
The Good Oil



Volume 23 Number 12 Dec 2015

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NORTON'S AUSSIE DREAM TEAM

Register member David "Davo" Johnson joins Cam Donald in an expanded Norton team for next year's Isle of Man TT. Another South Aussie, Glenn Richards, has been recruited as test rider of the V4. Here are Davo and Cam at the recent historic titles with Murray Johnson's Manx Norton.

(Photo Hamish Cooper) Report Page 11



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2013/2014

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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

I hope that all our members and friends have a Merry, Prosperous and Successful Christmas and New Year. Our December meeting and first-time Curry Night promises great company and great food. Special thanks to Paul Walker for organising the vittles, and for keeping the Committee entertained with his progress reports.

A fortnight later, many of us will be on the road to Mac Park for our State Titles. We have an excellent entry and, even though it's summer, we cross our fingers for the better side of the fickle Mount Gambier weather. Local man, former Mt. Gambier President and HMCRRSA member Darren Trotter will be keen to build on his P3 500 Oz Title, but I'm sure Jack Wright won't be caught napping again. After a successful National Titles

meeting, the Ahern Bros., Nathaniel Wilson, Simon Cook, Dan Gleeson, Jonathon Gutte and Otto Muller will be hungry for results. Despite familiarity with the Mallala tarmac, our indefatigable yet wayward Secretary, Chris, will be looking to be back in podium contention, and Geoff Grant will treat us all with the smoke & sounds of the Kwaka outfit. As well as a great race meeting, this is also a wonderful social occasion, a chance to mix for a few days with like-minded people, tales tall and true (acknowledgements to Disney), and Mount Gambier's excellent Saturday night dinner. A great start to 2016. Enjoy!!

Trevor Henderson, President
#55.



A picture says a thousand words. The Princess of Cork took this great shot of the “usual suspects” at the Victoria Park Motorsport event recently. Nice one, Jane.

FROM THE COMPETITION SECRETARY

No let up following the Nationals with our State Titles looming.

I am happy to report while not every single thing is in place as I type this there is not too much left to do. Hopefully the committee between us will nail down all the loose ends before Xmas lobs.

Gee I still have a motor in bits!

Anyway, whilst entries were a bit slow coming in we have well over 100 competitors and with all the bikes and cross entering that takes place we are only just shy of 200 bikes on grids.

The racing has been set up so we find ourselves with mainly fullish and healthy grids, well at least at the start of the weekend.

I have had the program front page honour the clubs most winningest racers at national level and they have both been flying the clubs flag for a long time now all around the country.

Being a bit under the pump myself, I'll leave the report short and wish all of you a Merry Xmas and a Happy Healthy New Year

Danny Ahern #27

Draft Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA held at the MSA clubrooms on Thursday, Nov 19.

The meeting opened at 8.00pm with 26 members attending.

Apologies:	Ronna, Claire, Wayne Higgins, Jonathon Gutte
Visitors:	Kim Angel
Minutes of previous meeting:	Proposed Phil Baughan, Seconded Dean Watson. Accepted by members via show of hands.
Business arising:	None

Reports:

President's report

- Trevor provided welcomed Kim Angel as a visitor to the meeting.
- Trevor read out a letter he sent to the Editor of the Advertiser. This was subsequently published in the Saturday publication. The letter provided commentary on the positive experience re our recent engagement of Darryl Beattie as 'Ambassador' of our National titles. This was intended to contrast a recent article criticising what was referred to as 'National Celebrity Freeloaders'.
- A phone call was received from Kevin Wall son of Ray Wall, a prominent 1950's scrambles competitor. He was seeking information on the status of the proposed Sellicks Beach races. Trevor led a discussion about this matter and noted that an Onkaparinga Councillor has allegedly stated that the event should be run on other beach venue.
- On behalf of the meeting Trevor formally thanked Dan for all his efforts in putting the National Titles event together. His tireless work in scheduling the event and coordinating the logistics was acknowledged. Members expressed their appreciation by putting their hands together in appreciation.

Secretary's report

- Chris provided information re an invitation from the City of Playford for members to participate in an 'Outdoor Car Museum' event scheduled for early in 2016.
- Nominations have been called for two MSA Director positions. Nominations close 11 December.
- MSA has forwarded information re Ridernet seeking the HMCRRSA's endorsement and 'sign up' to the system. It was agreed that this would be discussed by the Committee over the next couple of months.

Treasurer's report (Oct)

- Outgoings included hire of track, Tee Shirts, Glassware, Programs and EMT Ambulance hire. Some refunds are still to go out to riders.
- Dean reiterated that as determined earlier by the Committee, HMCRRSA members who competed at the Nationals will receive some level of rebate. This will be determined by the Committee during their next meeting.

