
The Good Oil



Volume 24 Number 4 April 2016

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MALLALA MYSTERY

Who was the trim figure in the new leathers with the clean riding style at our recent Mallala club day? You'll have to read through the pages inside to find out. Along the way we have a bumper reporting issue taking in a heap of racing in SA, Victoria and NSW. Enjoy. Photo HAMISH COOPER

For more photos from the combined club ride day at Mallala, turn to page 12



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2013/2014*PATRON: Mal Pitman*

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Club Address	PO Box 311 Campbelltown SA 5074	
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 (†Deceased) Les Bell	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009 2013

PRESIDENT'S REPORT

Out here nothing changes, not in a hurry anyway... so goes the lyrics to Goanna's "Solid Rock", with a parallel to Our Club. After many years, Your Committee has decided to fine-tune the point-scoring system for the Peter Westerman Trophy and associated period awards. Under the old system, in scratch races, all starters got 1 point, plus, within capacity and period, 3 points for 1st, 2 for 2nd & 1 for 3rd. Thus 1st got 4 points, 2nd 3 & 3rd 2, with 4th & beyond scoring 1 each. In handicaps and feature races (ie Ken Blake), points were for overall only.

The new system has points scored as per the Manual of Motorcycle Sport for Road Racing. 1st gets 25 points, 2nd 20, 3rd 18, 4th 17, then 1 point less per position until 20th with 1 point. The points are still allocated per capacity &

period, except handicaps & feature races. Those who gain are the riders who finish 4th, 5th & 6th, who get 10 more points than if they were 14th, 15th or 16th. Riders who start but don't finish score 0. Previously they'd get 1 point, same as 4th placegetter.

Prior to the decision to change, I tabled the results for the first two meetings, the Classic Master of Mac Park & Collingrove Hillclimb using both systems side by side. Committee unanimously agreed on changing. Anyone curious can to check my worksheet.

I'm sure everyone enjoyed the Mallala Ride Day, whether just having fun or tuning/modifying. Great to see our Patron out for his first laps of Mallala on a motorcycle. Next is "Seniors" at Mac Park; see you there!

Trevor Henderson, President

CLUB POINTS FOR CLASSIC MASTER OF MAC PARK 2016

No.	NAME	PERIOD	CAPACITY	POSITION/POINTS				MEETAL POINTS	TOTAL
				RACE 1	RACE 2	RACE 3	RACE 4		
25	BOB BALESTRIN	4	250	6TH:15	7TH:14	6TH:15	DNF:0	44	44
26	OTTO MULLER	3	250	1ST:25	1ST:25	1ST:25	15TH:3	78	78
27	DANNY AHERN	3	500	7TH:17	7TH:17	7TH:17	5TH:16	67	172
		4	500	7TH:17	3RD:18	3A:18	DNF:0	53	
		3	U/L	5TH:16	5TH:16	2ND:20	(See 500)	52	
30	GEOFF GRANT	4	5/CAR	1ST:25	3RD:18	1ST:25	2ND:20	88	88
30	PAUL GLOEDE	CLASS C		2ND:20	2ND:20	2ND:20	DNF:0	60	60
34	CHRIS HAYWARD	5	U/L	3RD:18	3RD:18	3RD:18	(See 350)	54	199
		5	350	3RD:18	3RD:18	2ND:20	7TH:14	70	
		5	500	1ST:25	1ST:25	1ST:25	(See 350)	75	
35	PETER HELES	4	250	1ST:25	1ST:25	1ST:25	8TH:13	88	88
42	NEIL WATSON	4	250	5TH:16	6TH:15	5TH:16	13TH:8	55	135
		2	350	2ND:20	2ND:20	1ST:25	6TH:15	80	
53	ROBIN WILLIAMS	5	250	5TH:16	7TH:14	7TH:14	17TH:4	48	84
		4	U/L	3RD:18	DNF:0	DNF:0	DNF:0	18	
		4	500	3RD:18	DNF:0	DNF:0	(See U/L)	18	
55	TREVOR HENDERSON	3	350	9TH:12	9TH:12	DNF:0	21ST:0	24	86
		3	125	DNF:0	1ST:25	1ST:25	9TH:12	62	
59	ROSS O'NEILL	3	350	3RD:18	6TH:15	3RD:18	13TH:8	59	59
63	PHIL BAUGHAN	4	500	6TH:15	6TH:15	6TH:15	10TH:11	56	92
83	PHIL BAUGHAN	3	700	5TH:16	7TH:14	DNF:0	15TH:6	36	
67	BRETT METCALF	5	350	2ND:20	2ND:20	3RD:18	DNF:0	58	91
		5	250	DNF:0	3RD:18	6TH:15	DNF:0	33	
75	DARREN TROTTER	3	500	2ND:20	2ND:20	2ND:20	1ST:25	85	110
		3	U/L	1ST:25	DNF:0	DNF:0	DNF:0	25	
80	KYM DAVEY	6	U/L	2ND:20	2ND:20	2ND:20	3RD:18	78	78
92	DAVID SHORT	6	125	1ST:25	2ND:20	2ND:20	(See 85)	65	228
		5	125	1ST:25	1ST:25	1ST:25	DNF:0	75	
		5	250	1ST:25	1ST:25	1ST:25	8TH:13	88	
117	DAVE BEECHEY	2	350	1ST:25	1ST:25	2ND:20	8TH:13	83	83
311	IAN GLEESON	3	700	3RD:18	7TH:17	3RD:18	(See U/L)	53	122
		3	U/L	7TH:17	7TH:17	7TH:17	3RD:18	69	



Thomas and Ross O'Neill pictured after the recent Collingrove Hill Climb. Son ultimately beat Dad on points. But only just.

