from Australia!

The following morning we met early to go and pick up the hire cars and start the 3 hour drive to Barber Raceway in Alabama. Well picking up the car was to be our first bit of a laugh for the day and indeed experience first hand the southern hospitality. The very helpful girl at the counter was trying her best to help Ross with getting the best car to suit us all, Ross was not paying full attention and she made it known that 'he should show some interest or she might have to give him a slapping' well Ross' face lit up with that little comment!

We hit the freeways and before we knew it we were at the track, wow what a place it is. The organisation and logistics just like nothing else I have witnessed racing old bikes. They had us 'staged' as they call it, where we parked our cars and headed up to the credentials area. On return Ross had a go at 'jumping the line' to be put back into place.....well sort of, we still jumped a bit of the queue. On entering the main area we saw just how big, no huge, this place and indeed the event is. First up we saw the acres of swap meet stuff, where later in the weekend Dave and Brookesy could do some exploring.

Getting the bikes to the track had been a huge job logistically starting back in NZ and in fact for me back in Adelaide, where I had 2 ½ weeks to get my bike sorted and crated off to NZ to join up with the rest. I, like us all, had to convert my bike from methanol to petrol in readiness of complying with the AHRMA rules. So I have plenty of people to thank for helping out with the mad 2 weeks for me. In NZ Allan Powell and Kevin Grant made sure that my bike was picked up and looked after. Ross Graham had paid out to buy a trailer that was

available that could house the 8 bikes (Ross also plans to use it to bring his A9X Torana Muscicar to Oz next year). The bike got packed up in the trailer and then slid into the shipping trailer bound for Savannah via the Panama Canal. Once in Savannah the trailer had to be taken to Barber some 200 +miles away. Will Harding was to be a very helpful connection in the AHRMA group as he organised for all this to take place and once at Barber the personnel there looked after it until we lobbed for action. I must add at this point Cindy Cowell was a huge wheel in the cog regarding making things happen both when we were getting ready to come and once we were there. She is married to an Aussie, from Adelaide!

We had been allocated a spot on the lower tier just adjacent to where the bikes head out to the track, it being the lowest of 4 tiers. Ross' big trailer was there to be unloaded. That was commenced and all was in order with bikes all coming out in as good nick as they were put in a few months earlier back in Auckland. The day was warming up and was to be the same each day at Barber around the high 20's but quite humid. Fortunately for us all we were to have a large marquee put up that would accommodate us all, along with a group of Americans that were helping us out. Jamie Waters and Kenny Cummings being the main guys amongst that lot as well as a guy named Dan Rose. Dan had a bike for Maria Costello to ride as did Kenny. From the outset Kenny was up to his armpits getting his bikes sorted ready for the weekend for himself as well as Maria to ride, as well as helping out Jamie with his G50 Matchless. It has a Minnovation Motor by Martin Page in it.

Peter Lodge was to be the first in the team to arc up his bike and boy what a noise! I figured this was a good opportunity to wind up Pete. Kenny was busy as with his bikes, but when I suggested that he should say to Lodgey 'hey can you run them that loud down under?', cos hey man don't know how you will get on here! '.....well I'd given the heads up to a few of the team and the look on Lodgey's face was

priceless. When he got the heads up he too saw the funny side.

Ken and James McIntosh set up their 500 and 350 Manx Norton's at the far end of the marquee with Kevin Schwantz, then the next group was the hosting Americans and then we had Me and my G50 Matchless, Lindsay Kyle's Vincent Comet, Ross Graham's McIntyre G50 that Dave Cole would be riding, Ross' G50 that Hayden Fitzgerald would ride, Lodgey's ES2 Norton that Nick Cole would be on and Bruce Verdon's Manx Norton.

We all got set up, got sorted and scrutineered or teched as they call it there. There were a number of riders briefings to choose to go to, was a job getting to understand the way things got done over there, so we looked and asked and were soon given the right advice. That had us all sorted out on the Thursday and we were all raring for some action come Friday, which was practice day.

Back to the hotel at Birmingham, we were now getting to find our way around and that was to get better day by day. Booking in at the hotel, saw the same hiccup that we had had the previous night, so I got a room to myself for the Barber leg of the trip.

