

The Good Oil



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FAREWELL JONATHON GUTTE

We lost popular Register member Jonathon Gutte in a racing incident at our State Titles at Mac Park on Jan 2. It's tough to say goodbye. Our thoughts are with his family and friends.

(Photo Leon Hill) Tributes to Jon on Pages 2-3



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

On Saturday, 2nd January, we lost Jonathon Gutte, a popular and enthusiastic member of 15 years.

In a register membership that includes a wide variety of professions and occupations, Jonathon, a podiatrist, developed his 250cc Suzuki into a competitive Period 4 racer.

He then did likewise with a Yamaha 250 RDLC. Our thoughts are with Lisa, Jemma, Katie and Jon’s extended family.

At a Special General Meeting on Tuesday, 12th January, our members unanimously endorsed the Committee’s motion, pledging a substantial monetary assistance package for the Gutte family.

Thursday saw a huge crowd of family and friends say their final farewells to Jonathon at

Mount Barker before heading to the Lobethal Bierhaus, Jonathon’s “watering hole”. Several members are currently on their way to Philip Island for this year’s “Island Classic”, and we wish them every success in their racing, and a safe trip home.

Trevor Henderson, President #55.

FROM THE COMPETITION SECRETARY

As many would well know by now, we lost a valuable club member late Saturday afternoon 2nd January.

Jonathon had been an active member of HMCRRSA for 15 years. A keen competitor who got on with things and was fiercely competitive, but you would not get anyone fairer to race with. Jon loved his racing, loved his bikes but, more importantly, loved his wife Lisa and girls Jemma and Katie, who all loved the fact that Jon had his passion.

Jon will be remembered by his ever ready smile and that he enjoyed life with a passion.

Mount Gambier was again the venue for the SA titles, yeah the 2015 titles getting run in 2016. All this because of the way that Christmas falls. Next year it will be run in 2016 and 2017! Following running the

A fitting farewell was held on Thursday 14th January at Mt Barker, followed by his wake at the Bierhaus at Lobethal. The turnout was testament to what a fine bloke we all lost. The funeral was moving and special. The register got a mention, with Lisa and Jon's close friends acknowledging the sincere support that the club has provided in a few ways. Support has been wide and varied and says it all as to how well Jon was greatly respected.

A sad day indeed for the club, for friends and family, but we are all better off for knowing and having interacted with Jon #321.....RIP Jonathon Gutte

national titles the Register wondered how things would shape up re entries but, as is the case, the love affair with the event, the venue and time of year saw a real healthy take up of competitors, with about 115 competitors. The program had all riders entered into a

minimum 4 events for their motorcycle, with many optioning to cross enter to get more rides. The 4 rides all counted towards the championship. Of course as has been the case with the Register for so many years, we had the Ken Blake Memorial to run as well as the Bob Jolly Memorial and the Tour de LC Cup for the 250 LC brigade.

The week preceding had been wickedly hot, but come practice Friday things had settled down to temperatures in the 20s. Many took the option to practice on the Friday.

In the first session Richard Metcalf had a spill off his Bultaco when it seized on him at the end of the long straight. Richard has some nasty injuries including a broken pelvis and will be slowed down for some while.

Saturday morning saw good cool weather albeit quite windy. Two rounds of qualifying took up the morning. The spectators were building up well and the Mt Gambier Club run canteen had sold out of cooked breakfast and soon found themselves in a similar position come lunch time. The event was definitely heading to be bigger than ever.

The very first race saw Stan Mucha on his Indian create a new Period 2 track record, knocking some 1.07 seconds off the previous best time set. 23 bikes took to the grid in the combined 350 /700 Period 3 race. Two 350 bikes were in the top 6 with Greg Watkins running third on track on his wonderfully prepared 350 Manx. The Period 3 Unlimited was the close racing many thought it would be with good dicing between Joe Ahern, David Trotter and his dad Darren. Darren only got to do one of the races run having damaged his wing in the 500 race. Whilst David was very quick on the 1200 JAP he was 2 ½ seconds off Jack Wright's record set on the Trease Harley in 2014.

