
The Good Oil



Volume 21 Number 12 October 2013.

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RUSSELL TOVEY PHOTOGRAPHY

PARTICIPATION

The recent combined club ride day at Mallala gave Register members a chance to blow the cobwebs out of their old bikes and join the Ducati Owners Club for a great afternoon of doing what we love doing. Here is new register member Phil Ransom on his beautiful 350cc Ducati.

Photo: Russell Tovey



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

HMCRSA OFFICE BEARERS 2013/2014

PATRON: Mr Len Dyson

| | | |
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| 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 Les Bell | 1998 1999 2000 2001 2002 2003 2004 2005 2007 2009 2013 |

PRESIDENT’S REPORT

Hopefully you will be informed and entertained by this month’s guest speaker Alan Williams, who runs motorcycle tours of Thailand. It would be a fascinating country to ride.

A number of members rode in the Master of Mac Park over the long weekend. As usual, Mount Gambier’s fickle weather took over on Sunday, though the Period 3 riders had a dry track each time.

Local lad Jack Wright won all his races, chased by Joe and Danny Ahern, Phil Baughan, Dan Gleeson and Ross O’Neill.

My 350 Goldie shed a primary chain on the warm-up lap of race 1, putting it out for the weekend.

At least the Bulty gave me pleasure in with the Period 5 125s.

Over in Period 4 and 5, Chris Hayward had a top run on the SR500, gaining 2nd & 3rd among the 1000cc fours. Thanks for letting me use your rollers, Chris, they do make life easier.

It’s strange to see the corners with lights not flaggies and they certainly are not a complete replacement.

We ran the 2nd round of the Les Diener series, our team being Joe, Danny, Phil, Ross and Chris. I don’t have full results yet, but I’m confident we’ve scored more points than our Atujarian friends.

Good luck to those members going to Broadford and the National Titles in W.A.

We stay-at-homes are looking forward to our State titles at the end of the year, which really isn’t that far away.

Trevor Henderson, President

TREV'S TITBITS – "OF BIKES AND BOOKS"

Sadly, we have lost two worthy people recently, both keen supporters of their respective teams.

First, Lew Job of "Team Mellow Yellow", whom I first met in the Velocette Club in the 1960s. A keen worker and supporter, and later Life Member, he later did road trials with a sidecar attached to a Cossack, Russia's copy of an early BMW. More recently, he became team manager of Mellow Yellow, whose members will certainly miss him.

Then we were stunned by the passing of Gerry Hoeymakers, as the aftermath of a road accident. Gerry spent time at our and other

camps, and was a most welcome visitor. His stories, his advice and his presence will remain happy memories.

His decision to race, at an age when most have long since retired, gave him immense pleasure and a drama-free "Seniors" at Mac Park. It's a pity that the chin sections of our full-face helmets hide such satisfied smiles.

The large crowd that visited Hoey Motorcycles to hear of his life and say goodbye showed how popular Gerry was.

Thumbs Up and Change Right

Trevor Henderson #55

FROM THE COMPETITION SECRETARY

With all the talk and lead-up to the second club track day shared with DOCSA no one was disappointed with the end result.

The turnout was good with our club along with some friends making up 37 riders, the exact same number as the one in May. Like May we were spoilt with the weather again.

The breakup of the groups worked well for both clubs. Some used the day to experiment with their bikes. Others just rode around until they had had enough. Most said that riding with no pressure was a good thing.

Some older bikes were seen overtaking more modern stuff around the outside in places. All good fun.

One highlight was national Ducati racer Craig McMartin doing some fast, loud laps on the Italian Motorcycles Desmosedici.

The BBQ lunch was again a roaring success with Kim and Cheryl doing the honours.

We seem to have hit a chord that club members enjoy. My only concern is the total lack of helpers for the key positions on the day. These were all filled by personnel from DOCSA. Hopefully next time we can have a better turnout of helpers.

Soon after a bunch of us headed down to Mount Gambier for the Master of Mac Park.

My Manx G50 got sidelined with a loose maggy, but the G50 behaved all weekend. As I expected, I ended up dicing with my racing pal Les Toohey on his well sorted Goldie. In the feature race I beat him by .015 sec! I'll take it. At least he didn't pip me at the post after I had found a false neutral around the water tower corner... that cost me!

Brother Joe had dices at the front playing with Jack Wright, or really Jack playing with Joe is more like it! Chris Hayward is the new lap record holder for P5 500cc machinery. Well done Chris. He also had some good outings on his TZ 350. I now look forward to Broadford at the end of the month, then head west for the Aust Champs in November.

