
The Good Oil



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INSIDE THE TT

Danny Ahern got up at 4am one morning and rather than going to work caught a plane to the Isle of Man. Tick that one off the bucket list. His inside story on one of the most spectacular TTs ever involves UK-based Register member David "Davo" Johnson, some familiar faces and perhaps the slowest lap ever in road racing. Page 4



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2013/2014

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PRESIDENT'S REPORT

Our Competition Secretary, Vice President and Secretary are back from the Isle of Man, and having to settle back into work and the ordered lifestyle that accompanies it.

Importantly for upcoming events, we've now had a Committee Meeting to continue with planning for the National Titles.

Without trying to steal Danny's thunder, I'm pleased to say that we've had a reasonable number of entries from competitors who've picked Supp Regs off the internet.

Lots more are anticipated, of course, and it will only be after they've closed that we'll know the number and content of events, riding groups and practice sessions.

At the risk of sounding like a broken record, we really do need as many members as possible to be involved, whether riding or helping.

Trevor Henderson, President

TREV'S TITBITS: MORE ON KEITH CAMPBELL

Since my request for info on the Keith Campbell Memorial Trophy appeared in OBA # 52, I've had an email from a friend of Keith's widow, Geraldine, who now lives in the Isle of Man.

I had been unaware that Keith's resting place is in Douglas Cemetery, a short distance from the TT starting line. I was sent a couple of photos of Keith's grave. I'm not sure how much more information will surface, or if the perpetual trophy has disappeared without a trace.

A friend who had seen Keith Campbell ride spoke very highly of his skill.

Australia's first Road Racing World Champion certainly wouldn't have had it easy, a world away from home, and, in the final year of having a multitude of Italian factories involved, would have raced many great riders on competitive machinery.

Here's to Aussies who risk it all and have a go.



Thumbs Up & Change Right
Trevor Henderson # 55



The latest issue of UK's Classic Bike magazine has a three-page event feature on the Collingrove Hillclimb. Several Register members are featured. Get a copy from your local newsagent as it is on sale now.

DANNY'S LAP OF THE TT : WALK A MILE IN MY SHOES



Glamour galore. The TT startline is like no other in motorcycle racing.

Excitement mounted as I boarded the ferry at Heyshem for Douglas and the Isle of Man TT. Bucket loads of bikes were getting ready to get onto the ferry, adding to a feeling of brewing anticipation.

The trip voyage over was oh so smooth, real flat seas and reasonable temperatures too. In no time we were floating into Douglas, many outside taking in the view across the bay, a view that would be seen many times in the next ten days.

My island host Win said she would pick me up from the docks and she would have a blue scarf on, well true to her word she was most easily recognised as I headed out of the terminus with my bags. A walk along past Bushy's tent and along to a car park where we got into the car and drove just a few minutes down to Win and John's place at Onchan. Well I hit the jackpot with John and Win, they really looked after me and made me feel most welcome.

Thursday evening would be the first practice I would get to see, so I wandered down to the pits for a bit of a nose as well as familiarising myself where all things were. I noticed a line up forming in readiness for scrutineering. This gets down prior to each and every practice session and every race, once done the bikes get put into a separate area before they are let loose on the roads. As I was looking a familiar call was made at me 'Oi Danno'gotta be Davo Johnson and yes it was, he was pleased to see me and introduced me to a couple of his team mechanics, then he offered me a pass to get into a few areas, so we walked off to his car and got them and had a good chat.



Davo flatout at Ballycrye. Imagine yourself at full-throttle down that last stretch of back road from Ashbourne to Strathalbyn and you get the picture.

His week had been up and down with some frustrations as had a few riders, trying to get things really sorted for the upcoming races. I soon bumped into Murray and Jo-Anne Johnson and had a good catch up, we swamped our IOM / UK mob phone numbers so we would be able to catch up with each other a bit over the next 10 days.