The Good Oil is published monthly by the *Historic Motor Cycle Racing Register of South Australia (HMCRRSA)*. Articles, letters, photographs and artwork are all welcomed. If possible, please submit text electronically in MS Word and images in JPG formats) to cooper.hamish@gmail.com alternatively, items may be posted to the Editor at PO Box 138 Aldgate SA 5154 no later than the Friday prior to the General Meeting.

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Draft Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA held at the MSA clubrooms on Thursday, March 17.

The meeting opened at 7.55 pm with a minute's silence observed for the passing of Peter "Rocket" Rayner. There were 18 members in attendance.

Apologies: Danny Ahern, Chris Hayward, Dan Gleeson, Keith Wissell and Andrew Bannerman. Peter Davidson was welcomed as a visitor, and Aaron McDonnell as a new member.

Minutes of last meeting were moved for acceptance by Phil Baughan, seconded John Inkster, and carried. No business arising.

Trevor began his report by giving Otto his trophy from Mac Park, and then mentioned the new scoring system for modern and historic road racing.

Chris's absence meant no Secretary's Report, but Dean was on hand to give a financial report. Competition Secretary (Danny) was another absence/apology.

Delegate's Report: Phil is pushing for a One-Event Licence for State Titles for moderns, backed by the new MSA Manager, to revitalise SA's titles. He is also recommending the acceptance of non-glycol coolants and E85 Ethanol fuel. Phil is investigating fibreglass fuel tanks, and noted that Mac Park has a chase car follow the field for the first lap.

A MSA trophy for National Championship winners (Joe Ahern, Simon Cook and "Davo" Johnson) was displayed. Dallas Skeer (son of Mick) lapped Phillip Island in 1:46 on his 125.

The Classic Master of Mac Park came at a good time. Phil was unsure of the condition of "Wags" Wagland.

General Business:

- Chris Pash's fire at Mac Park prompted discussion on fire extinguishers & ignition switches.
- Speedway at Gillman over Easter features FIM Sidecar Championships.
- The upcoming Hillclimb was discussed.
- Gawler Auction to feature property of Bob Miller.
- Phil gave sincere thanks to Bryon Burnett for the use of his bike at Mac Park, & noted that Supp. Regs for the "Seniors" have been approved.
- Ray Stevens spoke of a coolant that doesn't boil.
- Neil Collins advised that Jonathon's bike has been returned.
- Laurie Fox, at 89, is still riding and going strong.
- Trevor thanked Neil Watson for taking the preceding minutes.

The Meeting closed at 8:50 pm.

Draft Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of South Australia held on Tuesday, April 5, at the MSA clubrooms.

The meeting opened at 7:30pm.

Present: Trevor Henderson, Danny Ahern, Chris Hayward, Dean Watson, Bob Balestrin, Tony Tildesley, Stuart Penn. Paul Walker

Visitors: None

Apologies: Neil Watson

Minutes of previous meeting: Proposed Dan, seconded Dean. Accepted unanimously.

Business Arising: N/A

- Trevor informed the meeting that the MSA AGM was scheduled on 27 April.
- Dean reported no treasurer's report available.
- Chris reported no correspondence
- Clubs have been invited by MSA to nominate members wishing to participate in both a Financial Management workshop as well as a Fist Aid course.
- Friday's joint DOCSA/HMCRRSA ride day at Mallala discussed.
- Catering for HMCRRSA members and guests will be provided by HMCRRSA supplying Subway catering as per last year's event.
- It was agreed that Chris would contact Subway with the numbers following sign in on Friday.
- Following discussion it was agreed that riders with at least 5 years continuous membership would be able to ride for free.
- Any additional cost for a day licence would be borne by the rider.
- Riders with less than 5 years membership would be charged \$50 plus licence fee if applicable.
- Non-member visitors accompanying a member would be charged \$100 plus any applicable licence costs.
- 'Come and try' riders would be eligible for free track access as well as a free MSA licence to ride permit.
- Neil agreed to handle the rider licence and event sign in during the ride day.
- Drinks to be co-ordinated by Neil.
- Trevor to collect two-way radios.
- Trevor and Chris agreed to undertake machine examination.
- Trevor received correspondence from Atujara re request for refund of cancelled shed hire during the Nationals. Dean agreed to check records to clarify any entitlements.