Seventeen bikes were on the grid for the 500 Period 3 race but unfortunately local track expert Darren Trotter came unstuck at turn one. Miraculously only he came down, but it shattered a field that would have put on a show and a half. Jack Wright showed a clean set of heels and shot away.

Good racing was to be seen in the combined 250/350/500 Period 4 with plenty of good dices. Keith Campbell victorious overall on his 350 in the second leg after Chris Pash spun out on turn one on lap two, maybe succumbing to the pressure Peter O'Neill was putting on him with his Suzuki 500.

The big capacity Period 4 &5 bikes ran with the Period 5 350s. The regular stakeholders were at the front as always, with Simon Cook placing 1st in the P4 class, which was a handy comeback following a rare off on Friday. Mick Moloney doing the same on his Period 5 bike. The Register's Chris Hayward showed all the 350 lads how it's done being victorious on his lovely prepared TZ 350.

Once again, the sidecar turnout was disappointing with just 2 Period 4 outfits taking to the track and 3 Period 3s.

The 250 Period 5 field was a cracker with 23 starters, all RDLCs apart from Kris Rowen's immaculate matching engine numbers and all TZ250 and Andrew Bannerman's air-cooled RD. Nathaniel Wilson showed all and sundry the way around, his chief pit helper was well pleased. Yep one Mal Pitman is his mechanic and he takes it all as serious as when he fettled at Grand Prix level. Mal is Nathaniel's father in law if you are wondering. Having said that, Mal is so helpful to many with good sound advice and a better club patron the register could not wish for. Second and third place were taken by Brett Metcalf and Jonathon Gutte.

Sadly race 13 on Saturday became the last race our club member Jonathon Gutte will ever be in. A freak run of events following the start of the second Period 5 250 race saw a huge domino effect with Jonathon falling and in total 10 bikes involved in a pile up within a hundred metres or so of the start line.

Jonathon passed away at the hospital. R.I.P. Jonathon, you will be missed.

The racing fraternity pulled together helping do what had to be done, supporting one another and in reality showing what a great bunch of people we all share our passion with.

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, Dec 17.

The meeting opened at 8.00pm with 25 members attending.

Apologies:	Jonathon Gutte, Ronna, Neil Watson, John Whallin,
Visitors:	Kate Clarke, Mandy Walker.
New members:	Gerad Schmerl.
Minutes of previous meeting:	Proposed Dean Watson, Seconded Bob Glynn. Accepted by members via show of hands.
Business arising:	None

The meeting incorporated the traditional Xmas celebrations which this year was a Festive Curry Night. Therefore the duration of the formal meeting was kept to a minimum.

Reports:

President's report

- Trevor wished all members a very merry Xmas and provided a brief overview of the club's achievements in 2015.

Secretary's report

- No correspondence

Treasurer's report (November)

- Dean reported a number of inputs and outgoings associated with the Nationals.
- Comp Secretary's report
- Danny provided a brief update of the upcoming State titles.
- 110 riders with approx. 190 bikes entered.
- There will be 49 events and all competitors have been notified of their acceptance.
- Discussed race photographer, Colin Rosewarne's publication of his book of the Southern Classic meeting. A copy to be raffled at close of meeting – free to members attending.

MSA/RR Committee

- Phil reported that the supplementary regs for the Atujara hill climb in March 2016 have been approved.
- Modern race program for the year is now finished.
- MSA has appointed Shane Collins as General Manager
- BMW-style helmets will not be permitted to be used for road racing from 2016.

General business

- Tony Tildesley spoke re his positive experience renewing his race licence at the MSA office.