I had a good mooch around seeing many familiar faces and familiar race bikes, the big talk was how Michael Dunlop had given the Milwaukee Yamaha Team the flick after experiencing the bike still pumping oil into the air box and of course with that not being sorted out as well as the machine not being as fast as his liking he said, 'no more'. A 'Buildbase' BMW was on it's way on the ferry now and a bike of his own too was to be used, history shows that as well as Michael did it was not going to be his TT, more of that later. I experienced the first practice primarily from Glencrutchery Rd and once I'd seen some action, I knew why I had come.

Before I had left home, I had a bit of a plan. As I was not with a motorcycle this time and the fact I had been to the Island twice before, I thought it would be good as well as a challenge to walk the whole of the mountain course, yep 37.73 miles. I figured I'd do it in big lumps and not try racing but take in as much as I could for the whole journey around.

Friday came around, weather was not looking the best a bit drizzly not too cold but definitely not warm, I walked down to the start line from my digs, then detoured into the cemetery, where I was hopeful of visiting Dobsy's grave (a New Zealand rider well known to Australians for his efforts in classic events at Eastern Creek and Phillip Island), I found a wall of remembrance with his plaque upon same, looking at that wall brought lots of thoughts to one's mind and reminds one and all the risks at hand challenging the mountain course on a race bike.

The walk proper then began, over the crossroads and down Bray Hill, plenty of flags blowing in the wind, scaffold platforms a plenty too in many a front yard. Ago's Leap was the first of many signs I was to encounter and each of them I managed a photo of. Between Ago's Leap and Quarter Bridge was a plaque to signify where the first few TT's were started from before they moved proceedings to opposite the cemetery where things have been for many a year. Leading towards Bradden Bridge there was a huge campsite, one of many and the site of where many tents were blown away in huge storms the Monday before I arrived. Many people were put up in halls and houses having had their

tents and gear waterlogged and / blown away. Wind was later to be a problem, more of that to come.

Today's walk had me started with thermal top, tee shirt, jumper and big coat along with wet over pants over my jeans, they were not to come off for many an hour, with mixed and cool conditions. I stopped in at Crosby Pub just to have a look, as is the case in lots of places on the island there were some great photos on the wall from years gone by.

Along this section of road a car in a front yard caught my attention, it was a Monaro of recent vintage and had IOM plates, under the plate number said 'Rolling Thunder from Down Under' I did like seeing that so far from home!

Mile by mile I worked myself along the road, some places having a small footpath other places having nil. I got to Ballacraigne and turned right towards Glen Helen, when I finally got to Glen Helen, I was feeling fine and figured with an hour and a half or more before the roads closed I could get to Kirk Michael. I have before watched from Kirk Michael, but I had not ever before watched from Glen Helen, I thought blow it, I'm early enough to get a decent spot up the hill, let's be patient and wait for proceedings. I did and I was not disappointed, sidecars and solos were on this Friday night and it turned out to be a good spot to watch from. As always I got to meet and chat with a couple of guys from Oxford and that helped pass the time. The air got really cold come late afternoon and being in the shade where we were did not help. The last bikes through were the electric bikes, boring to watch, they only do one lap in race format as well as practice, but there is no doubting 117mph laps on an electric bike is not hanging around!

It was now time to get home, no transport over here so started scrounging around for a lift and got one in a car from a local all the way back to Douglas, from where I could easily walk back to my digs.

Saturday was to be action on track from late morning. I figured I'd be keen to watch from around the Creg, Kate's Cottage and maybe even Keppel Gate. John gave me a tip on walking the back way, I missed a turn so it was longer than I hoped for but hey in under 2 hours I was at the Creg. I bumped into Paul Hutchins who was on a tour, their group was VIP and were on the pub balcony, Paul had popped down for a fag. We had a chat and compared some notes. It was cold and the wind was strong. The organisers had put out that the days activities would be put on hold until another announcement would come through, the wind being a major problem. Word had come through that a helicopter had crashed around the 33 milestone after dropping off some spectators, the pilot lost his life in this incident.