- Dan raised issue of rebates for HMCRRSA riders who attend interstate race events. Following discussion it was agreed to reimburse riders with more than 5 years continuous membership the sum of \$100. Dan to provide Dean with a list of members who meet this requirement.
- Members discussed the ongoing development of the HMCRRSA website. Committee asked to look at the site and identify pages that require attention or any other changes that would assist members and visitors to the site.
- The Committee agreed to invite Luke Charlton (Website co-ordinator) to the June Committee meeting to discuss any recommended changes.
- HMCRRSA rider's involvement in modern race meeting discussed. It was noted that 'Historic bikes' were often a regular feature of modern race meetings at one time. It was felt that for most riders there is currently sufficient dedicated historic race meetings scheduled (albeit many interstate) although the club would raise this issue with members who might wish to support such a development.
- Trevor informed the meeting that all state titles 'Letters of thanks' have now been sent out.
- Trevor headed a discussion re the current 'club point scoring' system and suggested a possible revised formula. The revised formula would be based on the acknowledged 25pt, 20pt, 18pt sliding scale formula. This was considered to be less complicated and possibly a fairer model. Following debate it was proposed (Paul Walker) seconded (Dean Watson) that the new point scoring formula be implemented. Supported unanimously by members.

Meeting closed at 10.00pm

A BIG FEW WEEKS OF RACING by Danny Ahern



Danny Ahern with Lee Kernich.

Off to Sydney Motorsport Park and the Barry Sheene Festival of Speed. I have raced many times at this venue and I enjoy the track a great deal, even though I have had my share of mechanical failures there over the years. The organisers this year had put together one helluva group of 'Legends' to be part of the proceedings, but more of that later.

A lot has changed with the organisation of this event over the years and for 2016 it was so good. The deal was that they would allow us in between 1pm and 5pm on the Wednesday and we could get all set up in our garages etc. It was a good laidback feel, as it should be. I felt some of what we did at the nationals had rubbed off and the idea of getting people in and set up early takes the pressure off the organisers.

Had they had the manpower to do heaps of scrutineering on Wednesday that would have been a good thing but this whole area of logistics will, I am sure, get sorted for next year.

Anyway the Thursday practice sessions were well run and we all enjoyed it. Dan Gleeson with his gal Jane shared half a garage with me. Through practice and racing Dan's times over the weekend

got better and better. He got to sort out his clutch and primary drive by default. Whilst he had nearly chucked the towel in over the woes he was experiencing, Mike Panayi had his crankcases yell out 'Enough!' having experienced a few too many revs with the 920 big-bore Norton twin. He being out, he happily lent some bits to Dan as well as helping him set things up.

I too had a few woes with the Manx G50 with a malfunction in the timing chest causing me to park the bike after just half a lap on track! Anyway the G50 played well all weekend, well nearly.

Friday soon became wet and stayed wet for the qualifying sessions as well as the round of races held in the afternoon. I did the least possible to qualify and then went on to sit out the wet races. With Sydney being so dry for so long the rain brought out the worst in the track.

Speaking of things track, and I cannot remember the exact detail, but Turn 5 was a bit like a motocross track if one was on line and as such they decided to resurface that part of the track overnight! Yes you read right.....overnight! They obviously have huge trust in the contractors they use and I can report it was ace and not slippery and no big bump anymore! My guess is they are different contractors to the ones that get the gig at Mac Park.

I was first up on Saturday; the same race on Friday had two red flags. Well would you believe it Saturday's attempts saw 3, yes 3 red flags, before being abandoned? The first red flag was on lap 4 of a 6 lapper and was caused by Ian Lovell making a decision re a pass on Kevin Schwantz (yes, that Kevin), before aborting the idea, which meant grabbing a handful of brake on the Clatworthy ES2 Norton Special. What followed is hard to believe but was captured by a rider behind on his GoPro. On grabbing the brake the front wheel stopped and gripped the tarmac causing the bike to go head over heels throwing Ian over the bars in a catapult style! Luckily he missed Kevin's back wheel by inches. Not so lucky, Ian ended up with pelvis and hip damage and a lengthy stay in hospital and then in Sydney before he could head home to Queensland.

With progressive grids as they tend to run in NSW, I worked my way up from a long way back having missed a race to 16th on a grid that had unlimited P3 bikes as well as 500s and P4 750s

I had the pleasure of Lee Kernich's company for a fair bit of the weekend. He had his brother in law and nephew along on Saturday then came on his own on Sunday. They watched on the outside of turn two. Lee commented that once when some oil had been dumped and cleaned he had assessed how he would tackle the corner and his comment to me was I went exactly where he figured he would go. He said not a lot of riders took 'our option'. Lee did comment at the end of the weekend after lending a hand with me packing up, that he thought he was starting to cope with the spectator bit, then suggested maybe he is not, something about once it's in your blood.....!

Over the weekend Dan Gleeson and I had some ripper races together. Come Sunday afternoon the last of these incorporated the Barry Sheene feature race for 500 P3 bikes as well as the Paul Dobbs Feature Race for P4 750s. Dan and I had another huge battle mixing it with others. I noted when I came in that I got 18 points from coming third but it didn't click that also gave me third place in the Barry Sheene feature race, all about first you have to finish!

My next race was to be my last of the long weekend of racing, but the bike was misbehaving so I circulated out of trouble and came into pit lane, before turning the engine off. Dan spotted the magneto 'jumping around'. Yep bracket had loosened, so how lucky was I in the BS feature race?

A few of the highlights of the weekend were the inclusion of the 'Legends' that were involved in various activities including spirited display laps on pukka race bikes of their day. Yep 500cc two strokes that their owners had willingly brought down to Australia to let people like Kevin Schwantz, Freddie Spencer, Steve Parish, Kevin Magee, Kork Ballington, Murray Sayle, John Boote, Graeme Crosby and Maria Costello on the Paton she races at the IOM. The spectators just loved the show these racers put on, it was truly magnificent.

