
The Good Oil



Volume 19 Number 12 September 2011.

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Ouch!!



More action from the State Titles - Mac Park.



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

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2010/2011

PATRON : Mr. Len Dyson

President	Trevor Henderson	8384 5284 (h) 8249 3300 (w) 8241 0529 (fax)
Vice President	Danny Ahern	0407 826 951 (m)
Treasurer	Dean Watson	
Secretary	Glenda St John	
Competition Secretary	Danny Ahern	0407 826 951 (m)
Social Secretary/Librarian	Geoff Grant	8538 5210 geoffpgrant@wideband.net.au
Newsletter Editor	Les Bell	8250 0136 (h) 0419 272 793 (m) les-bell@hotmail.com
Committee Members	Paul Walker Tony Tildesley Stuart Penn Neil Watson Rob Ritchie	0412 816 677 8278 5464
Club Delegates	Phil Baughan – Road Race/MSA	
Club Address	PO Box 90 HINDMARSH SA 5007	
General Meeting Venue (third Thursday of each month)	MSA Office 251 The Parade BEULAH PARK	Committee Meeting (first Tuesday of every month)
Honorary Life Members	Peter WESTERMAN (†Deceased) Richard RAKE Danny AHERN David MANSON Len SMITH Ken LUCAS “Doc” WATSON (†Deceased) Trevor HENDERSON Phil BAUGHAN Len DYSON	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009

Editorial -

Short months catch us out, well most of us anyway, the first day of the month shouldn't fall on a Thursday as it only confuses some of us and gets the Editor's knickers in a knot! But at least we got the Oil out in time, sorry to Len and Judy for the extra work to get it ready.

Welcome to the new committee, the time will fly and before you know it we will be doing it all over again.



Stay Upright #77

President's Report

A warm welcome to our new office-bearers and committee members. Our new treasurer, Dean Watson and Secretary, Glenda St. John, were unable to be present at their first committee meeting, Glenda unfortunately being in hospital at the time. We wish her a speedy return to good health. Fortunately her partner, Rob was able to make his committee debut, and hopefully ease himself in before things get busier as our State Titles get closer.

October will finally deliver a bit of riding activity, those of us racing at the Master of Mac Park ending a bit of a drought, and then our club day at Tailem Bend on the 23rd being a bit closer at home and a little less "full-on".

Despite the success of the static display at the Phoenix 3 – hour, there's nothing like actually getting on your bike". We are hoping to have Keith Wissell's Excelsior Big X at the October General meeting, and I most apologise for letting "members and their motorcycle", which has certainly proven popular, lapse this year. We need to renew this, and a more regular supply of guest speakers, to spice up general meetings.

So, in the meantime, stick with us.

Trevor Henderson

Letters to the Editor:

EXCUSE ME WHILE I HAVE A LITTLE RANT.

It's not very often I feel compelled to put pen to paper, after 10 or so years of presidents and comp secretary's reports I thought I had put everyone through enough.

However upon reflecting on the meeting last Thursday night I couldn't help but put a couple of observations on the record.

#1 Rant

While I have some sympathy with the comments made in Mr Davidsons letter, the fact of the matter was that the comments referred to during the March meeting were incorrect and were taken completely out of context. Furthermore the whole thing was about a hell of a lot of work done nearly 10 years ago by Chris Wain and myself to resurrect the Sellicks Beach Event, and after some 18 months of planning, countless meetings with Legacy, local councils and a number of service groups and with the end goal in sight the whole thing was scuppered by the intervention of a group of indigenous activists. The most galling part of this was the fact that they did not want to entertain any ideas of a negotiated outcome, and on 2 occasions did not have the courtesy to attend meetings to which they had been specifically invited.

If the statement I was supposed to have made in March relating to the actions of a group of "our aboriginal friends" has been construed as being racist, then I think we all need to have a bloody good look at just who are the racists in our society. Do yourselves a favour and read the last poem written by Breaker Morant while he was awaiting execution during the Boer War, it sums up my position quite well.

#2 Rant

Whatever happened to common courtesy normally exercised during meetings when a speaker has the floor. The continuous chatter from a few quarters within the meeting while attempting to listen to the "real" meeting I found to be both annoying and just plain bloody rude. I would respectfully suggest that the executive exercise a little more control during meetings. A well aimed blackboard duster bouncing off my head at school I usually found to be most effective at re focussing my attention, I'm quite happy to supply one if you think it may help!