A bit later they announced no bikes out today too windy and dangerous, as if the mountain course is not dangerous enough already. Having walked the best part of two hours to get to the Creg, I figured that whilst out of sequence I would walk my next section of track so off I went down the hill towards the finish line. I took in Hillberry and Signpost Corner, Governor's Bridge and down through to the finish line. This all signified approx. 14 miles walked of the target 37.73

I then wandered amongst the pits, I caught up with Cam Donald, who invited me into their annexe workshop to chat and look at the bikes proper. Cam introduced me to the Norton race team boss, Simon, as a friend from Australia who shares a garage at Phillip Island with him at the Island. I then proceeded to bore Simon with what I did with motorbikes et al.

A good bunch but a tall order with what they are doing and no one can question their passion!

I bumped into Martyn Adams and his son Ben. They had some grief getting over with an Emirates flight hiccup out of Adelaide, but they made it eventually.

Murray and Jo-Anne chased me up to see what I was up to. I had by now headed to my digs. They were to head off for a drive to the southern parts of the island, St Marys, Port Erin and Peel. After picking me up we popped into a couple of pubs had a mooch about before deciding on a pub for tea. All in all a good evening enjoying each other's company.



Dainese were track testing some new leathers.

The starters have a stressful job.

With the Saturday's proceedings being abandoned it was decided that there would be racing on what was normally Mad Sunday. I figured I could add to my miles of walking over the course. Mick Morris, who I know through DOCSA and flagging at home as well as bumping into him from time to time on my walks along linear park, was again at the TT flagging there. He was again posted at Ballacraigne and staying at Peel. Good ol' Mick had agreed to meet me at Ballacraigne and take me up to Glen Helen so that I could continue the walk from where I had got to on my first day.

I headed up the hill and pounded the pavement mile after mile. Today they had a tribute ride for Simon Andrews, who had been killed at the NW200 in 2014. I had made some good miles in fact two to be correct, I was up by McGuinness signpost when many a bike came riding past, yes was the start of the tribute ride. I walked a bit further and thought gee should get some video of this, well I did for 5 mins, I had people tooting, waving, thumbs up and all, I stopped videoing after 5 mins, bikes kept going by for another 15 minutes, quite some tribute.

I kept walking having a target of getting to Ballycrye by the times the roads were to close. When I got to Ballaugh Bridge, someone yelled out 'Hey Danny', I looked around at the wall of people all set up and ready to witness the bikes as they would come through this iconic spot. It was Dave Milligan of Get Routed fame. We had met through a mutual friend Kevin Grant at the Island Classic a few years back when my good friend Dave Cole rode one of Kevin's lovely Ducatis. We had a good chat about lots of stuff and what we had been up to and he had seen I was walking the course from my FB entries.

I then continued along the road and was soon at Ballycrye, where I watched from in 2006 is now a no go spot, I wandered along the road and found a spot made for me in the bushes, this was to be my spot for quite a few hours. It was here that John McGuinness got passed on the road by James Hillier yep right in front of moi at 160mph plus. Where I was I could see back to the Ballycrye jump but not close enough to get good shots as I did in 2006.

Once the road was opened up I had plenty of time to continue walking and I made it to Sulby crossroads which made it a 9 mile day on the road for me. A bus trip from Sulby back to Douglas then race up to Onchan for the Purple Helmets. I got there late so did not have to pay full entry, it was as usual a great laugh and all in good fun. I walked home from there, needless to say one huge day another huge day had and some great experiences.

Monday, I decided to get to Laxey and jump on the tram up to the Bungalow. On arrival up the top I bumped into the pals that I had met earlier at Glen Helen. They asked how my walk was going and I gave them the update. It was a cool wind blowing up at the Bungalow, there had been a hold up for some reason, from memory an accident just prior to the road closure so a couple of hours would drift by before any real action. When it came it was sidecars, the program had been moving about all week with hold ups delays etc. Once the sidecars were done I figured I'd head back to the grandstand, so I did and got to watch a fair bit of the Supersports coming out from Governor's Bridge. It was a good spot to watch from. Davo Johnson was to later explain to me how the exit gets dirty and slippery later in the day and has to be respected.