Friday night there was a meet and greet, where Mark Bracks was the MC and all the aforementioned got to have a few words with Bracksy and they definitely whet the appetite of all in

the room as to how the weekend would open up. I then got to see and hear more on Saturday night when I went to the dinner with approximately 150 others. Gee I could listen to Freddie Spencer all day, he is articulate and so down to earth and a real pleasure to hear his stories. Kevin Magee shared a bit re how he went from a clubman on a proddie Yamaha to getting the break on the Bob Brown Ducati and that leading to the big break in the big league. Kevin said how he would never have dreamt that he would end up racing with some of the legends that he was surrounded by this night. He also shared with all the fact that after his nasty mishap at Laguna Seca that Freddie Spencer was to become a true mentor in his rehab.

Winding the clock back to the Thursday, I had a few things I was keen to have autographed. Having shared the pits with Kevin Schwantz at Barber Raceway in 2011 and having had a few pics taken back then, I thought getting a pic autographed would be a good idea and especially before the crowds were about. I had a photo of Kevin, myself and one of my Kiwi pals behind the McIntosh Manx Norton blown up to A4 size and had Kevin sign one for me and one for my pal and then offered him the third one for himself, which he thought was a great idea.....I offered to autograph his copy and yeah, he thought that was a good idea, yep he is a champion bloke and that is what I wrote!

While I was at it I had him add his autograph to Daryl Beattie's on my factory edition Lucky Strike Team jacket, which Kevin Magee did also, yep to the pool room with that jacket!

Come the end of the weekend I decided to make a mile for a few reasons. It was only the next day I found out about my third place in the Barry Sheene feature race behind one Kevin Schwantz and Victorian G50 campaigner Bob Rosenthal. Dan Gleeson stood in for me picking up the gong and getting the photo! Thanks Dan and Jane.

Arrived home early Monday evening having broken the trip up. A three day week followed before we had Easter to deal with followed by a short week before heading to Broadford and the Vic Historic Titles.

I rode in the P3 500 class and the P4 500 class. Qualifying went well for me, securing third in the P3, front row. Third row fourth in class in the P4 race, which was combined with P5 350s. All in all had some ding dong races and pulled off some good moves. Ended up coming away with third in titles in P3 500s and 2nd in P4 500s. Can't complain with that at all. Only work on bike was when I chose to lower the gearing a little on Saturday after the racing had finished.

It was home Monday, but didn't unload my bike as come Friday we had our combined track day with HMCRRSA and DOCSA. So all I had to do was chuck the Triumph Daytona track bike into the trailer and away we go.

The track day once up and going ran well. It was pleasing that there was a good spread of both Historic and Ducati members helping out in key roles. The pick up trailer was real quiet until a major mishap after lunch when a Ducati member came to grief at the Northern Hairpin after running off earlier up the track. The rider had to be helicoptered out and with the lateness of the day, activities were abandoned. Happy to report the crash victim is well on the road to recovery.

As I write this, I know that come next Friday the entries for the Seniors meeting at Mount Gambier close. Gee the way this Indian Summer is going it may be one of those rare dry events. I've filled my form in, the bike just needs a check over and some fresh oil and it will be ready for action.

As winter comes along I know the committee will make an effort, with the help from Luke Charleton that we get, to have the website working a little better than it sometimes has.

Good luck to all those that are venturing to Mac Park, see you on the black stuff.

Danny Ahern #327 & #27

JANE'S PHOTOS OF THE BARRY SHEENE FESTIVAL



Dan Gleeson accepts Danny's trophy from Kevin Schwantz after Bob Rosenthal accepts his. Above right: The tinware that came south from Sydney.



Jane gets to grips with the Irving-Vincent sidecar. A team member wouldn't let her go until she agreed to hang out of the chair, racer style.



This beautiful Norton Commando caught Jane's eye. It has a Seeley frame and 1000cc Maney engine.



The people you meet in Sydney.... Jane with Maria Costello and Kevin Schwantz.

PICTURES FROM THE COMBINED CLUB RIDE DAY AT MALLALA



Register patron Mal Pitman couldn't get enough of his first track day on a motorcycle for nearly four years. He rode in every session he could at the combined Racing Register-Ducati Owners Club SA event. The last time he rode on the track was at the Broadford Bonanza where he borrowed Andre Bosman's leathers to ride the chain-drive XS1100 he built for Greg Pretty all those years ago.

Photos HAMISH COOPER





Black cats and the things we do to go racing by David Short



It's Tuesday morning, and I'm sitting here in the East Charlton Hotel. I don't really want to be here.

The story starts a week ago, as like all of us heading off to Broadford, the week ahead needed planning and juggling of work etc to make it all happen. I had it all planned in my head! I had a Two day schedule of filming with a crew and Anna Meares for an Optus commercial for the coming Olympic Games in Rio on the Thursday and Friday, which meant missing practice on Friday. That's ok, I'd raced the weekend before at Mac Park, so shouldn't have lost too much Mojo. Finish by 5pm Friday, get home, hook up the trailer already packed, and drive straight through to Victoria, ETA 2 am, couple of hours sleep in the "coffin", scrutineer, set up pit, go qualifying, all good!

