
The Good Oil



Volume 25 Number 3 March 2017

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WINNERS ARE

Register member Dan Gleeson's Norton Inter was fastest motorcycle at the recent Sellicks Beach meeting. Ross O'Neill got gonged while other Register members got amongst the trophies as well. Asked why he took such a rare and valuable old racing iron out on the sands and salt, Dan replied: "Len Dyson used to race here so why wouldn't I run one of his bikes on this famous old track?" Reports start P5 Pic Ian Roddie



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

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

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Club Delegates	vacant – Road Race/MSA	
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

Sand and salt didn't deter the hardy souls who fronted on Sellicks Beach, many never having competed there before. Much was expected of Joe Ahern on the Kernich Triumph, but gremlins scuppered those plans. Fellow HMCRRSA member Dan Gleeson stepped up, being quickest on the beach on the Len Dyson 600cc Inter Norton. Dave Beechey carried on his good form on the P2 BSA, Kym Davey won all 250cc races on his Honda, and Murray Johnson was consistent in his first outing on his WLA Harley.

The Period 3, 350cc races were a tight affair between Terry Hutchinson (The Winner), Ross O'Neill, Dave Beechey, Lloyd Davis and myself. Each morning's "Meet and Greet" was a big hit with the spectators.

A lot of hard work went into making this meeting a success.

A fortnight later, after removing salt and sand and replacing handlebars, we were back at Mt. Gambier for the Classic Master of Mac Park. Good weather and a largely accident-free weekend made for an excellent meeting.

Taking a leaf from Danny Ahern's book, Mark St. John Starks was entered in 3 classes and has taken the initial lead in the Club Points. Quickest man over the weekend was Davo Johnson on Zakky's P5 Ducati, winning all his races comfortably. Fears of the P3 700 bikes being lapped by the later Unlimited bikes didn't happen, in fact Keith Campbell was up the pointy end with many younger bikes behind him.

Wayward Chris broke the SR500 but was unchallenged on the TZ350. HMCRRSA

class winners included Nathaniel Wilson, Dave Beechey, Otto Muller, John Inkster and Mark St. John Starks, whilst Geoff Grant, Danny Ahern, Phil Baughan, Robin Williams and Dan Gleeson mounted the dais to collect trophies. The Saturday night dinner went well, though not many dressed “in the period of their bike”. President Andrew Saunders said they planned to make this the “No.1 Historic Meeting in Oz”, and will dress in 1980s gear next time.

We’ve just had our first HMCRRSA/Ducati Club ride day for 2017 at Mallala. It got a bit warm, but that’s better than rain, and I’m sure everyone enjoyed the Subway lunch with a cold softie. A good mix of bikes as usual, and the skills of the First Aid people were not needed. Sadly, we were unable to get my old mate’s Ariel on to the track, but there’s always next time. Many thanks to all who

helped on the day, and, hey Dan Gleeson, looks like we’ve found a new Pit Announcer.

In response to a member’s query re the Club’s deal with sheds at Phillip Island which he thought elitist in view of the cost to compete at this meeting, may I point to the other benefits that members can access.

- A once yearly payment of \$100 after having competed interstate.
- Subsidised Ride Days, like our recent foray at Mallala.
- Rebates on entry fees, subject to a healthy “bottom line”.

Finally, don’t forget the Atujara Club Hillclimb at Collingrove on April 2. A great follow-up to racing on the sand.

Trevor Henderson, President

Guest Speaker Thursday 16th March IOM RACER ROYCE ROWE

Royce Rowe is coming to share his story about racing at the Isle of Man in two classes of the Manx GP. If you still have blood running through your veins you will do all you can to be there to hear first-hand what it is like to take on the Mountain Course.