A local Mexican eatery had the pleasure of our attendance that night, a warm balmy evening and we sat at a table, the whole team. So on top of the already mentioned bike owner's and riders we had Carmel Graham, Allan and Robyn Powell (on their honeymoon!) Kevin Brookes, Terry Fitzgerald (Hayden's dad) Jimmy the smiling Irishman, Don and Glenys O'Connor and Debbie McIntosh.

Friday was with us and we were at the track nice and early, each one of us keen to get acquainted with this sensational track. The session that I went out in had about 80 bikes in it and unfortunately the performance differential across the board was substantial to say the least. The first session was just making sure the bike was okay and purely familiarisation of this wonderful track. Needless to say I got overtaken by many

including the gun riders in our group, but hey we were all having fun.

The AHRMA people decided that time permitting they were looking to give all the Premier bikes, which included lots of us Team Kiwi, a fairer go for establishing grid positions, so they concocted a sort of 'Superpole'. Each bike got let out at a reasonable gap between bikes to have a warm up lap and then 'one flyer'. I was chuffed it became my best lap time to date. Everyone was looking forward to their first real taste of racing at this magnificent circuit.

Between sessions I had nothing to do with my bike apart from check it over. Dave and Ross would chew the fat and have a fiddle between each session trying to get things as they wanted, likewise with Hayden who was riding Ross' other bike. Needless to say team Ross Graham Racing were going to be up to their armpits all weekend running 2 bikes. Terry, Hayden's dad was of course a huge cog in the wheel as was Allan Powell a true enthusiast and great friend of Ross' and mine. Allan just plods away all day doing all the hard yacka and is a great guy to have in the team. A true quiet achiever.

Dave was never going to be complacent with the McIntyre G50 in fact by the time the first race came around Dave got unceremoniously dumped not far in front of me mid way around the first corner being negotiated on the warm up lap. Seeing the Mac sliding and twisting down the track while Dave tumbled with legs all over the place, was not what any of us wanted to see. My thoughts were some sort of sudden seizure, it had to have happened quickly for Dave not to have reacted with the clutch.....unless it was gearbox, which I would not expect with the masterpiece TT Industries box in the bike. Turned out to be a terminal big end issue.

Apart from this hiccup everyone was rolling along nicely enjoying the track and improving times on every outing.

Lindsay Kyle was to be the first one in our group to get out and race. He was hotly

pursued by a rigid Manx Norton that on trying very hard lost the rear end at the hairpin second time around. Lindsay was the first home to be told he had gone out in the wrong race! Later on in the right race he was successful again.



My race had the likes of Tim Joyce, Pat Mooney and Kevin Schwantz in it, I got to see Kevin up close and personal as he zoomed under me entering the hairpin with the aforementioned riders doing the business on me coming out of the corner. Nick Cole from Team Kiwi was in amongst it too putting up a great show, one race running out of fuel on the wind down lap. Dave Roper was out in the same race too. All our races at Barber were 8 lappers and with the track being a busy one the race went by quickly.

Hayden Fitzgerald on Ross' G50 rode in the GP 500 class and he won both those races at Barber which set him up well for potentially winning the 'World Championship' as AHRMA were promoting the racing as. More about that later.

Bruce was riding his Manx hard and gained some good results over the 2 weekend racing. James McIntosh was riding in lots of

events and on the move, unfortunately he made a judgement error which had him unharmed but in the gravel pit. Like at all meetings he was helped out by various people and soon had the Manx ready for more action and gained good results over the weekend.

The gun members in the team were consistently playing with the jetting, everyone was on petrol (of sorts) and were experiencing challenges to get the best out of their bikes. I knew I was on the rich side and safe so that is how I kept it. I must say here though, that in my last race at Daytona when I scrounged some petrol (which was a different brew to what I had been running in USA) I did immediately notice the difference.....mmmm.



We saw some great sights around the pits, next to us was Jay 'Springer' Springsteen, what a great guy and boy can he ride. He had 2 immaculate XR750 Harleys at his disposal. When his team opened their fuel decanter on the first day quite some metres from where we were, our whole team commented, whoa what is that? I'd later describe it as good enough to melt my contact lenses to my eyeballs! We were later told it is only 95 octane! Mmm with what in it? They were a great bunch to be alongside and were happy to share their experiences. My 'Jay' experience was definitely right up there in the top moments of the trip. Gee that could almost be another story!