Back to the filming. Film crews are an arty lot, always looking for that great unique shot, and my job, riding my trusty 225 Yami around the 45 degree banks of the velodrome with Anna scooting around 2 inches behind me always gets them excited. Now this job's reasonably precarious in normal training guise, but when you get 60kg of gantry bolted 2 foot behind the rear wheel, a 90kg cameraman pillion sitting backwards behind you jumping around to get that "great shot" and \$200,000 dollars worth of cameras on board, you do feel a little bit of pressure. First test ride all rigged up and we have a problem. Front wheel straight off the ground before even getting onto the track. 20kg of sandbags on the front and me sitting on the tank, it might work? Talk about sketchy, every lap I expected to go down, but somehow we got through, and the "arty ones" seemed pretty excited about the footage they captured. Broadford would be a piece of cake after this!!

ETA 2am into Broadford bang on the money. All going to plan, take it a little easy on the LC in Qualifying with a new front tyre, 5th on the grid, 4th on the 125, and all good.

Race one on the 250, and a cracking start, outbraking 2nd position at the end of the top straight, into second, now try and chase Lachlan Hill to keep the lap times up, through "crash corner" and crash! It was all that quick, and all that over.

Now some wise old folk had raised their eyebrows at me at Mac Park the week before when yours truly had combined racing my 600 and Honda nf4 125 at the same meet. The net result was that wise old men they are! You cannot ride a 600 the same way you ride an nf4, of which I was duly taught a lesson at Pine Tree, getting my confidence going on the 600, and trying to rail the corner like a 125. Front wheel tuck, and more raised eyebrows from the learned brigade! Now the LC had gone the same way, and no doubt, Dougie and others sick of raising their eyebrows, have just started shaking their heads. Will he learn?

The Morbidelli went a little better at Broadford, with really close racing, but a win at the end of the weekend gave some consolation, always good for the long drive back home. No matter what's going on with the racing, the mateship and people who go classic racing are just as important as the racing itself. Pitting with Dan and Wayward at the meet, we giggled all weekend like naughty schoolboys, felt young at heart, free, and doing what we love. Life doesn't get any better.

Talking about the trip home, back to the schedule, leave Broadford by 6ish, a friendly race with Danny was organized back to Adelaide, ETA home 2am. The ever virile Danny had refined my schedule even further by suggesting home by 2, some quick hanky panky with my lovely wife Lea, who must be missing me dreadfully, and then just in time to watch the GP live! Might be pushing the boundaries, but worth a try.

Feeling great, plenty of coffee, and making great time as I head through the darkness halfway between St Arnaud and Horsham. I smell smoke! Gauges on the dash OK! Rear vision mirror, Oh shit I see smoke, and lots of it! Immediate pit stop, and out of the car, the immediacy of two worlds collide. The complete stillness and isolation of where I am, and the steady stream of hot oil and smoke exiting the exhaust of the truck. This could not be happening. This motor (except for the turbo!), is brand new.

Now there is even an interesting story about the RAA pickup of me here, but let's just fast track to finally being picked up and towed back to the lovely town of Charlton Vic, intervened through a herd of large kangaroos, one of which rearranged the front of my trailer behind. Sorry about that, said the intimidating 6 foot 6 tough as nails towie, no doubt not impressed with having to come and get me at midnight as he was due to drive to Melbourne at 4 that same morning. Ah, no worries says me, it needs a bit of a birthday anyways. I got a slight nod in return.

Now we're back to Charlton, and all ideas of live GP etc have disappeared. I'm standing on the main street, trailer disconnected, ute gone with the towie to his workshop, and its 1am, not a soul in sight. That is except for a black cat, that proceeds across the road in front of me, stops and gives me a good stare for 30 seconds, then leaves me to ponder. I tell myself, ah, I'm not superstitious!

As I come to grips with where I'm at, my thoughts are interrupted by a group of well lubricated teenagers spilling from the just closed local. The sight of me circling my trailer to stay from their vision must have looked a treat. Thoughts of flight or fight entering my mind, but it seemed to work as they passed by. Now I can lock myself in the trailer for some sleep, with the only fear of waking to the rock and roll if someone decided they wanted my trailer more than I did.

But, Charlton's main street isn't finished with me yet. Turning around from the disappearing teenage mob, they are replaced by the sight of the towns local "Boo Radley". Stammering and stomping his way towards me, cursing loudly at the world, and stopping at each shop window to loudly vent his displeasure at the reflection.

The black cat returns across the road at a slightly increased pace, still stopping to give me the eye, as if a warning to the oncoming local. Here we go again! Round and round the trailer, for a good half hour this time, and it's getting cold. This is nuts. I should just show myself and see what happens. The teenagers save me! They have returned heading back towards the pub. Now I can't hide any more. I pretend to be casual, put my phone to my ear, as if in conversation. Boo Radley spots the teenagers and hurries off still cursing. The teenagers see me and break into a sprint, I guess thinking I'm on the phone to the local Blues, and within seconds I'm alone again.

The lady in the newsagents across the street peers at me through her window as I emerge from my unattached trailer as the morning breaks. I will need to explain at some stage I think!

The bad news is, complete new turbo, three days to wait for parts, and several thousand dollars you may or may not have. Check mate!

After spending yesterday exploring multiple options to get the best outcome it's come to this!

