

# The Good Oil



Volume 24 Number 2 Feb 2016

Inside

- |                                  |        |                         |         |
|----------------------------------|--------|-------------------------|---------|
| • President's Report             | Page 2 | • Island Classic Report | Page 7  |
| • Minutes of Jan General Meeting | Page 4 | • Classifieds           | Page 12 |



## AN ISLAND LOVEFEST

**Never mind the rain, luvvy. Andrew Bannerman gives Chris Hayward some last-minute encouragement at a wet Phillip Island Classic.**

**(Nice picture, Jane)**



Photo's in this issue are courtesy

**[www.historicmotorcycleracing.org](http://www.historicmotorcycleracing.org)**

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

<b>President</b>	Trevor Henderson	8384 5284 (h) 8249 3300 (w) 8241 0529 (fax)
<b>Vice President</b>	Danny Ahern	0407 826 951 (m)
<b>Treasurer</b>	Dean Watson	
<b>Secretary</b>	Chris Hayward	
<b>Competition Secretary</b>	Danny Ahern	0407 826 951 (m)
<b>Social Secretary/Librarian</b>	Geoff Grant	0422 413358 <a href="mailto:geoffpgrant@hotmail.com">geoffpgrant@hotmail.com</a>
<b>Newsletter Editor</b>	Hamish Cooper	0419 039010 (m) <a href="mailto:cooper.hamish@gmail.com">cooper.hamish@gmail.com</a>
<b>Committee Members</b>	Paul Walker Tony Tildesley Stuart Penn Neil Watson Bob Balestrin	0412 816 677 8278 5464
<b>Club Delegates</b>	Phil Baughan – Road Race/MSA	
<b>Club Address</b>	PO Box 311 Campbelltown SA 5074	
<b>General Meeting Venue</b> (third Thursday of each month)	MSA Office 251 The Parade BEULAH PARK	<b>Committee Meeting</b> (first Tuesday of every month)
<b>Honorary Life Members</b>	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**

It's that time of year again, our Annual Trophy Presentation night, albeit with a couple less this year. We expect to welcome a couple more visitors, new manager Shane Collins and Shannon from MSA, Chris Peake and our friends from Atujara MCC. After many years of sterling service, we are giving “Our Ladies” a break from supper duty. I hope you all like pizza.

An area that has been neglected of late is our supply of clothing and merchandise and I intend to bring some out each meeting night to generate interest. As the prices have not been listed for some time, here they are: Club Shirts \$35, Caps \$15, Hats \$18, Mugs \$4:50, Cloth badges \$10 and Stickers \$2:50.

It's now time to rework the 10-Year-Membership Certificates. The floppy disc

inherited from Greg Kennedy has died, so we need a new-technology replacement. Hang on a bit longer you deserving members.

Now, back to racing. The first weekend in March is the “Classic Master of Mac Park”. After unsuccessful attempts to run such an event in winter, Mount Gambier Club deserves a decent entry after picking the right time and with no obvious clashes. A fortnight later is the Collingrove Hillclimb.

For those who prefer to travel at their own pace, the Ride Day at Mallala, in conjunction with DOCSA, is on Friday, April 8<sup>th</sup>.

**Trevor Henderson, President #55**

**TREV'S TIDBITS: THE 1964 SA SCRAMBLE CHAMPIONSHIPS**

Delving into the old magazines I came across work by David Brock, Rowley Park Speedway's intrepid photographer. He had turned his attention to another side of off-road motorcycling, producing "Scramble Photos", a collection of his pics from the 1964 season, featuring that year's State Titles.

Cover photo was our mate Dave Basham, then and for the next decade at the top of his game. Solo winners included local stars Dave, Jim Dowsett and Barry Kirk, with sidecar honours going to Victoria's Athol Paterson's 500cc Competition AJS, prior to Murray Williams' domination.

My part in this meeting was in the 125cc Ultra-Lightweight class, where an entry of 7 became 3 on the start line, a couple of fancied runners amongst those failing to make it through practice.

The starters, in an event labelled "gruelling" by David Brock, were Atujara's John Finlay

(BSA), Graham Burford (Tohatsu 50) and yours truly (Villiers).

Despite its capacity, Graham's Tohatsu led until its transmission failed, Finlay becoming the winner and only finisher, pushing his silent Bantam over the line.

I stopped on the far side of the circuit, the inlets of my Lightburn Zeta air cleaner blocked with mud. My consolation was that, unblocked, mine was the only 125cc bike running later in the day. Before the next meeting, I made a mod to the air cleaner body and never had that trouble again.