At last count the club is also being represented by Joe Ahern, Chris Hayward, Dan Gleeson, Simon Cook and John Inkster.

Well the season has started and I look forward to some good road trips and some good racing as well as some good lap times.

Competition Secretary, Danny Ahern #27

Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA held at the MSA clubrooms on Thursday 19 September 2013.

The meeting opened at 8.00pm.

| | |
|-------------------------------------|-------------------------------------------------------------------------------------|
| Apologies: | Lorraine Rake, Claire Harmen, Len Dyson, Ronna Fisher, Terry McBride, John Whallin. |
| Visitors: | N/A |
| New members: | Phil Ranson, Eric Nicholls. |
| Minutes of previous meeting: | Proposed Phil Baughan, seconded Danny Ahern, Carried. |
| Business arising: | None. |
| Reports: | |

President's report

- Trevor welcomed the return of Geoff and Barbara from their extended overseas travel that included hands-on experience at the IOM.
- The Illustrated Encyclopaedia of Motor Cycles has been donated to the club and will be included into the current library portfolio.

Secretary's report

- Chris read letter drafted by President and sent to MA expressing the club's concern and disapproval of the earlier proposal to amend compulsory club membership requirements to gain a competition licence.
- Thereafter a discussion followed with members supporting the sentiment and views contained within the letter.

Treasurer's report

- Dean reported that a number of late membership subs have been deposited.
- AET balance at \$66,140 and operating account at \$13,736.
- Change over to Credit Union has been delayed due to potential adverse issues around entry fees for the upcoming State Titles being sent to existing account.

Comp Secretary's report

- Joint Ducati Owners Club/HMCRRSA ride day information provided by Danny.
- A similar number of bikes expected to be entered.
- A call for volunteers was made to assist re the ride day.
- Information re Master of Mac Park meeting and Broadford's Southern Classic meeting were provided.
- Supp regs for our State titles meeting in December have been approved.

MSA Committee

- No meeting held.

Road Race Committee

- HMCRRSA sup regs have been approved.
- The SA road race series meeting to held at Mallala this weekend.
- Rider gradings have been finalised.
- Race numbers are still an issue re moderns with some riders repeatedly non complying.
- There has been some criticism of officials via facebook re this issue.
- There has been a number of website updates re the MSA website to improve performance.
- Noise testing will take place at Mac Park meeting in October. This can be used to determine machine compliance prior to the national titles in Perth for those riders travelling over in November.

General business

- Trevor sought Geoff Grant's acceptance of the committee roles he was nominated for during his absence at the recent AGM. Geoff accepted these positions.
- Danny spoke to the meeting on the new arrangements re the publication and distribution of the Good Oil.
- Phil provided an update Period 6 issues, particularly re the capacity amalgamation within this period.
- Phil reported that Levi Day had gained a 'wild card' ride at the Goodwood Revival meeting in the UK on Kevin Grant's Manx.
- Dan reported the sad passing of Gerry Hoey following his accident whilst riding in the Adelaide Hills a couple of weeks earlier.
- Geoff provided the meeting with a sample of some of the highlights of his (and Barbara's) recent European travel including the time he spent at the IOM. He undertook to provide more detailed reports of his travel exploits in future editions of the Good Oil.

Meeting closed at 9.00pm.

MALLALA RIDE DAY

The combined ride day at Mallala was covered by photographer Russell Tovey. You can contact him via facebook <https://www.facebook.com/pages/Russell-Tovey-Photography/379704138783136> or by email at photosbyruss@adam.com.au





RUSSELL TOVEY PHOTO



FIVE MINUTES WITH JOE AHERN, ALL SET FOR THE PERTH NATS

YOU ARE OFF TO PERTH, A HAPPY HUNTING GROUND? Yes, I won the Australian Historic Junior Post Classic title there in 2008 on the TR3. Last year I came second in the Unlimited Period 3 at the national titles at Eastern Creek on my Norton. I hope to go one better at Barbagello.

YOU'RE NOT TAKING THE YAMAHA? No, after 20 years I think it's time to retire it. I've had a lot of success on it but as I've got older I've found the Norton more relaxing to ride. I think it is going to be glorious riding it up that hill at Barbagello. A Maney crank, Carrillo rods, and a good head and cam make a strong 750 twin. It's funny but when I didn't take the TR3 to Eastern Creek last year I went the fastest around there that I'd ever gone on either bike. Some 2secs faster. The TR3 rewards the rider only when it's ridden on the limit like a real race bike.