CLUB POINTS CLASSIC MASTER OF MACPARK MEETING # 1/2017

No.	NAME	PERIOD	CAPACITY	POSITION / POINTS				GROUP	TOTAL
				RACE 1	RACE 2	RACE 3	MOMP	POINTS	
3a	DAVO O'JOHNSON	5	U/L	1st/25	1st/25	1st/25	1st/25	100	100
25	MARK ST. JOHN STARKS	5	250	5th/16	4th/17	5th/16	4th/17	66	197
		5	350	2nd/20	3rd/18	3rd/18	—	56	
		5	500	1st/25	1st/25	1st/25	—	75	
26	OTTO MULLER	3	250	1st/25	1st/25	1st/25	17th/4	79	79
30	GEOFF GRANT	4	S/CAR	2nd/20	2nd/20	1st/25	4th/17	82	82
34	CHRIS HAYWARD	5	350	1st/25	1st/25	1st/25	2nd/20	95	95
		5	500	DNF/0				0	
45	NATHANIEL WILSON	5	250	1st/25	1st/25	2nd/20	6th/15	85	143
		5	350	3rd/18	2nd/20	2nd/20	—	58	
53	ROBIN WILLIAMS	4	500	2nd/20	2nd/20	2nd/20	DNF/0	60	60
		4	U/L						
55	TREVOR HENDERSON	3	125	1st/25	DNF/0	1st/25	8th/13	63	102
		3	350	8th/13	8th/13	8th/13	DNF/0	39	
77	LES BELL	3	500	7th/14	7th/14	8th/13	18th/3	44	98
		3	U/L	8th/13	9th/12			25	
		3	700	6th/15	7th/14	—	—	29	
83	PHIL BAUGHAN	3	700	4th/17	5th/16	2nd/20	13th/8	61	108
84	PHIL BAUGHAN	4	350	DNF/0	3rd/18	2nd/20	12th/9	47	
107	JOHN INKSTER	4	350	1st/25	1st/25	1st/25	9th/12	87	87
117	DAVE BEECHEY	2	350	1st/25	1st/25	1st/25	7th/14	89	89
197	KELLY RYAN	5	250	11th/10	11th/10	11th/10	25th/0	30	30
204	WALLY RYAN	5	250	8th/13	10th/11	10th/11	14th/7	42	42
311	DAN GLEESON	3	U/L	3rd/18	4th/17	4th/17	5th/16	68	68
327	DANNY AHERN	3	500	5th/16	4th/17	4th/17	7th/14	64	182
		3	U/L	4th/17	5th/16	5th/16	—	49	
		4	500	3rd/18	4th/17	5th/16	3rd/18	69	

TWO DAYS AT SELICKS BEACH



In a class of his own ... until the gremlins struck.

There was quite a bit of publicity in the press and on TV for this year's historic motorcycle racing event, held at Sellicks Beach on 18 and 19 February.

Having won the unlimited scratch race at the 1986 Sesquicentenary re-enactment event, and also at the follow-up re-enactment meeting in 1992, my bike was fairly considered the bike to beat and I was on a hat-trick if it could win again in 2017. I had spent a lot of time preparing the big Triumph twin to try to make it possible.

In 1986 the rider was Phil Franklin, who had previously raced the bike or variants of it on the Port Pirie half-mile and Morgan Mile long track circuits with some success. Phil had been a National motocross sidecar champion and an A-grade solo motocross rider as well. He is currently the Patron of the Levis Motorcycle Club.

In 1992 the rider was Murray Johnson of Britbikes SA. He had been National drag racing champion and had road-raced superbikes. Although he occasionally still races, and this time was riding his own hand-change Harley at Sellicks, he is nowadays best known as father of David (Davo) Johnson of Isle of Man fame.

For 2017, my rider was Joe Ahern from Williamstown, twice National champion in historic road racing classes and a very competent off-road rider too. He is also known for his singing at country styled venues.

Over the two days we were competing against 18 others entered in six events for our Period 3 (1946 - 1962) 501 cc - 1300 cc capacity bikes; the fastest class for the meeting. There were four

rounds of a scratch race and two rounds of a handicap race, with the final placegetters determined by the totals of points earned in the rounds.

The track length was halved from the previous events so the barrels were only a half-mile apart, and each race was run over 4 laps, a distance of 4 miles. A rule change meant the previously used speedway tyres had to be replaced with road treaded tyres.

Practice and racing was delayed by about 90 minutes due to the stiff breeze stacking the tide high up on the sand (just like in 1986). The practice run showed the course to be quite wet in places and very uneven, but the bike's gearing was appropriate and it was running well, with top speed around 100 mph. The need for good waterproofing was again demonstrated when several bikes ran through sea water and stopped on the track.