They say as much as things change, they stay the same. After 50 years, I'm not disagreeing.

Oh there never was a subsequent "Scramble Photos".

**Thumbs Up & Change Right (Par for the course with Villiers)**  
**Trevor Henderson #55**



**The usual suspects at Phillip Island recently. (Thanks again, Jane)**

## Draft Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA held at the MSA clubrooms on Thursday, Jan 21.

The meeting opened at 8.00pm with a minute's silence observed out of respect for Jonathan Gutte. 14 members and 1 visitor were in attendance.

### Apologies:

Danny Ahern, Chris Hayward, Phil Baughan, Ronna Fisher, Claire Harmon, Andrew Bannerman, Les Bell, Robin Williams and Otto Muller.

### Visitors:

John Banks, who was our starter at Mac Park, was welcomed to the meeting.

### New members:

Terry Mader, a former member and racer, was welcomed back.

### Minutes of previous meeting:

Moved for acceptance by Bob Glynn, seconded by Terry McBride and carried via a show of hands.

### Business arising:

None

### Reports:

#### President's report

- Trevor noted that none of the fair sex were present tonight, and advised that the October 2015 Motorsport Festival at Victoria Park would be shown on TV (7 Mate ) on Saturday 13<sup>th</sup> February at 12:30pm.
- Secretary, Competition Secretary and MSA Delegate were absent, so no reports.

#### Treasurer's report (November)

- Dean gave a detailed statement of our current financial position.

### General business

- Luke Charleton asked if emergency contact details on Entry Forms are checked (by whom) and used. This, and fees charged for on-line entries, will be discussed by the Committee.
- Although there were no results recorded from SA Champs, it was noted that Stan Mucha set a new P2 lap record on his Altoona Indian.
- Ken Lucas has had two G50s stolen. All agreed it was a low act, and would help if possible.
- Our next Ride Day is on Friday 8<sup>th</sup> April, at Mallala in conjunction with Ducati Club.
- A big thank you to Neil Watson for taking these minutes in Chris' absence.
- 

**Meeting closed at 8.40pm.**

## Draft Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of South Australia held on Tuesday, Jan 5, 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

**Visitor:** Joe Ahern

**Apologies:** Nil

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

The meeting dealt exclusively with matters relating to the recent State Championship race meeting at Mac Park and the serious race incident during one of the Period 5 250 heats and the sad passing of Jonathon Gutte.

- A minutes silence was held in memory of the passing of Jonathon.
- Support for Jonathon's wife and family were discussed at length.
- Following this discussion it was agreed to recommend to members that the HMCRRSA donate the sum of \$20,000 to Jonathon's wife.
- The following motion was put to the meeting: Proposed Dan, seconded Trevor 'That the HMCRRSA provide \$20000 to Jonathon Gutte's widow'
- Motion passed unanimously.
- It was agreed that an extraordinary meeting of HMCRRSA members would be convened ASAP to put this motion to members.
- Updates on the condition of other injured riders involved in the incident were discussed.
- Dan to send email to all riders notifying them of the upcoming MSA counselling session.
- Dan to check on the availability of the MSA clubrooms for scheduling of the proposed extraordinary meeting.
- All members will be emailed inviting them to attend.
- Meeting discussed numerous safety related matters, including back protectors and leathers for riders.
- On-board cameras discussed. Issues re safety and possible use of footage as evidence in the event of any race related incidents etc. were discussed.
- Mallala joint DOCSA ride day scheduled for April 8. This is one week following the Vic titles meeting at Broadford.
- Dan spoke about the possibility of securing a further joint ride day at Mac Park during November.
- 'Thank you' letters to be sent out to officials at the recent Mac Park event. This to include Marg Trotter, Dave Atkinson, Chris Peake, Shannon, Phil McGee, Michael and Dallas Skeer and the EMT personnel.
- Trevor and Chris to liaise re this.
- The state titles program schedule was discussed. The unusually high number of race track incidents was noted although it was acknowledged that the officials performed their roles very well.
- The air horn warning siren as a reminder reminding riders of the next event worked very well.

- Dan suggested that we need a ‘running sheet’ for race meetings in future in case of contingencies for future events.
- Results for the state titles discussed. It was agreed following discussion that no trophies would be allocated due to the cancellation of the Sunday legs. However, results would be acknowledged for the legs completed.

**Meeting closed at 10pm**

**Draft Minutes of the ‘Extraordinary Meeting’ of the  
Historic Motor Cycle Racing Register of South Australia  
held at the MSA clubrooms on Thursday, January 12, 2016**

The meeting opened at 7.30pm with 22 members attending.