YOU AND THE TR3 SEEMED ALMOST INSEPARABLE. It's a great bike, largely thanks to the help and advice I've received from Trev Otto over the years. His eyes lit up the first time I unloaded it at Mallala and over the past 20 years he's got me to carefully take it back to Yamaha factory specs. We've only rebuilt the crank four times in 20 years and for the first 15 years it ran on petrol.



TITLE WINS? At a guess I'd say 20

various State titles but only one national title. Having said that, I've been a placegetter at seven of the 10 national championships I've entered.

RACING PLANS FOR THE FUTURE? I've always wanted a Manx Norton but that's out of my budget so I'm toying with the idea of maybe a Post Classic Commando.

HAD YOU RACED BEFORE JOINING THE REGISTER? Yes, mainly enduros and road trials. I did some road racing on a Suzuki T350 (Rebel) and a couple of classic races on an ES2 Norton.

IT'S A LONG WAY TO PERTH. Not for me. My business is bus charters and specialised tours to anywhere in Australia, especially the Outback. In the weeks before brother Dan and I head for Perth I'll be spending six days driving a tour around the Flinders Ranges area. Then I'm probably going back across the Nullarbor on a Bill Chambers musical tour we're planning (Bill is Casey Chambers' father).

CLARKE'S COMMENT

Nothing is simple and straight forward.....especially if it is British and old.

The example that triggered this judgment is a 1949 Norton International that inhabits Hamilton in Western Victoria, and of which I have briefly written before. I have tendered its younger brother with an Amal Mk2 conversion, you may recall.

Coming from America where it had a comprehensive racing career, it is surprisingly original and complete, validated by the factory build sheet.

BUT! The final drive chain has always been noisy, rubbing on the back of the primary case, amongst other things, complicated by several different offsets for front sprockets, replacement of which was not helpful. Which is the right one? The parts lists and owner's manual shed little light,



so while I was over to acquire large volumes of redgum for my fire, there to greet me on the stand sat a partly dismantled bike. The hint was not subtle, but you all know I love to tinker.

If it wasn't the front sprocket affecting the chain line, try the back one. Eyeballing the alignment confirmed the suspicion. The back sprocket was off to the left, even though the lovely chromed wheel spacers matched the appearance of the parts diagram and were not interchangeable.

Being a plunger suspension, the evolution from rigid to swing arm transpires to a mish-mash of compromises and stuff made to fit apparently as an afterthought to cure a problem not anticipated.

The right side bearing is held captive in the hub by a shoulder and threaded retainer ring, so that represents the base datum. The left side is floating, located by the axle spacer and brake drum centralizing spacer.

With a fistful of unidentified generic washers falling out of the hub on removal of the axle, unanswered suspicions arose. The axle, unlike later and especially Japanese axles, is not a straight shaft with floating spacer. The bearing spacer is integral with the axle, which at first glance looks symmetrical. Not so. The ruler showed an offset, and of course, it was all in the wrong way around. Still not so simple.

I started with the axle in the correct way and with no spacers at all, sliding the wheel across until the sprockets lined up. Guess what? The tyre was visually central with the guard, and the sprocket central to the chain cover.

A caliper, a lot of measuring, internal and external to the hub, a slug of steel and a lathe got it all to stay in line, and I threw away all the pretty spacers and rogue washers.

The brakes still don't work worth mentioning, but never did any way, although the chain is QUIET!, so we went for a face grinning ride around the only three corners in the district. Les Toohey, who lives only a km away from our route, could clearly hear the crack of the Inter, while the 500 Triumph Trophy I rode was much more acoustically civilized ... and with brakes.

Along the way, we visited another local with old spokes in his blood, and an original XR GT Falcon in the shed. He has a 350 Shelsey Matchless, one of only 12 made, and wants me to fettle it to current MA Period 3 regulations so he can go play.

That's for another day.

Nick

LIFE IN THE CUPBOARD: Europe and the Isle of Man TT



After 21 hours of flying and countless meals I thought we were “excess baggage” when we landed in Madrid – the first stop on our five-month odyssey around Europe.

We discovered that a day in Spain operates quite a bit differently to a day in Australia. They get up, have brekkie and disappear off to work. At 2ish, they stop work and have a long lunch, usually with some wine, and top it off with a snooze. Around 5ish they return to work and until 9ish when they go home (or to a restaurant) for dinner, which might finish somewhere between 11 and 12. Then off to bed. Very much more relaxed than we are. Although you wonder if this relaxed approach to work might not be a contributor to their difficult economic position right now.