I'm a local at Charlton now. On first name basis with the pub owner, the newsagent lady and several other locals. Danny beat me home, and luckily I pre-recorded the MotoGP. Lea is leaving for Melbourne tomorrow for a week. The things we do to go racing. Does any of it make it not worthwhile? Not a chance. I can't wait for the next meeting, my mates, the racing, and the whole thing. How lucky we are!

David

Short

PS: Dave got home on Friday... the following Friday!

Danny Ahern

LIFE IN THE CUPBOARD: MASTER OF MAC PARK



I have buttoned off to brake for the corner but Dave (modern F2) is still in my smoke. I finished up beating Dave on points to take second overall.

A couple of weeks before we are due to go to Mt Gambier I do some maintenance on the bus. Check oils, put a bit of grease in, adjust the clutch, adjust the brakes... Oh no, there are no brakes to adjust!!! Quickly pull the wheels off (you may have seen it trying out the hover bus option on FaceBook...), pull apart a spare rear end I have to get brake shoes but no, they are not much chop either. Off to Power Brakes and two days later I have some nicely relined brake shoes.

And then I still had the leaking injector pump problem. Talked to a good friend who knows all about Perkins diesels and one thing led to another and a guy who I have never met before is loaning me a pump for the trip... There are great people everywhere.

So, bus all together, bike sorted, loads of methanol packed in the trailer along with some other extras and we head off to Mac Park for the first of three race meetings on this trip.

We arrive on Thursday afternoon and set up camp. Friday is practice day but I figure Melissa and I know where the track goes so I spend the day getting scrutineered adjusting chain and fixing the push bikes, have a couple of drinks. On Saturday morning we give the bike a shove down the hill expecting it to burst into life and be ready for battle but, alas that was not to be. It rattled like a bucket of bolts being shaken up... What the hell! Lift the head to have a look and can't see anything but in the process of looking I moved the barrel so it all had to come off now to reseal the base joint at least. I was a bit concerned that it moved the barrel like that and then upon investigating further decided something (most likely a ring) was catching in a port. Ultimately a broken ring was identified. Now I could pull the barrel off and fit one from another motor that I had not quite finished building but that would leave me with a barrel missing when I did build that motor and then if I needed it I would be swapping barrels again. Answer: just swap the dud motor for the spare one that is in one piece. We missed first qualifying but got out for the second qualifying session and were surprised to see that we qualified in between the P5 and the F2 – they really both should have been somewhat quicker than us. I also was delighted to find that this motor had the low down grunt that I have been used to with nearly all of my motors. Perhaps the broken ring motor always had a problem with its rings...

First race Jonesy is stuck in gear and does a jump start before he stalls it! We get a brilliant start and the F2 follows us. At Pine Tree he goes inside under brakes. We hang on around the outside but he wins and leads us up towards the straight. He is however, slow around right handers and I get the run on him so that I passed him as I changed into top gear. He tries a run up the inside at old turn 2 but no go, so I lead through to Pine Tree where he goes through again and we repeat the antics of the previous lap except that I go deeper into old T1 and we don't see him again until Pine Tree when he does it again. I am certain I can make a last lap pass down the straight stick until the line but just to make sure I don't leave any room on the inside at Pine Tree and we win easily.

2nd race is on Sunday morning and is a handicap – odd timing for the handicap but I am not fussed – love them whenever they are! The P3s were sent off while we finished our picnic and then the F2 was flagged away a few seconds before Laurie flicked his notebook for me to go - the Jones family would be following soon. We catch David on the F2 at old T2 on the second lap but can't get past him until the next lap. The Jones's catch us on the last and slip past just before we come up on the P3s. It was a bit busy going into old T2 but we all got through safely and past all the P3s but one going up to Water Tower. One P3 hung on to get across the line first, then the Jones's and then us. Once again Laurie had brought the field together on the last lap.

3rd race. Again Jonesy had start line issues and wasn't there initially but eventually got going and passed us on the third lap but we keep David on the F2 behind us and finish second this time.

The last race started similarly with Steven having trouble off the line and us getting away in front of the F2 but a small incident at Pine Tree on the first lap gave David and I both a bit of puckering when his brakes didn't quite do the trick and he scooted through the dirt on the inside, crossed the track in front of me and out into the dirt on the outside. It surprised me but really all I had to do was ease off a bit and let him cross and then be on my way again/. He explained later that he had had a few brake issues but decided that he would try a first lap pass and the go for it to see what happened. Well that didn't work!

While the sidecar turnout was pretty poor we had some great racing with David and we both came away with smiles on our faces and trophies in our hands. A second overall for the combined sidecar Classic and third in the handicap – happy with that.

Next stop, the Barry Sheene Festival of Speed at Eastern Creek.

Geoff

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LIFE IN THE CUPBOARD: BARRY SHEENE FESTIVAL

We left Mac Park late on Monday morning – last out of the gate – and wandered across Victoria picking roads that we have not driven on before. We are slowly colouring in a road map of Australia... About 50kms from Horsham whilst admiring the scenery around the Grampians something felt different. Upon investigation we found a large crack in the towbar on the bus – not a good thing with a couple of tonnes hooked on to it... Now is a good time to find out the answer to something I had wondered about a lot but never actually got around to checking – will the generator run the welder? Short answer is 'no' it won't. But the longer answer is that it will run it enough to do a 10mm tack before it cuts out on overload. So, I got about ten 8mm tacks across the crack before I gave up and we headed off at reduced speed – we were on Victorian roads!! We had not gone far when we found a beautiful camp spot by the Glenelg River so that was it for the night. Next morning we limped into Horsham where a very helpful engineer rebuilt and strengthened the towbar for \$50 – a bargain.