**Apologies:** Andrew Bannerman, Simon Cook, David Short

**Visitors:** None.

**Minutes of previous meeting:** Not applicable

**Business arising:** N/A

This extraordinary meeting was convened to ratify an earlier Executive motion to provide Jonathon Gutte’s widow with \$20,000 to support her and her family following the passing of Jonathon during the recent SA state titles at Mac Park.

- 22 members attended the extraordinary meeting.
- Trevor welcomed members and detailed the purpose of the meeting. This action followed the Executive’s endorsement of a proposal to provide financial support to Jonathon Gutte’s widow.
- The following motion was put to the meeting:  
*‘That the HMCRRSA provide \$20000 to Jonathon Gutte’s widow’*
- Members were invited to speak on behalf and against the motion. Trevor provided information to the meeting explaining that this motion was passed unanimously during the last Committee meeting and that it was agreed that it be put to members during the extraordinary meeting. No other speakers in favour of the motion.
- There were no speakers against the motion.
- Motion unanimously passed via show of hands.
- Dan reminded members of the MSA forum scheduled for 13 January for anyone impacted by the events of the Mac Park incident.
- Details of Jonathon’s funeral provided.

**Meeting closed at 7.45pm.**

**ISLAND TALES: DANNY AT THE INTERNATIONAL CHALLENGE**

**Above left:** Jeremy Burgess and Register Patron Mal Pitman talk two-strokes.

**Above right:** Cookie and JB talk about the good old days of racing Hondas.

Well here we go again. After all the talk and build up it is time to do the big trip with the bikes to Phillip Island. For some like Mal Pitman's son in law, Nathaniel Wilson, it is the first time to race on this iconic track. For me it is the 25<sup>th</sup> time that I have ventured across for the 11 hours to get there.

This year I'd be travelling there on my own. I had two bikes ready to go, my Matchless G50 and my Manx G50. Both bikes going well I figured it might well be another great weekend at the island.

The weather had been stifling hot in Adelaide and it was a hot Tuesday afternoon when I headed off just after lunch. Driving by the lake at Horsham had me thinking, gee the water is down a bit. The Green Lake, just outside of Horsham, is an area the locals use for boating and water sports. For many years of drought the lake had been just a 'paddock'. I could not help but notice how the water was down and I thought no water skiing for the locals now!

Anyway driving farther east and contemplating where I might get to this Tuesday night, I thought the lake just out of Ararat would be an ideal place to pull up, might even have a swim being such a hot night. Well, I rolled into the signposted area and, blow me down, there was no water in this inland lake. Yup, bone dry!

I still stayed the night along with probably 15 groups of travellers. It was free, there were good facilities there and one day I'll go back when there is some water! All this hits home when you hear talk of the drought in western Victoria. There really is one.

Wednesday saw me off to a lazy start, but even so I was at the Island by lunch time.

The management of Phillip Island race track have in recent years made camping at the track a reality, but even though we all have practice to go to on Thursday, they do not make the camping available until Thursday afternoon about 4pm! How dumb is that?

I have a few spots I have used over the years and with my ‘Bungalow’ on the back of my ute I really can pull up anywhere and I do.

Thursday morning saw a humongous line from the gate of the track near the tunnel way out to the road and it was still only 6.30am! Officialdom had us create a double line-up to ease the stationary traffic on the main road. The wash up to this saw me in the first dozen or so into the track, having popped by the office under the tower to get my wrist bands for my practice sessions as well as have our garages opened up so I was well on the way to getting unloaded.

This year for the first time in a long time, read 25 years, we had organised a garage to accommodate the club members who had come to race. For those who don’t know, I have for over 20 years organised garage space for me and friends racing and have had numerous people from overseas and interstate share what space we get. With the size of the International Challenge it is getting close to impossible to guarantee a garage, so the idea was mooted by myself to our club committee that the club should look at getting garage space and, in fact, foot the bill. Well that happened and eight club members took up the offer, with a couple others choosing to share other arrangements with friends and family.

Those who filled the double garage were myself, with my Matchless G50 and my Manx G50, Simon Cook with his CB Period 4 Australian championship winning bike, Chris Hayward with his TZ350 and his Yamaha SR500, Dan Gleeson with his 750 Dunstall Norton twin, Otto Muller with his Adler 250 and his immaculate TZ350 that he has had forever, Andrew Bannerman with his two RD Yamahas (250 and 400), Nathaniel Wilson had his super-fast 250 RDLC and Peter Heles with his lovely CZ 250. So eight riders with 12 bikes and a real good turnout for our club. We soon had the club banner up in the doorway of the garage.