Did lots of sightseeing and visited really, really, really old places. One dampner occurred when I discovered my wallet had been lifted – most likely by a little old lady on the train! Spent a lot of time trying to get replacements for things like licences, credit cards etc. No significant loss, just a real inconvenience

It was an odd feeling to travel in a train that went faster than any race bike I have ever ridden – 321kph from Madrid to Trabuco in the south of Spain. We spent a wonderful few days with a friend we have not seen for a long time and then on to Barcelona and France before heading across to England.

Have to say that there are lots and lots of motorcycles in Spain – mostly tiddlers – and all you hear each time there is a green traffic light is the sound of many scooters pegged flat out racing in front of the cars to the next lights. It was also interesting to note the number of “larger” scooters with Yoshi (or other performance name) exhausts (mostly without baffles it would seem) added, and being ridden hard. And they do go OK – we were on a dual lane road not travelling very fast but as we rounded a curve two BMWs went by fairly quickly with that nice drone BMWs make with aftermarket pipes. BUT the third in the line of bikes was a scooter which just pulled out and passed the BMWs on the outside!



Meeting Klaus Klaffenbock

Working on the wiring

A highlight was the amazing Sagrada Familia that dominates the Barcelona skyline. A Gaudi designed cathedral, it has taken over 130 years to build and is predicted to need another 20+ years to finish.

Another amazing sight was an ancient engineering feat near Narbonne in France. About 1250 AD, a series of radial channels were cut leading into a central drain and tunnel to a nearby river. This drained swamp land to create useable pasture and reminded me of the Woakwine cutting in SE South Australia. The effort was probably similar but there was nearly 700 years in between.

Now there are three tunnels though the hill – one for this drain, another for a navigable canal and one for a railway.

In London we bought a small motorhome to use for the rest of our trip and then headed towards the Isle of Man where Barbara and I were committed to working with one of the TT sidecar teams. We arrived on the IoM on Wednesday afternoon amidst storms and to the news that practice had been cancelled due to the weather and then found that Monday practice had also been truncated for the same reason. Still not looking good but we settled into our homestay in Milntown after catching up with Tommy. Tommy had assisted us to find our homestay and hooked us up with the team (Brian Kelly and Jason O'Connor) we were working with. He also organised a car for our two weeks on the island – he was going to give us a bike but figured we might not have wet weather gear!

Next day the weather was looking better and Brian was looking forward to getting in some track time. We saw him off but he didn't come back. An electrical problem had put paid to that. They were now in trouble and at risk of not qualifying due to lack of laps. Next day Brian quickly found a broken wire, fixed it only to discover that nothing else worked now. After about four hours of opening wiring looms and testing components I concluded that some wires were fractured within the casing. I did as much replacing as I could and reconnected some components and got it all working again with about 45 minutes to go before the next practice session – they made it and completed enough laps to qualify – phew.

In the end though it didn't help. In the first race the Honda's motor put a leg out of bed and in the second race (after changing engines) the alternator refused to charge so they stopped with a flat battery.

From my point of view though it was a fantastic time. As a consequence of our involvement with the team both Barbara and I had "team" tags which was effectively an "all areas" pass so that we were not only able to go out on to that famous start line stretch of Glencrutchery Road but we were



also able to mingle with the riders and bikes in the Classic Sidecar lap which celebrated 90 years of sidecars at the Isle of Man. I loved it.

We took some time out to go to the Ramsey Sprints. What an awesome day. As well as the usual hot motorcycles going very fast there was a range of “other” things competing. These ranged from some odd three wheelers (single front wheel, two rear wheels) on which the “rider” lay face down, head forward with a set of handlebars about 20cm off the road, to a mobility scooter, which incidentally broke a world record by doing 85mph at the end of the 1/8 mile drag strip.

As well as all of this we caught up with SA racer David Johnson and, of course, his parents Murray and Joanne. We also bumped into Levi Day and had an opportunity to chat with Klaus Klaffenbock, among other names. All in all a fantastic time.

After catching up with friends I had made in my last visit to the IoM and saying farewell to our new friends we headed off to Scotland on the next leg of our European Odyssey, which ultimately covered 13 or so countries, 17,000 km and quite a few bottles of red (or in some cases vodka or scotch...).

Right now we are getting ready for our next race meeting, which is at Hampton Downs in New Zealand, but I will probably get another story into the Good Oil about Europe before my NZ story! That is all from the Cupboard for now.