Comp Secretary's report

- Dan provided an overview of the National Titles event.
- He discussed some of the particular issues around scheduling the classes in order to attain championship status for each.

- He expressed his regret and frustration that some competitors didn't receive their Championship medallions from MA due to a shortfall in the number provided.
- He spoke about a couple of issues re the Flag Marshalls during the event. He provided constructive feedback re this.
- Dan provided feedback on the recent Southern Classic event at Broadford. HMCRRSA members who competed figured highly in the overall results.
- Dan provided an overview of the Club's involvement in the Adelaide Motor Sports Festival. He reported that it was great success, with the members attending and showing off their bikes all having a great time. It is likely that this will remain an annual event.

MSA

- There is a Board Member vacancy.
- Award night is scheduled for Saturday 21 November.
- Andy Caldecott has been inducted into the 'Hall of Fame'
- Awards will be presented to SA riders who won National Titles.
- Phil discussed issues re Period 6 bikes. Clarification of the rules required and Phil has been asked to draft some of the proposed changes.
- The issue of 'one event licences' discussed re State titles.

R/R Committee

- Rider 'grading' has now been sorted for 2016.
- Sup regs for Classic Masters at Mac Park on March 8-9 2016 have been approved.
- Recent 3 hour endurance meeting at Mallala discussed. Great feedback overall. Heat was an issue for the Flag Marshals. .

General business

- Photographs from the Nationals on display at the meeting.
- Dan discussed that the Club will subsidise the pit garage costs for members attending the Island Classic at Phillip Island in January.

Meeting closed at 9.30pm.

Draft Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of South Australia held on Tuesday, Nov 24, at Dernancourt.

The meeting opened at 7.30pm

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

Apologies: Nil

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

- Trevor reported that the overall feedback re the Nationals was very positive and that the next round of work re the State titles meeting at Mac Park is scheduled.
- The HMCRRSA coffers following the National Titles are looking healthy.

- Rebate for HMCRRSA members who competed at the Nationals was discussed.
- It was agreed following discussion that competitors who are HMCRRSA members will receive some form of a financial rebate against their entry costs. *Motion passed*
- It was also discussed and agreed that the 2016 HMCRRSA membership fees would be debited from any rebate in lieu of those subscriptions. *Motion passed.*
- Several members have entered the Island Classic event at Phillip Island in January. Since the number of members is significant, it was agreed that HMCRRSA would fund the cost of two (x2) pit sheds for this event. It was acknowledged that it has been very difficult in the past for individual members to acquire these facilities at Phillip Island.
- Further initiatives to support club members at future events were discussed and it was agreed that these would be dependent on the health of the budget at the time.
- The 2015 HMCRRSA Xmas party discussed.
- Various options were raised and discussed with the concept of a 'Curry Night' agreed.
- Paul agreed to coordinate this for the HMCRRSA meeting scheduled for 17 December.
- Paul raised the issue of more widely utilising the Club's logo to include its placement on promotional collateral including vehicles etc. It was agreed that Paul would look further into this idea.
- Dan informed the meeting that website updates are required and that Luke (as our web administrator) is seeking additional content.
- Issues around some instances of non-receipt of the 'Good Oil' were discussed. Some members have reported they haven't received their emailed copies. Chris to contact Hamish to discuss issue. Dean suggested Hamish might be using updated Adobe reader and recipients might have to update their versions.
- Dan discussed the planning for the upcoming State titles meeting at Mac Park in January.
- To date 130 solos and 5 sidecars have entered. Following discussion it was agreed to include sidecars into the program despite the low numbers.
- There will be 10 rounds with 43 races in total with amalgamation of some categories/capacities where numbers are low.
- Selection of Officials discussed. All rolls have been confirmed with the exception of 'Starter'. Trevor to chase this up.

Meeting closed at 9.30pm

Draft Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of South Australia held on Tuesday, Dec 1, at Dernancourt.

The meeting opened at 7.30pm

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

Apologies: Nil

Minutes of previous meeting: N/A.

The principal purpose of the meeting was to discuss issues associated with the upcoming State Titles event at Mac Park.

Action items from previous meeting

- Curry Night
 - Paul reported on progress re ordering.
 - 10 serves x 5 varieties will be ordered.
 - Bowls, plastic glasses and cutlery to be sourced from Cheap as Chips.
 - 8.30pm delivery to MSA Clubrooms.
- Starter for State Titles
 - Trevor informed meeting that Chris Peake has put him on to John Banks for this role. Greg Peck and Phil McGee are other possibilities. Trevor will follow up and confirm.