Ian and Sarah Glover from Brunswick in Melbourne were at Barber as was Mick Jones of Moto Tumbi fame and Phil Hitchcock, 3 racers doing their own thing in USA. I knew that Ian and Sarah were going but did not know about the others, Mick was to bump into me at the

credentials office when we first arrived at Barber Raceway. Dave and Ross immediately commented 'can't we go anywhere without someone knowing you?'.....it seems not!

Nobby Clark was around signing posters and reminiscing with one and all, what a lovely guy. All the locals were very friendly and helpful, with many coming up to us and commenting that with the tackle we had brought along we had lifted the calibre of the meeting, it would seem that it was the biggest turnout of 500 classics for many a year, which is what the organisers were hoping for.

Saturday's crowd watching the racing was good and they all wave furiously to the riders on the wind down lap and expect the same for the racers too. Flaggies, like at home, give good acknowledgement to all the riders too.

One thing that blew me away was the museum. It is a multi storey glass building and is on the outside of turn.....well blow me I, like many, did not really see it until the last day on a wind down lap when I was looking for it, from memory Nick Cole was parked up near it too that time. You may ask how can you miss it? Well as you look through the corner and up to the next challenge, your eyes are planted to the track ahead. When in the museum looking down you realise how high up the museum is.

Sunday's racing was held in good conditions and it was a re-run of what we had done on Saturday. Good results were had by Hayden, Lindsay, Nick all 3 being up the front of their respectful groups. The rest of us had our own battles and enjoyed it all as much as the winners.

There was to be no presentations on Sunday, but at the Saturday night presentations that went for ever, the Kiwi contingent were acknowledged for the huge effort that had been put in getting all the bikes across to USA to participate, for which AHRMA were most grateful.

Following the racing we had the trailer to pack, the group worked well to systematically get the bikes in and secure them in place in

readiness for the 700mile trip down to Daytona Raceway. That all done we left the trailer at Barber to be picked up Monday morning before we would have a proper guided tour of the Museum with Lee Clark the museum assistant manager.

Sunday night we ended up revisiting a favoured eatery where we were told 'no alcohol served on Sundays', mmm what would we do, well it was asked if we could bring some in if we were discreet to which the waitress rolled her eyes and said okay, well you would never get that 'Southern Hospitality' and breaking the rules like that 'Down Under'! A top wind up night was had by all, reliving our experiences over the time we had at Barber.

Monday afternoon was to be our time at the museum and we got treated rotten by Lee Clark. We got taken down to the lower inner sanctum of the building and there we were

treated to a history lesson extraordinaire. Photos of the whole establishment being developed and getting a full realisation of where \$70 mill got spent were explained. The whole place is set up to do full restorations of bikes and cars. A set of restored outboard motors spanning many years was described to us by Lee as what happens when Mr Barber is not chaperoned to an auction! Anyway as I had been told, if you ever get a chance to visit this very special private museum, dive at the chance. With Ross having his motor woes we got to have an extra visit to Chuck Honeycoat's race workshop and indeed the room behind with all the spare parts, and you guessed it bucket loads of G50 Matchless motor parts, wow we were like kids in a lollie shop, 5pm soon came around and they had to round us up and kick us out.

Daytona Dan #327

MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 20 September 2012.

<u>Meeting opened</u>	8.00pm
<u>Apologies</u>	Claire Harman, Neil Watson, Ronna Fisher, Richard and Lorraine Rake, Mike Wooster.
<u>New members</u>	Joffre Booth
<u>Minutes of previous meeting</u>	Moved for acceptance by Phil Baughan, seconded by Bob Glynn. Minutes accepted.
<u>Business arising</u>	No business arising

REPORTS

President

- Trevor informed members that the proposed social event scheduled for later in the year will now be postponed until early 2013 due to tight racing/event schedules between now and the New Year.

Secretary

- No report

Treasurer

- Dean reported the \$15k has been transferred into the Trustee account leaving the balance at \$6600 with \$65k now sitting in Deposit account

- Minor purchase of a printer to complement the laptop to be utilised by President. \$99 expended.

Delegates report

Competition Secretary

- Dan reported that the sup regs for the December meeting at Mac Park have been approved
- These should be available during October
- Joint 'ride day' with Ducati owners club discussed
- Likely that March 2013 could be considered subject to Mallala track availability.
- Discussion whether a Fri or Saturday would be preferred with general consensus in favour of a Saturday.
- Members attending meeting were asked to provide their email address to facilitate improved information sharing
- A general discussion took place about the number of club members attending Master of Mac Park race meeting.