Phil Baughan

Ian Davidson's letter follows – Ed

I have been involved in racing for over 40 years from about 1971 when I used my 1970 Norton Commando in races at Adelaide International Raceway and Mac Park. I would ride the Norton to race meetings, remove lights, put race numbers on, race it and then off with the numbers and ride it home. Racing at Mac Park would involve riding the Norton down to Mt. Gambier after work on Friday, racing on the weekend and then riding the Norton home on Sunday afternoon. I actually won prize money racing the Commando and it was the only Norton Commando racing in SA at the time.

For the ones that don't know the history of the club I was one of the founding members. The club started with meetings at Peter Westerman's shed with a group including Bob Jolly, Wayne Tucker, Dave Robley, Murray Anderson-Smith, Brenton and Sue Bussell. The meetings were moved to the Prince Albert Pub and we called the club the Classic Racing Association. We had a banner made and t-shirts and windcheaters printed and I became the first Chairperson. We fought really hard in the early days to have our bikes included in separate races at race meetings. At first these were called demonstration events. It was another really hard fight to get these demonstrations to actually be races for classics. To get the club recognized and to have people interested in classic racing we organized a huge display in the Rundle Mall. We also bought a bike to raffle off and this was the start of the \$80,000 that we have in the bank today. I have a lot of history about the early days of the club and race meetings at AIR, Mac Park, Mallala and Winton.

I attended the March meeting to renew my membership so that I could reapply for my race licence. In general business a club member mentioned the races that we held at Sellicks Beach and why couldn't we hold another one. Another club member stated that it was because of the "blacks and their secret sites". He also stated that if we had a couple of Aboriginal club members we would have been able to run another event there.

I am a very proud Aboriginal man descended from the Nuknu people from the Port Pirie region. Most of my working life I have worked with Aboriginal people and was the Aboriginal Children's Court Social Worker at the Ceduna Court and also at the Yalata Aboriginal Community Court. I have also worked at ATSIC and as a Field Placement Officer with the Aboriginal Child Care Agency and later at the Aboriginal Family Support Services where I was an Executive Board Member for 3 years and the Chairperson for 5 years. I was also an Executive Board Member for 3 years with the Secretariat of National Aboriginal and Islander Child Care. This is the national body that advises and writes policy for the Commonwealth Parliament on Aboriginal Affairs.

I can remember the club meeting years ago where our President informed the club about fears that the local Aboriginal people had about their sites being destroyed at Sellicks Beach and we were not able to hold another race meeting there. I can also remember the very heated discussion, similar to the racist comments made at the March meeting.

Why didn't I use my influence in the Aboriginal community to lead a delegation of club members to a committee meeting of the local Kurna / Ngarrinjerrri Aboriginal people? Their very real fears about the destruction of their sites would have been explained and a compromise could have been agreed between the club and the tradition owners so that we could hold the race meeting. We could have had the tradition owners involved on the day. It was because our President at the time made derogatory comments about the Aboriginal people and called them "Abos". Because of these comments the club lost the opportunity. I am proud to be one of a very few Aboriginal people racing motorbikes but not proud to be part of a club with very racist views. I have included my membership card. #33

Life in the Cupboard

I think it is time to fatten up the Good Oil again but given that I have not actually been racing for a while this is another one of my missives that is not directly racing related although there is a race track, some race bikes and some other bikes involved. Some of you may have heard of our friend Dave Crussell, well he was the source of most of the bike oriented stuff. The rest, well, that just happened.

But let's go back a bit. Last year Dave said to me that he and his lovely wife Lorraine had purchased a holiday house at someplace called Lake Tahoe (although it was really in a lovely town called Truckee but most people have never heard of that so they use the area name rather than the town!!!). Ever since then he has been on at Barbara and I to visit and make use of their holiday house. Now while it seems like a great idea to visit some friends, the challenge here was that said friends are on the other side of the world – in California to be exact.

But as you may have guessed it happened. One day Barbara met me for lunch and we thought we would call in and just see how much tickets to the US might cost and, well that night I emailed Dave to say open a bottle of red coz we would be there soon. Well OK there was actually a few weeks in between so he didn't have to rush with the corkscrew but we were on our way.