President's Report

- The meeting discussed providing a bottle of wine for each competitor at the State Titles as per previous years.
- Dan to determine the number of bottles required (as per competitor numbers, officials etc.)
- Dan also agreed to coordinate the printing of labels.
- An email to go out to all members reminding them of the Curry night and reminding that 2016 membership renewals are due. Chris agreed to draft this.

Treasurer's Report

- Dean reported that moneys are still outstanding (both inward and outgoings) re the Nationals. Balances for November will be available for the December General Meeting.
- Nevertheless the Club is in a healthy position.

Secretary's Report

- N/A

Comp Sec Report

- Dean agreed to contact Ken Lucas to enquiry about the status of his entry for the State Titles.
- Dan spoke about the draft program.
- The program is commensurate with last year with approx. 190 entries across all classes and capacities.
- Trophies as per last year.
- LC Cup is all sorted – (Wally Ryan)
- Dan to contact Gemma Kernich, Peter Gregory, Dean Holdsworth, Terry Morris and Peter Large re their entries.
- Trevor discussed outstanding sponsorship payments. He agreed to chase up these sponsors.
- Banner Mitre 10 gift vouchers discussed. It was agreed that these would be allocated to individuals who gave their time (in a significant way) towards assisting with the running of the Nationals
- Recipients are
 - Graham Lock (3 bikes displayed as part of event exhibition)
 - Neil Forbes
 - Graham Frew
 - Kate Duffy
 - Paul Hoey
- Dan reported that the invoice for the 45 'Nationals' tee shirts that were reordered is \$1200

Meeting closed at 9.30pm

LIFE IN THE CUPBOARD: SOUTHERN CLASSIC



So I left you at the end of my last story with us being excited about finishing the National Titles with a trophy. I also alluded to the amount of work I had to do to be ready for the Southern Classic at Broadford.

In the ensuing week or so I rebuilt two bike engines, reconstructed the engine mounts and welded up a couple of other cracks and then fitted a new rear tyre before I turned my attention to the bus where I did a bit more work to finish the installation of the new injector pump ie replacing bits of wire and cable ties (installed whilst sitting on One Tree Hill when there were no other options available) with a proper throttle linkage and stop button connection. I then removed the remains of the awning that got destroyed at Mallala. I will fix it but there was no time before this trip.

So we left home with plenty of time up our sleeve, just in case! This time we made sure we had at least some food in the bus before we headed off but the only hiccup with the bus on the way over was the tachometer cable giving up the ghost.

Him upstairs did not give us an easy start though because it rained all the way over and indeed absolutely bucketed down while we traversed the Western Ring Route - to the point where lots of cars were pulling over. We arrived at the track on Thursday afternoon with only a bit of drizzle to annoy us. Whilst not planning on practising on Friday it is better to arrive early to get a good spot and to allow some time to catch up with friends. Friday offered a very drizzly start to practice but most participants got a dry run in the arvo. All I did was check the bike over.

Saturday dawned very cold and dampish but not raining. The realization that we only had two six minute qualifying sessions before racing did make me wonder whether not practising on Friday was a good idea, but we had to make the most of it now. First session, out early, warm up lap and then up the pace. I did notice that this motor seemed to lack the lower down torque of most of my motors and whilst wondering why realized that I had to work harder to keep it on the boil. Two quickish laps gave us a low 1m 13s time, 5th overall but first in our class. Second session we knew we could do a lot better so went out confidently and did our warm up lap and then hopped into it. Through turn one, down the straight, through Crash corner and I was smiling big time - this was going to be a good lap! Down through the Esses, down towards Clubhouse, everything was so smooth and quick,

my smile was even bigger. Then we rolled into the sweeping left hander already thinking about whether the second lap could be as good as this one when suddenly the bike twitched a bit! What the? That is not normal! And in the split second that that took I realize that Melissa is waving urgently at me. Upon following her gesticulating I saw that the main crossover tube from bike to sidecar, which is also a major hand hold for the passenger, had come adrift and certainly did not present any sort of safe and hold - we bailed out of the lap and headed for the pits.

Footy conducted the surgery necessary to reinstate said wayward handle and the bike was all ready to race but we were stuck with our original qualifying time which then put us on the fourth row and second in our class.