Geoff
geoffpgrant@hotmail.com

CLASSIC WORLD

THE LONG RIDERS:

It's a test of racing commitment to travel across Australia to Perth but that's what several members are doing in a few weeks' time. At last count the register was being represented by Simon Cook, a regular prizewinner at the annual Phillip Island Classic, Joe Ahern, who won a national title in Perth last time out, the fast-improving Chris Hayward, evergreen Dan Gleeson, classic racing stalwart John Inkster and our comp sec Danny Ahern. Good luck to them all.

Meanwhile sidecar fanatic Geoff Grant is heading across the ditch to New Zealand's leg of the Barry Sheene Oceania Challenge on October 25-27.

This two-leg series is turning out to be one of the biggest motorcycle race events in Australasia and shows what can be achieved when clubs combine to pool resources and brainpower. Both Rob Phillis and Mal Campbell will be racing and the series has brought out many riders from the 1970s-80s.

Don't worry if you can't make it, you can watch the racing unfold on the internet with live streaming on www.ctaslive.co.nz/wsNZPCRA.aspx



A BS highlight will be a 40-year display of the TZ racer, including Dr Roger Freeth's bizarre aerofoil TZ750, now restored. Pic by Terry Stevenson

JIM SCAYSBROOK

Along for the ride

People, places, motorbike races.

An autobiography by Jim Scaysbrook

A trip down memory lane, beginning with Jim's early life growing up in the southern suburbs of Sydney. In a racing career that has so far encompassed 49 years, Jim has competed in virtually every form of competition, from dirt tracks in Australia to motocross in USA and road racing around the world, including the Isle of Man TT. He also had a 25-year career working as a writer for some of Australia's leading advertising agencies. *Along for the ride* contains hundreds of photographs, many of which have never been published before. *Get your copy now!*

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RRP is \$46.50 plus \$12.50 postage within Australia.

GOODBYE RUSSELL:

Danny Ahern advises of the sad news that Russell Phillips recently died. He was a huge supporter of all things Ducati. He provided a bike for former top SA BEARS racer Phil Allen at the 2009 Oran Park Six Hour. It was just one adventure in a life of motorcycle adventures. You can read Phil's great write-up at <http://www.the6hour.com.au/content/news/news-media16.html>

RIDE ON:



An elegant day out or a dirty weekend away? This month we have Good Oil editor Hamish Cooper and wife Helen pulling into Ebenezer Place for the start of the Distinguished Gentleman's Ride, a worldwide fundraiser for prostate cancer (one guy even rode in Iraq). Meanwhile Danny and Joe Ahern were hobnobbing with country music star Shane Nicholson on dirt bikes up at Whyte Yarcowie. We want pictures of register members out on any motorcycle. Email cooper.hamish@gmail.com

2013 Dates

| Date | Event | Venue |
|---------------------|-----------------------------------|--------------------|
| 9 – 10 November | Phoenix | Mallala |
| 15 – 17 November | Australian Historic Championships | WA |
| 14 – 15 December | Cafe Club Championship | Mallala |
| 28 – 29 December | State Titles | Mt Gambier |
| 24-26 January, 2014 | Phillip Island Int Challenge | Phillip Island Vic |
| 16 March, 2014 | Collingrove Hillclimb | Collingrove |

For Sale/Wanted

| | | |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| Wanted | Kneeler outfit any power unit considered | Joffe Booth 0434104508 |
| | (Buy or borrow) BSA Gold Star inlet cam (65-2442, 65-2446 or other) | Trevor Henderson, 8384 5284 |
| | BSA A65-type rear brake drum (bolt-on sprocket) | Trevor Henderson, 8384 5284 |
| For Sale | Australian made 1hp 3 phase electric motor. Forward and reversing switch. Runs nice. Make an offer. | Ray Stevens 8332 5786 |
| MotoGP house | Juventus MCC has house at Smith's Beach, 15-20min walk to MotoGP Phillip Island track. Booked Thursday to Monday. Cost \$200, spots for 4 or 5. Could also join them on the ride over. | Contact Otto Muller 0408 831 548 |

THAILAND

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Historic MCRR Meeting: Thursday 17th October: Come and ride in Thailand: Learn about...

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Guest Speaker: Alan 'Biggles' Williams.

Alan was founding partner in The Bike Factory and Docteur Desmo in Adelaide. In between these two shops he was Australian Motorcycle News first NSW Adv. Manager. He went on to start two motorcycle parts manufacturing businesses, TM Concourse, and Ducatia exporting to USA, UK, Europe and Japan. In 2008 he started riding SE Asia, riding a total of 40,000 km across SE Asia. 30,000km of this was in Thailand, where he now runs TigerMCTours.Com Tours & MC Components.

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