All weekend the camaraderie was great with everyone enjoying each other’s company and helping each other when help was needed.

Thursday saw all those wanting to practice get their share of laps in, always worth it thinks I! I had a few little minor hiccups, the primary belt yelled out “enough” on my Manx G50. I coasted past the start-finish line then pushed the bike all the way to garage #50 as I was out in the next session on the Matchless. Needless to say I was huffing and puffing a bit.

Friday was qualifying day and the weather forecast was for wet periods. Well the forecasters got that right. At 9am things got underway with a dry track and no rain yet. That was to change minutes into the second qualifier. And yes that was the last of any dry track we would see until Saturday.

I chose to go out and do a flying lap only for Unlimited Period 3 qualifying. Needless to say I got wet! In the 500cc Period 3 I decided to do a few more laps that was worthwhile as I knocked off 8 seconds from my other time! Come afternoon I went out again in the Unlimited and got my times down to a respectful time considering the conditions.

Saturday came around and the debacle started! The International brigade had hoodwinked the authorities to ‘hold over’ their qualifying until Saturday as they felt it unfair in the wet.

Well, bugger me boys, we all travel miles and pay good money to race only to have one sector overrule all! Not right! Anyway they then decided that they wouldn’t all go out for their 14-minute session, which would be a crowded track for them, can you believe this? So they agreed on two seven-minute sessions, splitting the groups into faster and not so fast.

Well, blow me down, a couple bikes fell over, Ryan Farquhar’s bike threw a leg out of bed and, you guessed it, bloody holdups before we even started the racing! For the record racing started at 10am not the anticipated 9am.

The day went well but not without quite a few red flags, some which seemed a bit premature but hey that is how it goes.

The second round of races had their four laps reduced to three due to time restraints. They ran on a fair bit past 5pm and finished short of their proposed program by one race. Come Sunday they

decided from the very start that all races would now be 3 laps. They did not have much choice but they really need to think about the program and what they are offering to us racers.

I think that once Roger Winfield decides that his costs of bringing over a team to do the racing is far too much and he has had enough the whole equation will change. It's food for thought. Maybe the interest shown by Ireland, Team USA and NZ will be enough to keep it as an International Challenge.

The Friday night drinks and nibbles, meet and greet was really a letdown having for a number of years being a sit down meal and in recent years quality interviewees with great stories to share.

It was impossible to capture a standing up audience munching on finger food and drinking while chatting to new and old friends. For me and many, while the intent was fine it just did not cut the mustard.

Back to the racing. Sunday saw us get to the track with drizzly rotten conditions which became light to medium rain. Poo wet track and rain, so I'm thinking no rush to put leathers on as if it's still raining I'm sitting it out!

Cookie and I figured our first race was looking like at least a wet track so Simon decided that he would put his wet tyre on his bike. Two races before ours I went on to the pit wall and saw a 10-inch wide bit of dry track.

Ah, I thought, if that rain stops now we are in business. So the leathers went on.

The race before us was sidecars and yeah they did a top job of making more dry track. Now my turn in the Unlimited Period 3 on my Manx G50, out on the out lap to be greeted to nearly all dry track. I liked that but Simon didn't.

It was a good race albeit only three laps. I had some good dices including a Norton Commando that I passed a few times before I stayed ahead of him. Poor Simon demolished his 'wet' tyre and did not even finish the three-lap race. He was actually riding on the wet part of the circuit off the racing line to try and keep the tyre cool!

Overall in our garage it was a mixed bag.

Simon as usual was up the front fighting for the honours but with his DNF he was not going to make the podium this year.

Chris Hayward had less good luck than bad with his Yamaha SR500 Period 5 having a blown head gasket, then a loose wire while running 5<sup>th</sup> on his TZ350 in one race, then a thrown chain in another. Poor Chris only finished one race all weekend, his last one.

Nathaniel Wilson showed top form doing great in the 250 Period 5 class fighting for honours. He also ran in the 350 class and had a ball, Even a whoopsy in one race did not deter him one bit. He and Mal Pitman soon had the bike looking like new again.

Andrew Bannerman had one engine change on one of his bikes, but with his helper Peter Hoeymaker, they both had their trademark smiles on all weekend and enjoyed all on offer.

Otto Muller had a mixed bag. His Adler had a bid of a piston seizure but he and his team soon had that sorted and he did not miss a race. Unfortunately he had a whoopsy himself and the Adler fell over, with no real damage to bike or rider.

Otto enjoyed his much admired TZ350 although was admitting it is a fast bike! Later in the weekend he went missing having had a second whoopsy, this time on the TZ.