We arrived in LA early in May and after a couple of days of sightseeing we flew east with Alabama as our destination – Birmingham, Alabama, yup the home of Barber Raceway and Museum. The museum is awesome but you have all heard lots about that so I will just say we spent a delightful day wandering around there. The track is pretty awesome too and there is some great displays of humour around the place too – eg the giant spider in the middle which gives one corner the name 'Charlotte's Web' – and apparently it catches a few! That night Dave and Jeff arrived. Jeff is Dave's assistant. Over dinner that night we arranged a plan for the next day – race day. We rocked up

at the track to find that Dave had been out on the H1R and lunched the gearbox so was pulling the engine out of that. Next he went out on the T'Z750 (and doesn't that sound neutered when Americans say it ie Tee Zee instead of good old Aussie Tee Zed!) but he didn't come back! It seems that the tyres had turned to ice and simply had no grip – odd given that this was only their second race meeting but nevertheless unrideable. The T'Zed went back in the van with cosmetic damage. That left him with the H2R to play with – and play he did. Can't remember how many races he ran that day but the best one was where he started in the second group (the first group were more modern and theoretically faster) but not only did he break away from his group but passed all of the first group and was leading the lot with a lap to go only to have an exhaust come adrift so that he failed to finish. In his usual casual style he just said, "I showed 'em didn't I?"

After the racing we dropped Dave at the airport and Barbara and I headed north with Jeff in the race transporter. Among other things we stopped at the Corvette Museum (which was awesome) along the way and after meeting his family in Cincinnati he left us at the railway station to embark upon a trip up to Chicago and then all the way across to San Francisco by train. We were in for a bit of excitement on the train, a suicide meant we were three hours late leaving Cincinnati, a drug dealer being hauled off the train by the Sheriff, and meeting Shoshone Indian among the highlights. Four days later, after a fantastic although tiring trip, we arrived at Dave and Lorraine's place.

Dave and Lorraine's house is a motorcycle museum in itself. Around 15 ex-factory Kawasaki race bikes all with pedigree adorn the entrance hall. There is a set of Yamaha, Suzuki and Kawasaki 500s and 750s as well as a rare KR750 and 500. And then in the dining room there is the only S2R prototype in existence alongside a couple of H1s and an A1R. There are bikes in the bedroom and memorabilia

everywhere. And then there is the garage... We spent a week in there and did most of the tourist things around San Francisco including visiting Alcatraz, Fisherman's Wharf, The Haight/Ashbury district, China Town, The Castro, Lombard Street (Google it if you haven't seen it), walked across the Golden Gate bridge and of course hung off the side of the Cable Cars. Then Dave and Lorraine took us up to their 'cabin' in Tahoe. Wow, it was an amazing 'cabin', all timber and multi level and great views and, what the? Lots of snow!! Even though it was only a couple of weeks to summer there was several feet of snow everywhere. Oh and the decorations around the 'cabin' included a couple of sub 9 second H2 powered drag bikes, an A1R, a couple of H1Rs, Mick Grant's KR3350 and an H2R.

We used the 'cabin' as a base for the rest of our holiday with a few 'road trips' to take in various aspects of the US. One of those included a circuit taking in Elko, Bonneville salt flats (although you would have needed a boat to do any runs when we were there), Salt Lake City, Cedar City, Bryce Canyon, Zion Canyon, St George, Hoover Dam, Boulder City, Las Vegas, Death Valley, Mammoth Lakes, Bodie Ghost Town and back to Tahoe. On this trip we had an amazing demonstration of humankind. In Salt Lake City we met a couple for the first time in the flesh (we had communicated via the interweb) and spent a couple of nights at their place. Just before we got to Las Vegas we got a phone call telling us they had organized some accommodation at Boulder City for us. The 'accommodation' turned out to be a pirate themed resort which normally costs ten grand for a weekend – and we had it totally to ourselves for a night. It consisted of six houses on the side of the hill overlooking Hoover Dam all connected together by tunnels and stairways, with half a dozen swimming pools, five spas, and an assortment of pool rooms, balconies, gazebos all decorated with pirate oriented stuff including a pirate ship in one of the swimming pools. All ours for a night! All organized by people we had only just met!

Later we did another tour from Tahoe out to the coast, down all the way to San Diego, Balboa Park, San Diego Safari Zoo and then inland a bit and back up through Palm Springs, Bakersfield (after spending a couple of hours at the Tehachapi Loop), Giant Sequoia forest, Bristlecone forest (oldest living organisms in the world), Kings Canyon, Yosemite National park and back to Tahoe again. The lasting memories from this trip were the Mexican Border (razor wire, machine guns, no-man's land etc), the Tehachapi Loop, the girth of the giant sequoia trees, the pace of the river in Kings Canyon, (maybe 30 – 40 MPH!!!) and the size and beauty of the waterfalls in Yosemite NP. We were lucky because the extended winter meant there was an abundance of water coming over every fall (and there were falls every direction you looked).