Road Race

- Phil reported that he didn't attend MSA meeting as a result of a double booking with the Road Race Committee
- Phil attended the Road Race Committee meeting on Sept 19
- He confirmed that sup regs for state titles at Mac Park in Dec have been approved
- The issue around licensing of road race tracks was discussed. M/A doesn't have a track inspector available and this could jeopardise the status of track registrations.
- Placement of race numbers on bikes is an issue with likelihood of tougher enforcement
- High pressure oil line clamps for period 4 machines will attract increased attention from scrutineers.
- Phil stated that he would like to see amendments to rule book to clarify the position re the oil line clamping issue.
- MA Bulletins #005 and #006 pertaining to amended list of approved helmets and prohibition of performance additives to methanol fuels were discussed.
- Phoenix club 3 hour reverts to April 2013 to avoid clashing with 8hr event
- Number of entries for Master of Mac Park are looking very healthy
- Discussion re impact of Drifters on Mallala track surface
- Phil informed members that he has been seconded onto the Road Race Officials Panel.

General Business

- Information on a Norton outfit being offered for sale
- Dan explained that Café Racers are not including Historics into their program as a consequence of previous low entry numbers
- There was discussion re perceived condition of entry from Café Racers/Phoenix meetings requiring both Saturday and Sunday attendance
- Concern was raised re low numbers of track officials during Mallala track days
- Clarification of Café Racer race meeting rescheduled to 7 October
- Mallala and Mac Park track inspection due in June 2013

Meeting closed at 8.50 pm

MINUTES of the COMMITTEE MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at the MSA Clubrooms on Tuesday 2 October 2012.

Meeting Opened: 7.35pm

Present: Trevor Henderson, Dean Watson, Danny Ahern, Chris Hayward, Peter Gouws, Paul Walker, Neil Watson and Tony Tildesley.

Apologies: Geoff Grant, Stuart Penn.

Minutes of Previous Meeting: Moved Dean, Seconded Peter. Carried

Business Arising:

1. Following short discussion it was agreed that the Thai restaurant event will be deferred until Feb 2013.
2. Dan reported that sup regs for state titles will be ready to post out early November.
3. Additionally they will be posted on the Mac Park website as well as the HMCRRSA website.
4. Trevor reported that he approached Greg Peck to take on the role as 'starter' at the upcoming titles.
5. Although Greg agreed to this role it was conditional on him not being required for his Emergency Services duties. David Atkinson has subsequently agreed to have his name in the program as starter.
6. The need to attract more track officials was discussed. Peter Gouws expressed interest in training for such roles.
7. Advertising for State Titles was discussed. Stuart Penn has designed a promotional poster that will be sent to Mt Gambier Club for local dissemination.
8. Additionally Dan agreed to approach 'Old Bike' magazine to place ad promoting the event.

Treasurers Report:

1. Dean reported that he is still negotiating with parties re auditing of books
2. Mt Gambier Club owes us \$180 for shed charges imposed last year.
3. Approx 60 Good Oil magazines are printed each month, justifying the expenditure on maintaining a photocopier.

Secretary's report: Nothing to report

General Business:

1. Sponsorships for titles in Dec discussed
2. Dan and Trevor identified previous sponsors from last year and it was agreed that each would be approached to support the 2012 event.
3. Dan reported that a one day licence would be accepted for the titles meeting
4. Trevor reported that he had been approached by Laurie Fox to discuss the possibility of introducing a 50cc category into future race programs.

5. Period 6 category was discussed with general consensus that numbers are presently minimal and overlaps with categories run by other clubs including Café Racers and Mac Park.

Meeting closed 9.10pm

For Sale/Wanted		
1993 Ducati 400SS Immaculate running as 520cc	FOR SALE \$5500 O.N.O.	Danny 0407826951 10/12
Period 5 Honda MT125 1978	FOR SALE "Price on application"	Contact Colin White Ph: 8734 4263 10/1
ZB BSA alloy head and barrel, Gold Star cams 65-2442/65-2446/65-1891	WANTED	Paul Glode # 30 Phone 0458352276, 86713361 10/12
Honda 750 K2 or K3 from the 70's	WANTED	Trevor Henderson Ph 8384 5284 09/12
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 ttmotorcycletours@e-wire.net.au www.ttmotorcycletours.com.au Perth- Western Australia Ph 0407-687759 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.		
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
10 – 11 November	Phoenix Road Race	Mallala
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