He had much enjoyment telling one and all about the medics and all the checking they do after a fall and that they could not believe how steady his blood pressure was after the fall.

"How old are you, sir?" they asked. "71" was Otto's reply to which the medics were just amazed. One fit healthy man is Mr Muller! Well done Otto and your team of helpers.

"CZ Pete" (Heles) rode his CZ all weekend and was pushed off the podium in the Period 4 250 class by some competitive racers including Lorraine Crussell from San Francisco USA. An experienced AMHRA racer, she was riding a 200cc Honda that just hoots!

Finally a bit about moi. It was right up there results wise for my 25<sup>th</sup> racing visit to the Island. I came 4<sup>th</sup> Overall in the 500cc Classic Period 3 and 5th overall in the Unlimited Classic Period 3, definitely my best showing ever at Phillip Island. The only disappointment was not getting real close to my PB lap times, over 3 seconds off, but it seemed that I was not the only one as many of us were down on top speeds too!

All in all a great weekend. I did the usual good byes etc then it was plans for getting home. Well my Kate had been given the Monday off work and thought if she caught a plane to Melbourne she would join me for the drive home. So it was up at 5.30am for me and I left the track campground before there was much movement and got to Tullamarine in good time.

We stopped at Stawell for a look in a shop, then lunched on the river's edge at Horsham, then winding up the day we pulled up at Sturt Reserve at Murray Bridge and made some tea in "the Bungalow" before the last leg on the freeway.

What a great finish to a wonderful weekend. Now just change the oils and gearing and it's all ready for the Master of Mac Park Historics event, See you there!

Danny Ahern #27



Above left: My old mate Jim Jordon rode his Ducati over from Tassie.

Above right: Trying out one of Kevin Magee's old Grand Prix bikes.

# Bikes he loved sold help his wife and gi



TRAGIC: Jon Gutte on his old Yamaha. Picture: Turn 8 Photography

## JORDANNA SCHRIEVER

BELOVED vintage motorbikes belonging to a Lobethal father of two who was killed during a motorbike event will be auctioned off to raise money for his grieving family.

Jon Gutte, 55, had claimed the coveted pole position on his Yamaha RD 250 LC when he died in a crash during a race at the South Australian Historic Road Racing Championships at McNamara Park, near Mt Gambier, on January 2.

His widow, Lisa Gutte, 40, and the couple's two daughters, Jemma, 11, and Katie, 8, were at the race meeting and witnessed the horrific crash.

"I was at the starting line and Jon was on pole position and he just didn't take off as fast as the guy behind him so the guy behind him collected his bike and knocked him off and he got hit by another bike as well," Mrs Gutte, speaking publicly for the first time since the crash, said.

"It was right in front of us."

While the condition of the track was questioned at the time, Mrs Gutte said no one should shoulder blame for the tragic accident.

"It's one of those things," she said. "There's nothing the track could have done differently. There is nothing that anyone could have done differently."

"There is no one to blame. It was just a really unfortunate accident."

Mrs Gutte has struggled

her respected podiatrist husband of 13 years, who she met through her work at the Queen Elizabeth Hospital.

"I can't come up with any words, I really can't," she said.

"I couldn't come up with anything to say at the funeral; I couldn't come up with anything to say just on my Facebook (page) to thank people for coming. I'm just not able to come up with the words."

She thanked the numerous people, including the Historic Motorcycle Racing Register of SA, who have helped her family through donations and emotional support.

Friends Mr Gutte met through racing were also planning to auction several of the bikes that he had tinkered with, some of which he had also raced.

"A few of the guys in his club have already said they want one of his racing bikes," Mrs Gutte said.

Mr Gutte's best friend of 49 years, Andrew Edwards, said the pair met as six-year-olds at primary school and had remained close ever since.

"Jonny was just a top guy," Mr Edwards, known as Eddy, said. "He's the guy that never says a bad word about anyone.

"He never bagged anyone."

"He always just saw the good in people."

"Unfortunately, he died doing what he loved. He loved bike racing."

**ANYONE WHO WISHES TO DONATE TO THE GUTTE FAMILY CAN CONTACT DONNA AT HOEY RACING ON**



LOVE: Jon and Lisa Gutte with their daughters Katie, now 8, and Jemma, n

**2015-16 Dates**

Date	Event	Venue
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	Jan 26, Feb 6, Feb 26, March 5, Apr 2	

**For Sale/Wanted**

<b>Wanted</b>	Single downtube frame to take 150cc Bultaco engine which is 375mm long	Trevor 83845284
<b>For Sale</b>	<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