After this we did a loop from Tahoe up to Shasta and Lassen National Parks. Early in summer and there was still 25 feet of snow blocking the road through Shasta so we didn't get to see all of the thermal treats there but we did get to the Shasta Caverns – that was awesome. The Caverns are limestone caves which are actually located in the top of a mountain. It required a boat ride across the lake, a bus ride up the mountain on a very narrow steep road perched on the side of the mountain and then a walk up some paths and stairways to get to the entrance. When you look back down and across the lake to the starting point you could not see the people gathered on the beach awaiting the next boat – they were too small!

After a few more days of R & R at Tahoe we headed back down to San Francisco to spend our penultimate week. While there we went for a ride on a couple of Dave's bikes, (Barbara and I on the ZX10R) to visit his friend Fred. Fred has an amazing collection of motocross and other bikes. He has about 100 bikes ranging from early 1900s through to mid 70s and included the only double knocker Manx Norton scrambler ever built. (And I am sorry I can't remember the name of the rider or builder but I am sure somebody better versed in Pommie bikes than me would recognize the

names if I could remember them). Fred also showed us a photo of a scramble contestant with his pants slipped down to his thighs which meant nothing was left to the imagination. Apparently the story is that the guy was leading the race with a lap to go when his belt broke thus dropping his pants. He was not going to relinquish the lead so he decided to 'grin and bare it' and in so doing won the race and then pulled his pants up!

On the way back we are doing 80 to 100ish MPH on the freeway with Dave doing stand up wheelies as we pass cars and play with pickups... Hmmmmm. And, no, with Barbara on the back I was not tempted to join him!

We caught the train from San Francisco down to LA (a fantastic trip partially along the

coast) and after a day at the Mexican markets and other tourist stuff we headed to LAX to catch our flight home. It was a sombre couple who changed planes in Melbourne for the last leg home.

In just nine weeks we had traveled about 9,000 miles in various cars, around 8,000 miles on trains, a few hundred on Dave's bikes and a couple of flights across the US. It was quite a holiday. Now it is back to reality. Oh, I hear you ask, 'What is reality?' Well reality for us is going to work in between getting ready for our next race meeting...!

That's it from the Cupboard for now.

Geoff Sidecar #30

geoffpgrant@wideband.net.au

SUNDAY OCT 23rd. TALEM BEND RIDE DAY

Recreational one-day licences will be available.

Ride any bike you have, no charge for extra bikes.

It will be a little different from last time. We hope to use the straights for straight runs, also make a circuit using the skid-pan and some of the straight.

The laps will be longer than last time as there will be a longer stretch of straight included. The pits will be at the end of the straight on the bitumen

It is envisaged that the groups will be: VERY fast, fast, not so fast,& sensible.

Envisaged timetable is:

- 8am set up
- Tech inspection - including approved riding equipment
- Then straight runs
- followed by 15 min. groups on the circuit.
- Repeat until the finish 3.30pm approx.
- Clean up. Please stay to help this step

The Bar-B-Q is available if anyone wants to run this for the club

MINUTES of the GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 18 August 2011.

- Meeting Opened: at 8.05pm with 24 in attendance.
- Apologies: Len Dyson, Ronna Fisher, John Whallin, Lorraine and Richard Rake, Bryan Stuart, Artie Summer, the Burnett Clan.
- New Members/Visitors: Nil.
- Minutes of Previous Meeting: held July 2011 were moved for acceptance by Phil Baughan, seconded by John Kroon, and carried.
- Business Arising: Nil.

REPORTS

1. President's Report Trevor reported that Peter Davidson had lost his brother and that Jack Karr had lost his wife.
2. Secretary's Report
 - **Correspondence In**
 - i. Phil McGee – email Advising of change of Guard at club.
 - ii. Marg Trotter – email Coaching day at Mac Park Sept 11 & 12. Cost \$180 Seniors plus \$20 one day licence and \$150 for Juniors.
 - iii. Ian Davidson – Letter read out to meeting.
 - **Correspondence Out**
 - i. Nil.
3. Treasurer's Report: Bob gave a comprehensive last report on the club's finances for the year.
4. Delegates' Reports:

Road Race

 1. The Supp Regs for the Hartwell meeting at Mack Park were approved.
 2. Work was ongoing for the Phoenix 3hr race – it was noted that there was no historic classes.