Tuesday 9th June and the 34th, I believe, anniversary of Ken Blake losing his life at the TT. Martyn Adams was trying to tee up a photo shoot with some South Aussies and Cam Donald. Cam couldn't do it as he had a commitment with a bus tour, anyway it ended up just Martyn, myself and Ben. We did however have a good chat with ex-racers-turned-commentators Jamie Witham and Steve Plater whilst we were getting organised. Once we had done that Martyn took me to Ginger Hall where I had chosen to spectate from with the idea that I would then walk the back road to Sulby crossroads to watch the practice and then walk to Ramsay to end the day.

Ginger Hall is always a good spot to be up close and it was not to disappoint. I got chatting with a few dudes and a great session was had. One of the lads reckoned I'd have no show of walking over the mountain and he reckoned the police would just not allow it. I was then wondering how I would go, when my last leg was up for business come Thursday, more on that later. Having enjoyed the racing from Ginger Hall, I walked the back road to Sulby and witnessed again the huge speeds these bikes do in a straight line. The sidecar practice lap was first and when multiple bikes come hounding past at close range as many did you cannot help but go 'wow'. The solos were on after the sidecars and seeing bikes lifting their front wheels on the bump outside the pub at 175mph plus is something else. Once the electric bikes came through it was soon open roads. Today only a couple of the electric bikes came out to play, the talk is it takes a bit to get them fully charged and ready and with their race the next day some did not want to take the risk of bikes not being ready for the 'race'.

Off walking I went down to Ramsay, only about 4 miles, this just left me the walk from Ramsay to the Creg to finish off my target walk.

I rang Chris and Kim Hayward and we teed up to have tea at my friends pub The Shore at Laxey. It took me a bit longer than I thought to walk from the tram station to the pub but hey these legs were made for walking! It was good to catch up, we had a meal then went off to the house that they were staying in for a cuppa, before I headed out to catch the bus back to Onchan. Another big long day at the TT.

Wednesday was another good raceday weather all this week being pretty good once past the weekend. Signpost corner was where I chose to watch from and was not disappointed. Sidecars were up first, our Aussie friends the Beares unfortunately did not get to finish today but all okay. The solo race was another ding dong with the front runners showing how good they are. Hutchy winning three solo races in the week and Bruce Anstey one. Davo Johnson getting amongst it good and proper too.



The Beare team at Glen Helen

That evening saw a lot of us Adelaideans meet up for some Moroccan nosh as well as a bevvie or two. It was good to catch up with club members Chris Hayward, Murray Johnson, Geoff Grant along with partners / wives Kim, Jo-Anne and Barb.

Thursday was a no race day with all the program caught up, it was marvellous weather and my last leg was planned for the walk around the mountain course of the IOM TT. Ramsay to the Creg. Just over 11 miles and the hardest slog I had. A few people had said to me that they doubted whether the local constabulary would allow me to 'walk over the mountain' Over this comment I was a bit wary of being seen too much by coppers, the first bit was when I went up May Hill to the hairpin and there were a few coppers there keeping an eye on traffic and stuff, I minded my own business stayed on the limited pathway along the left hand side of the road and proceeded.

As I wandered up towards the water works and further to the gooseneck there were many spots where there was no footpath. It became obvious later in the day, but I had started this part of my expedition early enough to not be copping too much wild traffic two wheeled or four. This part of the course from Ramsay Hairpin to the Creg is one way traffic and in a few places reduced to one lane, all in order to minimise some of the mayhem that takes place at fairly crazy speeds as the mountain is 'open speeds' once you are into it proper.

I continued as I had all week, stopping to take in views, capture all the signage with and without me, including all the milestone signs. As my morning headed to late morning it became apparent that many more bikes were heading over the mountain for their taste of what it is about. I have done it a few times in years gone by but this time it was not even a single horsepower driving me along but just one Danny Power on my mission.

I had a couple of police cars go by and was relieved when they kept going. Once into the 27th milestone and the signage 'Mountain Mile' I was not far into the section when one police car did stop a bit ahead of me and I thought he won't be just pulling up to say 'hi'. Yep guessed well, he said that he could not have me up on this part of the road walking as he would be liable if something untoward would happen to yours truly. I told him what I was up to and that I had come all the way from Australia to do this and how disappointed I would be to miss out as I had done oh so much so far, anyway he was able to offer me a short ride of about half a mile where he said he

could drop me off if I promised to stay as much as possible off the roadway and use the space alongside the roadway for my trip.