That's more like it. A startline shot of the full field at Eastern Creek.

We wandered on sightseeing as we went until we got to Forbes in NSW. There we spent some time at the local car pressure wash to clean the outfit. The owner came out to comment that he had not seen anything like that there before! Next we visited the radio telescope at Parkes and they very conveniently did a complete flip over and rotation of the old dish for us to witness. And then we lobbied on Ed and Bronson Poucher – some of our NSW sidecar family – in Bathurst. After a guided tour of their collection of beautiful motorcycles we settled down for a drink or three. Next day they were kind enough to loan us a car to have a look around town and go out to the track where the Auto Fest was in full swing. Burnouts, sprints, go-to-whoa, spud spearing, static shows, stalls and more. A few highlights were a Mini with a supercharged V8 in the front and with rear wheel drive, a Gemini with a big V8 in it, a supercharged V8 ute which used its tray as an airbrake, a very nice RX2 Mazda, and a special that really defies description but consisted mainly of an engine with a couple of seats between the engine and the back wheels – did awesome burnouts. After Bathurst we spent a couple of days at Katoomba where we did a number of walks before we finally arrived at Eastern Creek (now Sydney Motorsport Park – SMSP) on Wednesday afternoon. Spent Thursday catching up with people, changing the gearing on the bike and checking things over in readiness for the next day. Melissa arrived early evening and we made plans for the weekend. We knew two of our opposition were not a threat if we finished but a Honda was an unknown. Another unknown was fuel. We were facing 8-lap races – I have never had a race that long and with all races in the past I have simply filled the tank and got through. An 8-lap race, a warm up and a cool down would demand about 32 litres. My tank capacity was 22 litres with 1.5 in

the header tank so 23.5 if I start with them both absolutely full. We had discussed this at Mac Park



Leading our main rival of the weekend (Honda) and the outfit after the fairing mount broke and I fitted my generator fuel tank as an auxiliary to get through the 8-lap races

and Footy had raced home and built an extra tank which held enough to get through so we were hoping all calculations were correct.

Thursday was mostly wet and absolutely persisted down a bit before our qualifying session so it was all a bit skatey out there. We managed to keep it on the track albeit at a very slow 1m 40 something before my visor fogged over too much to continue. The Honda bettered us by a fair bit so had laid down the gauntlet. We found ourselves on grid spot 19 with quite a few behind us.

First race - not raining but wet track. We got a fantastic start and passed the Honda before Turn 1. All we had to do was keep on the track and we were on our way to our first win. We did that and then found out the Honda DNF'd. We used 19 litres to do 7 racing laps in the wet (yes, we got lapped by the F1s) so it was looking OK. On full noise in the dry our 32 litre load should be OK.

Second race – another good start. Going into Turn 2 an F1 passes us and then locks everything up creating a huge cloud of tyre smoke which wafted into my helmet. Next lap at the same place I smelt tyre smoke again. What the...? There is no one in front of me – Oh crap, it is my smoke! The fairing mount has broken and is rubbing on the front tyre. In an act of futility I pass pit entry and tried to keep going. The smoke off the front wheel clearly attracted attention as we went down the straight so I pulled – a DNF. And the Honda won! We were even and three races to go.

But now I had a problem – how could I carry enough fuel? I could fit 23.5 litres in my tank and header tank. If we start from pit lane and don't push too hard we might make it – or we might not! And would we beat the Honda whilst doing that?

Two races before we were due out I decided I could not risk it and attached my generator fuel tank in the traditional motorcycle position and so we started from pit lane with 29.5 litres on board. The pit lane marshal was very “helpful” and we entered the track beside the BMW. It took a couple of laps to catch the Honda and while I had said that I would sit with him if I was sure I could pass him on the last lap I actually found that he was just below my ‘comfortable rhythm’ speed so I passed him and went on to win 2. We came back with 2 litres in the tank so I figured a gentle warm-up lap and then running with the Honda could be done on 29.5 litres.

During that last race though something was worrying me – the bike did not feel right. Next race explained that – third gear disappeared! Did 6 laps with no third gear – a challenge on a two stroke but we won nevertheless coz once I knew it wasn't the engine I could give it the berries in 4th and

5th so we made up some of the lost time with double shifting all the time and trying to drag out of corners in the wrong gear.

After pondering lots I decided I would not run that engine again - no point in doing more damage. I set to work on the engine I had partly put together on Thursday. If I got it together and in, great, if not it would be ready for Broadford. Well we nearly had it in the bike and there were still 5 races to go so we were starting to think we might make it when they announced a change to the program. We would be on in two races time! Now we already had our heads around racing so instead of throwing down the spanners we went into frenzy mode and threw the rest of the bike together. Of course this is when everything goes haywire, exhaust springs went missing, nuts wouldn't go on, my foot got stuck in the lining of my leathers etc etc. But, somehow, we (with Dave as passenger this time) were suddenly sitting on the bike in pit lane. Too suddenly it would seem because that was when I realised we had not put oil in the gearbox!! Others heading out for their warm-up lap - me sprinting back to the pits for oil. Pour oil in and we are ready to start from pit lane – again! There is an F1 there with us but we let him go first...