MSA Nil.

The meeting was suspended whilst the Annual General Meeting was conducted.

MINUTES of the ANNUAL GENERAL MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Thursday 18 August 2011.

- Meeting Opened: at 8.15pm
- Members Present: 24
- Apologies: Len Dyson, Ronna Fisher, John Whallin, Lorraine and Richard Rake, Bryan Stuart, Artie Summer, the Burnett Clan.
- Visitors:
- Minutes of 2010 AGM: As listed in "The Good Oil" were moved for acceptance by Phil Baughan, seconded by Judy Smith and carried.

Business Arising: Nil

President's Report: Trevor

Well, another AGM, another twelve months passed. Thanks to all my fellow members for your support during my time in the chair, and should you so desire, I'm prepared to serve you one more term. After that, I believe the Club would be best served by some new blood in this position. All being well, I expect to be retiring from work a few months after the next AGM, losing the access to Fax and Email that has been so handy up to now. I should like to say a huge "Thank You" to our Office Bearers, Committee Members and Delegates for their efforts during my tenure as President. They are the people who correspond, guard the Funds, and attend meetings.

This year, with the modern clubs adopting a "C-20" Class, we've lost our regular rides at these meetings. Have we perhaps taken those opportunities for granted, because the Classic and Post Classic fields were often rather thin on the ground? It's not all about trophies, but the Phoenix and Café Racer clubs were certainly not mean in that area.

Mac Park will always slot us in, and there are their monthly ride days, but then there is much travelling involved. We obviously now need to look at alternative means of exercising our bikes, and maybe Taillem Bend will give an answer. I've been caught out there, having been re-active rather than proactive. I'm not planning on hanging up my leathers yet, as it only encourages them to shrink. So, let's look forward to finishing the year on a high note with our State Titles, and getting back to having guest speakers and members' bikes at our General Meetings.

Thank You.

All positions were then declared vacant, with Paul Walker nominated as returning Officer for the elections.

POSITION	NOMINEE	PROPOSER	SECONDER	RESULT
Patron	Len Dyson	Trevor Henderson	Bob Glynn	Elected Unopposed
President	Trevor Henderson	Bob Glynn	John Kroon	Elected Unopposed
Vice President	Danny Ahern	Self	Les Bell	Elected Unopposed
Treasurer	Dean Watson	Peter Strawhan	Danny Ahern	Elected Unopposed
Secretary	Jonathon Gutte	Declined		
Competition Secretary	Danny Ahern	Self	Clair Harmon	Elected Unopposed
Newsletter Editor	Les Bell	Bob Glynn	Trevor Henderson	Elected Unopposed
Social Secretary/Librarian	Geoff Grant	Danny Ahern	John Kroon	Elected Unopposed
Committee Members	Paul Walker Tony Tildesley Stuart Penn Neil Watson Rob Richie			Elected Unopposed Elected Unopposed Elected Unopposed Elected Unopposed Elected Unopposed
Club Delegates	Phil Baughan – MSA Phil Baughan – Road Race	Self	Danny Ahern	Elected Unopposed

With the elections concluded, the membership congratulated all those elected; Trevor resumed the Chair as President.

Meeting closed at 8.40pm.

General Business:

1. Neil Watson questioned the mention of P3 Brakes in the Committee minutes; Danny replied.
2. Trevor asked the membership about the Taillem Bend outing suggesting Sunday October 23rd with the majority showing interest.

3. Danny raised the issue of Bike Display at Phoenix Meeting with those interested given instructions.
4. John Kroon asked for more people to help out as flaggies for the above meeting.
5. John Kroon attended the 6hr trial – perfect weather, and only 3 injuries resulting in a good weekend.
6. Ken Hurley noted that the Willunga Swap Meet is this Sunday; that the Balaclava Motor-Cross meeting is scheduled for the long weekend in October and that there will be speedway demo's at the show Monday to Saturday.
7. Danny encouraged participation in the following meetings; Mac Park on the Oct long Weekend; the Southern Classic at Broadford and the Australian Titles in Tasmania, book early.
8. Glenda St John was nominated as Secretary by Rob Richie, Seconded John Kroon and Rob Richie was encouraged to be on the committee by Trevor and Judy Smith.

Meeting Closed 9.10pm.