Of course I agreed and then once in the car asked about getting a photo of the sign coming up as I did not want to miss out on getting one! He said he would slow down for me and I took the pic through the windscreen. After the few minutes in the car we alighted as agreed then he suggested that we get photos and he got his cops hat out and we swapped. A motorcycle cop arrived on the scene too and they were all happy that I was a responsible sort and that I would stick to the deal. Well I have to say it was quite a hard slog from here on in, the sides of the road were so uneven, grass at various heights and just very uncomfortable. Needless to say I just kept plugging away and with the combination of the bikes flying by when I had been on the road then the very off road conditions, come the end I knew I had earned my keep this day.

When I got to Windy Corner the underfoot section I had to get through was extremely wet and boggy. It was at this point I noticed the traffic had all but disappeared, once earlier this had happened for about 10 minutes, but this time, I was soon to hear and then see a helicopter. I had the road to myself and eventually when I got just around the 33 milestone there was the helicopter landed in the field a medico interviewing what was an injured rider along with a couple of policeman in attendance. I got to walk all the way down to Creg ny ba on my own, no bikes at all and indeed after I had made my little interview had something to eat and drink, there were still no bikes coming down the mountain.

That night had me catching a couple of buses to get out to Sulby to Doug and Aneisha's place, this is where I stayed in 2006 and it was a little get together. Geoff and Barb were there too as, like me, Geoff had stayed there on his earliest trip to IOM. A couple other friends were there, we had a pleasant evening chatting eating and a few bevies, before deciding it was time to catch the bus back to Douglas. Geoff, Barb and I did that and that was a good opportunity to have some time together.

Once in Douglas I hung around in hope for a bus to Onchan, but in the end gave up, as if I had not done enough walking, 55 minutes later I was home.

Friday soon came around and the weather was looking real good for the Lightweight and the Senior being the last two events of the TT. I walked down to Governor's Bridge and watched most of the Lightweights come through before wandering down to the pits. With the pass that Davo had given me I had access to the start line area and I took that opportunity to get close to the action. The build up is huge. The anticipation, by crowd and riders alike. Lots of fancy pass holders all of who want to be part of the action, girls dressed scantily to promote the relevant sponsors, some take notice others could not care less and are truly there only for the bikes. The countdown begins with various minutes to go being called up. As it gets closer the first bunch of seeded riders 1-20 come through Indian file ready to have the hand on the shoulder and then the tap to go as the clock ticks over every 10 seconds. John McGuinness is first away this year and he looks like he is on it. As Davo Johnson emerges from the background into the forefront and in view, I yell out 'Go Davo' he hears me and looks up and acknowledges me cheering him on. It was to be one helluva ride for Davo.

The first lap was to be excitement plus, the conditions were just ace and that was reflected in the lap times being posted by many, standing starts close to record speeds. The front runners had all gone through and were, I guess, well into their second lap when the red flag came out. This was not what any of the spectators wanted to see for lots of reasons. Nothing much was said on Manx radio, that is the way they drive it over there. Those in front of the incident were able to ride back to the pits at pedestrian speeds, I was pleased when I saw Davo slide into the return road clowning about as he does. It was quite some time later before Cam Donald came back, he had been very close behind the incident when Jamie Hamilton had his huge crash and had to ride through the mayhem that had erupted from the said crash.



Anstey leads McGuinness

Everyone, as they do when this goes on waited patiently to hear something positive as well as to hear what was going to happen with the race. Some hours were lost before a complete restart was to be had and the race now a 4 lapper not a 6 lapper.

History now shows that John McGuinness was the victor along with a new lap record. Davo Johnson became the 9th fastest person on the Mountain Course and the best achieving Australian for lap times. Cam Donald put up a video on his Facebook as he had all week and this video definitely shares the angst, the highs and lows that these riders go through in their pursuit of doing their best on this harshest of race tracks in the world. There are just so many stories to be shared and as the footage shown around the world is just so good the IOM TT races are definitely seeing a revitalisation of interest and the figures of people coming to witness the event are the proof in the pudding.