We fronted for our first race with a little trepidation. Given the lack of torque in this motor I was a little concerned about getting a good start. My usual sequence of out the gate late, fast sighting lap, practice start just before the line all went ok but I was a bit aflutter as I looked for the red lights. Out they went, out went the clutch and... Yup, all bogged down! In with the clutch again, more revs, feed the clutch again and slowly get away from the line... By now the 5th and 6th rows are howling past us so I give it the berries and chase one of the P5s into turn one but staying wide because he will be struggling with cold tyres so I might be able to get around him, when I hear another outfit coming through at a great rate of knots. It does not sound right so I ease up a bit and go even wider. Wow, that was a good move because said 'great rate of knots' goes into turn one sideways and bordering on out of control and smacks into the P5 in front of me. I have visions of the big turn one bingle a few years ago and pulled right out of the way. They both went sideways and hooked together for bit before getting it together again although they drifted wide and I took the opportunity to go through and set off in pursuit of Tim who was going to be our main competition. Given the tardy start and delays in Turn one I realized I was never going to catch him so I worked hard for two laps to ensure a buffer between us and third place and then cruised home in second. Not too bad really.

Second race, good start, but Tim's was better so we were chasing again. But he was in view this time and catching him was on the menu. Chasing and gaining for the first lap, then on his tail hoping he would make a mistake but that was not to be, so coming out of turn two I took the outside option when I was certain he would expect the inside - and I was right! I had the better run and he was a little surprised so we got past before the braking zone at Crash corner. Now to get my head down and stay in front of him. I found I could do that but as we turned on to the start finish straight an F2 motored past us and sailed off up the straight, but, hang on, he is pulling up way more than he needs to for turn one and I am nearly up him... Turns out he is a little nervous on corners so I run the rest of the race trying to keep as close as I can to the F2 without running up the back of him whilst trying to defend my position from a flying Tim. We managed it and got across the line first in class. That meant that Tim and I had one win apiece and one second place each. It was on!

Saturday evening we did a bit more welding on the frame and looked at replacing the muffler that we had shed on the second lap of the second race but ultimately decided not to. We had a couple of reds instead and socialized with friends we have not seen for a long time.

Sunday, the weather was excellent. We elected not to do the warm up - seemed pointless really - so just checked the bike over and got ready for our first race which was not going to be until close to lunch time and, it was to be a handicap. Must say that it seems a bit odd running the handicap before the title races are finished but that was what they did.

So we line up for the handicap (later to find that we had a 1 min 11 sec handicap) and have Tim next to us, only Lindsay on his stroker Honda is behind us. We are away, I don't get a very clean start and Tim gains a metre on us, I tuck in behind him but he is on a mission and I am not prepared to risk it all just for the handicap honours so I tag along but don't do anything serious about challenging him. But of course if he made a mistake I would make him pay for it! So we followed

him for three laps of slowly picking off some of the other contenders. On the fourth lap I let him get away a bit and he slipped past Bruce on the start finish straight just before Lindsay came barrelling past me (140+ hp will do that) and headed off after Bruce and Tim. That all went awry when Lindsay ran into the back of Bruce on the exit of Crash Corner - not really an appropriate place to pass unless you are really desperate! The result of this collision was debris all over the track and lots of smoke billowing from what I thought may have been a ruptured oil line on Bruce's bike but turned out to be fibreglass jammed against the tyre. We just pulled out of the way and continued our pursuit of the front runners. Coming into the last lap I knew there was only Tim, Lindsay and one other sidecar up front and that was Ray (with Amanda on the side) so when I see Ray in reach as we go down toward the Schoolhouse I know that we are going to be third or fourth (coz we are not going to catch Tim or Lindsay). Around Schoolhouse and up toward the big left hander and we are right behind Ray. I go wide on the entry and cut back to go under Ray and then as we pulled up alongside him I had a thought! Well lots of thoughts really! I was thinking that I didn't really need another trophy and Ray and Amanda rarely get the chance of a trophy so why shouldn't I give them a smile? I stayed beside them trying to make it look like a dead heat but knowing their transponder was a bit further forward than mine I gave them the place. At the presentation they were chuffed to get their trophy and acknowledged my action. I felt good ☺

Third race of the Southern Classic. Sighting lap done we drop to the side for our practice start. God, what a messy practice start - have to do better than that! Lights go out, clutch out, fire out! Nothing! Hands in the air, eyes shut, duck forwards with head down to save whiplash if we do get hit! Phew, they are all gone... I look at Melis, try wriggling the kill switch (it has happened before) and put my foot out to assist Melis to give it a push, it fires, Melis jumps on and we are away half a lap behind. But it is hiccuping and missing and farting, but each time I wriggle the kill switch it gets better. I take a stab at it and as we coast out of Bay 13 I decide to try disconnecting the kill switch. I pulled the plug connector out but it didn't fix it so we rolled down the return road and back to our pit. Upon checking I realized I had not actually disconnected the kill switch - I disconnect it properly and the thing starts and runs just fine! Bugger!