MINUTES of the COMMITTEE MEETING of the HISTORIC MOTOR CYCLE RACING REGISTER of SA held at MSA Clubrooms on Tuesday 6 September 2011.

The meeting opened at 7:45pm.

PRESENT: - Rob Ritchie, Danny Ahern, Paul Walker, Tony Tildesley and Trevor Henderson

APOLOGY: - Glenda St. John.

MINUTES OF PREVIOUS MEETING: were moved for acceptance by Paul, seconded by Danny and carried.

BUSINESS ARISING: -

1. Danny has spoken to Kim Anderson re wine as gifts at our State Titles, and will also contact Kym Davey at Shingleback Wines.
2. The posters used at the Mallala 3-hour, one for Mac Park and one for Tailem Bend, will be used as fliers and posters, and the Mac Park example will become the program cover.
3. Danny has still to draft a response to the latest proposal re period 3 brakes, prompting a discussion the repercussions of wholesale rule changes.
4. Tony will advise Atujara, Phoenix and Café Racers re Tailem Bend on 23rd October. Radios and flags are there, and costs will be \$40 for members, \$60 non-members, plus \$15 for a recreation licence if needed. We need a strong starter, with Phil Baughan's name being mentioned.
5. We expect to have Keith Wissell and his Excelsior Big X at our October General Meeting.

GENERAL BUSINESS: -

1. Although we have lodged details for our MSA affiliation, we expect to be queried over our lack of a child protection officer.
2. Confirmed that we won't be running Period 6 at this year's State Titles. Our program cover will be similar to our poster.
3. Trevor to chase up MSA re our permit application.

The meeting closed at 9:15pm.

THE GOOD OIL

For Sale/Wanted

9" Hurcus Metal Lathe – 3 & 4 jaw chucks + heaps of tooling, thread cutting etc single phase oldie but a goodie!	FOR SALE \$1400 O.N.O.	Les Bell Ph 0419 272793. 07/11
Leathers; New Black and Grey, Well padded. Chest 42" Waist 38" suit 5'10" up	FOR SALE \$275	Trevor Henderson Ph: 83845284 07/11
SUSPENSION: Ceriani fork sliders 38mm, new \$200 pair Available: 38mm motocross forks, good chrome, straight. Custom build your own forks \$100 CARBURETTORS: Mikuni VM34 , older style, brass floats. Rebuilt, good condition, includes spare number 3 slide \$75 Mikuni VM34 x2 Yamaha TD/TR type racing carbs. Alloy slides, no idle stop and no power jets. EXCELLENT condition. Jetted 2-stroke methanol. NEW needle and seats. \$350 pair Mikuni VM34 alloy racing slides, spare 2x 1.5 brand new \$25 ea 2x 3.75 used \$20 ea 1x 4 used \$20 Mikuni VM36 x2, brand new, never mounted. Includes manifold adaptors, air filters, 1 into 2 throttle cable, 2 alternative slides. Jetted 4-stroke methanol \$600 complete Doherty quick action throttle grip, used \$20 OTHER: Tacho: Yamaha, unknown model, 0-10,000rpm (7000 red line) Likely 5:1 ratio. New, still in box \$100 Book: BSA Twins Restoration (Roy Bacon), new cond. \$40 Regulator: 6v-12vDC, electronic. New in box \$100	FOR SALE	Nick Clarke 0417 871 532
Flanged alloy rim 1.85"x18" (WM2) 36 hole, drilled for small diameter disc brake hub.	WANTED	Contact Nick 0417 871 532 12/10
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 29 Jan, 26 Feb, 26 Mar, 30 Apr, 28 May.	<i>Mallala Motor Sports Park Open Practice Days Phone 8276 7744 during business hours to confirm dates – 15 Jan, 20 Feb, 16 Apr, 14 May, 18 Jun, 13 Aug, 17 Sep, 22 Oct,</i>	
Date	Host Club – Event	Venue
1 – 2 October	Master of Mac Park	Mt Gambier
14 – 16 October	Moto GP	Phillip Island
29 – 30 October	Café Racer	Mallala
12 – 13 November	Australian Superbikes	Symmons Plains
18 – 20 November	Australian Historic Championships	Symmons Plains
18 – 20 November	Australian Superbikes	Phillip Island
26 -27 November	Pheonix	Mallala
3 – 4 December	6hr Endurance Championships	Phillip Island
10 – 11 December	Café Racer	Mallala