- Dan raised issue of the administration charge imposed re online licence renewals (via rider net). Phil agreed to make enquiries re the rationale around the extent of this charge
- Phil reported that the Aust under 16 Junior 250 titles are scheduled for Jan 21 -23 at Gilman.
- Phil provided feedback on the recent 'Night of Champions Dinner' where Andy Caldecott was inducted into the Hall of Fame. He expressed disappointment that no Road Race participants attended the event.

Meeting closed at 8.45pm.

The HMCRRSA Xmas 'Curry Night' themed event followed

Draft Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of South Australia held on Tuesday, Dec 15, at Dernancourt.

The meeting opened at 7.30pm

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

Apologies: Neil Watson, Bob Balestrin

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

- Officials for Mac Park discussed. All positions are confirmed.
- Following discussion Club agreed to pay camping fees for flaggies.
- Dan reported that trophies have been ordered and will be ready prior to the event.
- Programs and tickets and scrutineering sheets will be ready. (Dan)
- Dan sought volunteers to take wine to track.
- Some late entries to be chased up to confirm whether they are coming to the event. (Dan)
- Dean reported that outgoings include SA Ambulance along with a small number of rider refunds from the National titles meeting.
- Majority of income received from entries re State titles.
- The formal meeting then closed with committee members working on labelling of the wine bottles for the State Titles.

Meeting closed at 10pm

LIFE IN THE CUPBOARD: SA STATE TITLES MAC PARK

When I arrived home from Broadford I got the bike out and cleaned it, fixed up a couple of cracks and put it back in the trailer ready for Mac Park. Why play with anything? It had served me well so I wasn't about to change anything.

Oh, but then Ian Williams rang to say my new slides were in so I picked them up and installed them straight away. This was not going to change anything as far as the actual racing but with less cutaway they would, I hoped, induce smooth running at slow speeds with part throttle. For as long as I can remember it has been a real bastard to get through the cool down lap without it hiccupping and carrying on.

So, a couple of days out and I am doing the last bit of sorting and packing the trailer when I decide to check a small diesel leak that had appeared under the front of the bus. I suspected an injector line so lifted the cover with some confidence, but, after an hour of removing and replacing the two suspected offenders and using various washers, refacing the banjos and generally doing anything I could think of I realised it was not coming from there it was actually welling up from the main pump body right next to the two injector lines. Some research suggested that this was not the time to pull an injector pump apart so despite what common sense suggested I decided it would get to Mt Gambier and back with perhaps 5 or so litres of diesel shared with the countryside. In the end most of that ended up down the side of the bus or on the trailer.

Thursday. We headed off about lunch time and got to Murray Bridge before thinking of one thing that we had forgotten – the number plate off the trailer!! Don't ask! We dropped the trailer and whipped back to Callington to pick up the offending plate and all was good. As we headed into the hottest part of the day (40ish degrees) fuel pressure started to fall and I started to worry... Had I made the wrong decision? I eased up a bit and drove it on the fuel pressure that I had and we finally made it to Mac Park about 6 pm. I had decided that this issue was probably not the leak at the pump but a blocked filter so I would change them in my spare time over the weekend.

New Year Eve was fairly uneventful apart from Barbara tripping over a tree root and mangling her second toe. There was various diagnosis offered but it was Neville Lush who convinced her that it was probably just dislocated. Barbara being who she is was still not about to seek medical advice so what will be will be...

Melissa was my passenger again and she was happy not to practice so Friday was spent catching up with people, checking the bike over and assisting Footy with his Triumph solo – this was the first time he had ridden it in anger. Late in the day I decided I wanted to hear my beast running so popped some fuel in it and we pushed it down the hill... But, it actually proved a bit difficult to start and when I did get it running it was quickly evident that two heads were leaking. One was the same one that had leaked at Broadford and now the other side one was leaking too!! We resorted to Three Bond to seal it which seemed to work nicely. Went to bed anticipating a good day the next day. This was going to be the first time that I had been able to go head to head with Neville Lush on his H2. In theory he should be very hard to stay with – he has nice engines and a dyno to set it up on, so should be better tuned than my 'done by ear at the track' effort and his combined weight is probably 20 or 30 kg (or more) lighter than mine.