One story I need to share is that of when William Dunlop had his whoopsy and Michael Dunlop had apparently been sitting out that practice due to his more than soreness from his earlier crash. Of course only race bikes are allowed on the track and most injured riders get airlifted once they are able. On hearing the plight of his brother Michael rode around to help William, he carried with others the stretcher to the helicopter. For all the slagging that Michael cops, I just found this a real moving thing and it just highlights what a wonderful family the racing family truly is.

Unlike some that go year in year out, that is not me, but I must say I can see why many go to witness what is undoubtedly one of the biggest races of the world that is filled with passion by all involved at every single level.

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, June 18.

The meeting opened at 8.00pm with 16 members attending and no visitors.

Apologies:	Dave Beechey, Chris Hayward & Danny Ahern
Visitors:	None
New members:	Chris Peake & John Swensen were welcomed in their absence.
Minutes of previous meeting:	Moved for acceptance by by Andy McDonnell, seconded by Bob Glynn & carried.
Business arising:	None

Reports:

President's report

Trevor thanked Neil for taking minutes by giving him a set of 3 carbies, & asked about a 1960 BSA duplex frame with sidecar lugs.

Secretary's report

None, in Chris' absence but Dean detailed the Club's financial position. Danny's & Phil's absences meant no Competition or Delegate Reports

General business

- Andy McDonnell suggested Dave Coles as a source of Triumph parts, & spoke of a last race incident at a recent NSW Historic meeting.
- Doug Voss & Peggy Hyde have been featured in the classic motorcycle press.
- David "Davo" Johnson's efforts at the IOM TT were discussed.
- Cafe Racer Club have a meeting at Mallala on 27/28th June.
- A gentleman purchased an ex-Rossi Ducati, which he was fortunately able to have serviced by Ducati personnel so that he could run it.
- It was suggested that Phil Baughan, Greg Summerton or Rick Corbett may be able to help with undercutting of gear dogs.
- Trevor asked about the best fix for a leaky caravan.
- Keith Wissell advised that his Period 1 Excelsior had quadrupled, but still not quite ready.
- Terry McBride entertained us with tales of the "Whiting" side-valve V4 motor, a shed wall full of magnetos & the unique Laurie Wilson outfit, which has a good home with Dennis English at Mount Gambier. A notable one-time passenger on it was Bill Horsman.

The Meeting closed at 9.10 pm.

2014-15 Dates

Date	Event	Venue
September 4	Combined HMCRRSA/DOCSA club member's only ride day	Mallala
Oct 8-11	2015 Aust Historic Championships	Mallala
Jan 2-3, 2016	SA Historic Champs	Mac Park
Feb 27-28	Classic Master of Mac Park	Mac Park
Broadford Ride Days 2015	July 13, Sept 7, Oct 5, Nov 6, Dec 7	Entry fee \$120
Champion ride days at Mallala	4 & 26 July, 15 & 28 Aug, 12 & 25 September, 3 & 31 Oct, 12 & 29 Nov, 11 & 19 Dec	

For Sale/Wanted

Wanted	2.15X18 alloy front rim 36 spoke. Preferably laced to a TZ Yamaha hub	Kris 0413516820
	1960 BSA A10 duplex frame with sidecar lugs.	Trevor 83845284
	Any information or work sheets for 1930s 250cc OHV JAP engine especially info on the oil systems used.	Bob 8263 9133
For Sale	4-Jaw Chuck, As New, Overall Diameter 830 mm, \$100. Aluminium Motorcycle Workbench with folding legs, \$100 o.n.o.	Trevor 83845284
	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. Norton 500cc twin parts – complete Model 7 engine plus various crankcases, barrels and iron heads. Fully reconditioned pre-down-draught alloy cylinder head (new valves, springs, guides, etc) with rare Dunstall twin-carb manifold. Phone for details, prices.	Hamish 0419039010



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