So we go to the last race with a second, a first and a DNF. Tim had a first, a second and a first! We got a great start, followed Tim into turn one and were gaining on him as we climbed toward the straight. We have got the run on him and cut inside to pass him on the right hand side as we head onto the back straight. I hug the RHS of the track so he can't sneak under me as we brake for Crash (and I know he will fail if he tries the outside at Crash), I ran hard down the hill, straight lined the Esses and then was powering down toward Clubhouse. As we went around the left hander I risked a quick glance back and figured we had about five lengths on Tim so I felt I had to keep my head down and go for it. Heading into the second lap I could hear an engine behind me so I just kept on it. That engine hung in there until the last lap. We were coming out of the left hander on the run for the line and the engine got closer and was clearly passing us on the left - I glance over and it is one of the P5s (and I had thought the noise was Tim all the time!), I didn't need to race a P5 but I nailed it heading for the line just in case he was towing Tim through. We crossed the line without seeing Tim - first in class put us in with a chance of doing OK overall. It was quite satisfying when the P5 driver came over and said he been working to get past us all race.

In the wash up, we had enough points for second overall, not bad given we dropped one race but, it does demonstrate the value of running titles over multiple races.

Melis and I were absolutely chuffed – and I am still smiling about that last race. A cripple who hadn't raced for 16 months combined with a new team and we had won two trophies in two meetings - pretty happy with that!

SA State Titles next...

That's all from The Cupboard for now. Geoff

DAVO EXPLAINS WHY HE SIGNED FOR NORTON



Forget 55 horsepower: The Norton V4 factory racer is putting out around 200bhp.

Norton has announced its strongest line-up ever for next year's Isle of Man TT with David "Davo" Johnson joining fellow Aussie rider Cameron Donald. They will race in the RST Superbike and PokerStars Senior TT on the SG5 V4 Norton. Another Australian, veteran British Superbike racer Glenn Richards, has joined the factory team as test rider.

"It was the sheer power of the Norton at this year's TT that got me interested," said Johnson. "I was level with Cam down Cronk y Voddy Straight (a 280km/h section) and thought I'd slipstream him but he just pulled away."

Johnson was on a 220hp BMW Superbike and soon found out how powerful the latest version of the Norton V4 was when he tested it a few months later.

"It makes unbelievable power but the area it needs work on is the delivery of that power," he said. "I know the factory is doing serious work on this and having watched how Cam has developed the SG Norton over the past two years has given me the confidence to commit to the factory team."

Johnson, who hails from Adelaide as does Richards, made his TT debut in 2010, winning the Newcomers' Trophy. This year he became the fastest Aussie ever around the demanding TT course, with a best lap of 131.595 mph. His highest placed result is fourth in the 2014 RL360 Superstock Race and he finished in the top 10 in both the Superbike and Senior TT last year as well as the Superstock and Supersport 2 races.

Donald, a two-time TT winner on Suzukis, confirmed the effort being put into the latest version of Norton's racer: "We've done a huge amount of development work in the Isle of Man and having that continuity will really help us to make more progress at next year's TT. It will be good to have two bikes out and I'm sure Dave and I will be comparing notes every session to help each other."

Johnson is no stranger to Nortons: "After my whole life seeing Dad ride and work on vintage Nortons, I'm now a Norton factory rider! I'll be giving it my all.

"Cam Donald as my team-mate is a massive honour and I have known Glenn Richards since 1998 and have seen the great development work he has done for other teams over the years."

Announcing the expanded team, Norton Motorcycles CEO Stuart Garner said: "This was always going to be a long-term project and we're definitely on the next stage of our evolution.

2015-16 Dates

Date	Event	Venue
Jan 2-3, 2016	SA Historic Champs	Mac Park
Jan 22-24	International Island Classic	Phillip Island
March 8	Classic Master of Mac Park	Mac Park
March 18-20	Barry Sheene Festival of Speed	Sydney Motorsport Park
Broadford Ride Days 2015	Dec 7	Entry fee \$120
Champion ride days at Mallala	29 Nov, 11 & 19 Dec	

For Sale/Wanted

Wanted	Single downtube frame to take 150cc Bultaco engine which is 375mm long	Trevor 83845284
	To hire small oxy and acetylene bottles for 1 or 2 days	Bob 8263 9133
For Sale	Hinckley Triumph Bonneville factory accessory windscreen with all fittings, complete standard exhaust system, front-rear indicators, rear fender and tail-light, standard airbox and air filter with all fittings. \$250 the lot.	Hamish 0419039010