First qualifying, we went out and followed Lushy around hoping he might show us a trick or two before he took off. We stayed with him and apart from trying a new line around Water Tower we did not get much out of that session because he was going too slow. Second session I went out first and put my head down to go as quick as we could. In the end there was only a few thousandths of a second between us so I was alongside Neville on the grid.

First race, my thing just died completely when the lights went out – it rolled enough for me to restart it on the bump and then we were off. The P3 Norton had got in between us and Neville so

we had to despatch him by going around the outside at turn 1 and then get on with chasing Neville – although given the poor start I was already thinking that that might not happen. But lo and behold, we were right on him going into Pine Tree, he was a bit squirrelly and I pushed up inside just a little but could not make it right through so we followed up through the series of bends on to the back straight where the next test occurred. We were changing gears at the same point so that half way down the straight we both flicked into top gear and, he did NOT pull away! I was most surprised. The rest of the race went pretty much the same way, little looks now and again but I could not make any of them stick so on the last lap I eased up a bit thinking that saving the bike and some energy for later would be a good idea. Of course then we came up on a couple of P3s that we had lapped and it did seem that there just might be a chance of Neville getting held up so I opened the taps again but to no avail. I passed one P3 around Water Tower and the other one as we came out of Clubhouse corner but Neville was still ahead – 4 thousandths of a second ahead in fact.

Melissa and I rolled back into the pits with massive smiles. It had been a fun ride and part of my smile was that Neville had not disgraced me. I was very happy with that. We wandered over to thank Neville and Marty for a great race and it was even better when Neville said that he was not sure where we were so he just kept on it for the whole race! Wow, we kept with him even though he was pushing on.

Footy was preparing to head out for the last race of the day so we hung with him to help him out. At that point we heard commotion coming from the track which ultimately turned out to be the incident that claimed the life of our friend Jon. Dinner that night was somewhat subdued.

Next morning the announcement that the meeting was abandoned as a result of the police closing the track was met by some with relief and by others with some disappointment. I know there is always some sort of risk of legal follow up after any incident but really, how much are the police going to learn by staring at a bitumen track for hours? I must say that I usually go by the old saying that suggests you have to get back on the horse straight away and would have preferred that the competitors made their own choice about whether to continue racing or not. But as the police had closed the track that was not to be so along with most others we packed and prepared to head off. Given the earlier mentioned fuel leak we decided it would be unwise to go touring too much but with an extra day up our sleeve and leisurely cruise along the Coorong with a view to having a paddle in the canoe seemed like the way to go. We got to Robe and at a whim dropped in on an Aunty and Uncle there but they weren't home (turns out he was whisked off to the Royal Adelaide with heart problems – another reminder that we have to do what we can while we can!)

We wandered home full of plans for the rest of the year. Plans that take us to Phillip Island, Cape York, and Tasmania, with many points, and a few race tracks, in between. Watch this space for more on those travels.

But before I sign off this time I would like to reiterate the messages conveyed at Jon's funeral (which by the way was quite an amazing funeral). The fact that Jon was taken from us without notice and way before he should have been reminded everyone that we need to be prepared for whatever might happen and a part of that is to making sure that we remember to tell the people you love how much you love them because tomorrow might be too late. Now this is not a negative approach to life (I am not a pessimistic person), just a reality and this realisation on our part a few years ago was a part of what drove my early retirement. The loss of another good friend back then prompted Barbara and I to get on with the travel, racing and enjoying our grand children that we had talked about doing but with working 50 – 60 hours a week plus another 10 hours travelling to and from meant that we did not have much time to do these things. We are doing them now and those close to us know how much we love them.

That's all from The Cupboard for now. Geoff

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

Wanted	Single downtube frame to take 150cc Bultaco engine which is 375mm long	Trevor 83845284
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
	<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