Off we go, heart still racing, breathing heavy from running, cold tyres sliding, 2nd gear, 3rd gear – everything seems OK, oops, too early – clutch is slipping... but I will manage, then get to the straight and I run out of gears about quarter of the way down – oh, that's right, I put Broadford gearing on – oh well, we can live with that too... Three laps before we reeled in the Honda. We pass him out of Turn 3 then out of Turn 8, with the clutch slipping, he passes us and then pulls away down the straight as I get to top revs in top gear. Similar thing the next lap but I am right up him coming on to the straight and he tows me down at a zillion revs and then we run around him at Turn 1 and keep it nailed down to Turn 2 where I brake as hard as possible, then through T3, T4 and glance back. We have a small buffer but need a larger buffer to stop him catching us down the straight so give it as much as I can without the clutch slipping too much. Late hard braking helped and we still had a buffer, at the end of the straight we were still in front and stayed there to finish that way. Four wins and one DNF sealed our overall win. As it was before the last race we would have been third overall on points so it was all worth the effort.

We commenced packing and waited for the announcement that presentations were happening. We had been told earlier that there would be some food put on at the presentations so we did not plan dinner that night. Packing, waiting, packing, and then someone walks past and asks why we aren't at the BBQ? Well because we did not know about it that is why... They did put a BBQ on just prior to the presentations but did not bother to make an announcement to that effect so regulars were there but a number of us were still waiting. It was interesting to also note that there was no announcement about the presentations commencing either so I suspect a few people were not aware that it was happening. After such a great race meeting this part was a bit poor. After the presentation we headed back to the bus with our friends Brian and Portia to see what we could conjure up for tea (given that we had missed the BBQ) and play Trouble. We had a lot of laughs to wrap up a great weekend.

But it is not the end of this story though. Discussions over the weekend led me to a beautiful period correct Windle fairing for my P5 so on the Monday morning we said goodbye to our Qld friends and sailed off into Sydney traffic to pick up said fairing. Whilst there I got to check out a couple of beautiful new sidecars that are being built. Can't wait to see a Konig and a rotary in full flight on Australian tracks very soon.

From there we were off on our way to another week and a half of being tourists before the next race meeting – the Victorian State Titles at Broadford.

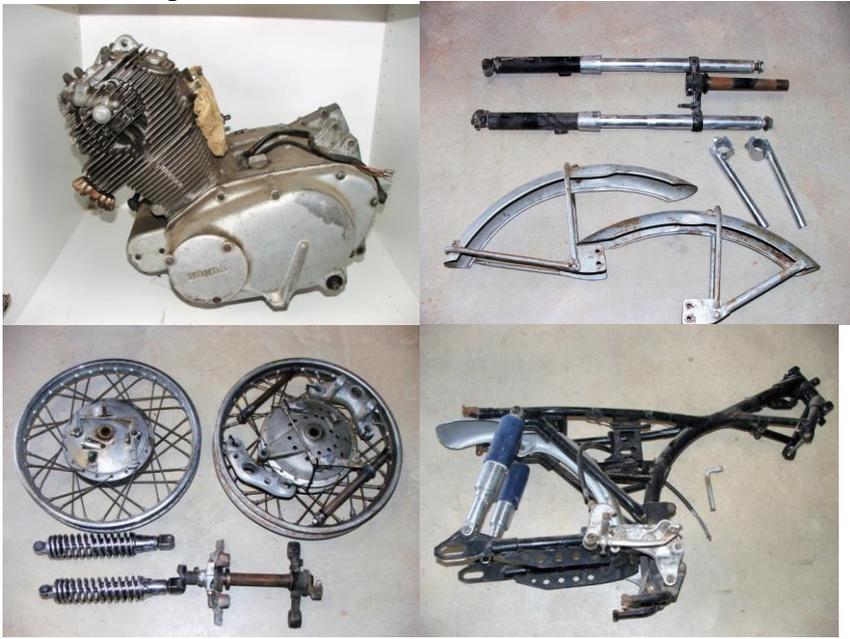
That's all from the cupboard for now.

Geoff
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2015-16 Dates

Date	Event	Venue
May 7-8	Seniors Meetings	Mac Park
Broadford Ride Days 2015		Entry fee \$120
Champion ride days at Mallala	Jan 26, Feb 6, Feb 26, March 5, Apr 2	

For Sale/Wanted

Wanted	Single downtube frame to take 150cc Bultaco engine which is 375mm long	Trevor 83845284
For Sale	 <p>CB72 Racer parts</p> <p>Engine - frame and s'arm (braced) - 2 sets of shocks (std and aftermarket) – pegs - footbrake – 3 top clamps (2 std, 1 race) – 2 steering stems – clip on h'ba r- steering damper - forks - front and rear axles - complete front and rear wheels - rear guard – 2 front guards (std and race)</p> <p>I have had these for 13 years and it is one project too many! Seat, tank and carbs will make it complete to continue to race or use for a street bike.</p>	Ken 0412805476
	Club Shirts \$35, Caps \$15, Hats \$18, Mugs \$4.50, Cloth Badges \$10 and Stickers \$2.50.	Buy at next club meeting