Saturday's Round 1 of the scratch race was hotly contested but Joe won by 1-1/2 seconds.

Buoyed by this success, we were keen to see a repeat for Round 2 but disaster! The bike would not fire because the owner/mechanic (I!) had not made sure the ignition was turned off after the first race so the battery was flat, and we did not have enough time to swap it before the race start. No points for a DNS, and with that error any hope of an overall win for Joe and the hat trick for me was gone.

Our next outing was the handicap Round 1. Joe started as back marker but aggressively scythed through the field to take the lead on the last corner and won the race.

Sunday's events started well for us with Joe winning Round 3 of the scratch race.

The handicap Round 2 again started Joe from the rear of the field, and he was determined to win again. Oh no! What was that shiny aluminium cylinder bouncing around near the ground? Spectators quickly saw it was the ignition coil, having been dislodged by the pounding from the rough track, swinging by its wires and banging against the rear chain. Joe was totally unaware (not that he could have done anything about it anyway) and was rapidly closing on the front runners as the bike continued to run strongly for a couple of laps. Eventually, it stopped with a lap or so to go when it pulled the high tension lead out of the coil. No points for a DNF, out of the running for a place overall and another black mark for the owner/mechanic.

Our last race was the scratch Round 4. Until then, we had the fastest bike on the beach but it was not to stay so. With the coil secured and charged battery, Joe started strongly but lost the lead when he started having problems with the gear shift from 3rd to 4th. Despite finishing second, by a margin of less than half a second, his fastest lap for the meeting of 1.05.256 set in Round 3 scratch was eclipsed by the Round 4 winner, Dan Gleeson with a time of 1.04.351.

It was great for me to see and hear the bike running in anger again, after decades of storage in my shed. I had thought of it as a museum piece but it has shown that it still has what it takes. A pity I let Joe down though as he had ridden so well on both days.

Somewhat surprisingly, Joe had enough points (despite the DNS) from his two wins and a second to take the scratch third place trophy overall.

Racing is full of danger, excitement, elation and disappointment. I know as well as anyone how many races are won or lost in the shed. The old saying "there's many a slip twixt the cup and the lip" is proven time and again. Til the next time...they are looking to run at Sellicks Beach again in two years.

Race results and lap times are electronically recorded when a transponder fitted to each bike crosses a wire buried under the track. The Sellicks meeting results for all classes can be seen on the Mylaps Speedhive website.

David Kernich

RIDERS ON THE SANDS....



... or is it Riders on the Storm? Below: Dan drags a toe and “Beachy” does his Marquez impression.



Saturday morning. Waiting in the pits at Sellicks Beach. Every one waiting and excited about racing on the sand. People came from all parts of Australia and there was quite a buzz in the air. After the riders briefing all the riders could ride down for a look at the track and stop in the middle

of the beach, so all the spectators could come and have a meet and greet. The spectators loved it as there were over 100 bikes.

Everyone just wanted to get racing but had to wait till about the tide went out so the first race was about 10.30am.

It was 800m down the beach and 800m back turning around a black barrel. That was the hardest it got until as it got a bit too sandy and boggy. Then people would miss the turn and go farther down the beach. It was so much fun to watch and the guys were having a ball.

Each day was well organised and great entertainment and the spectators absolutely loved every moment of the weekend.

The last race of the day was amazing. Dan Gleason and Joe Ahern going at it up and down the beach and they had the crowd bursting out of their seams, it was so exciting.

Spinning around those black barrels and snaking up the beach in the soft sand, then on the ridges bouncing around it was a big crowd pleaser and the best race I have seen for a long time.

Dan was on his 1948 Norton 600 International "Almost a Manx" (as Hamish Cooper described in a magazine article a few years back) and Joe on the famous 750cc Kernich Triumph.

It was a race that kept every one talking about it and you are both champs. But Dan takes away the title this time around at Sellicks Beach. He broke the record from the last time they raced here back in 1992. The record in 1992 was 1 minute 6 seconds. As I know it, Dan Gleeson holds the record of 1 minute 4 seconds so Dan's new name is The Beachmaster. Let's hope they really do get to run this event every two years, as the Levis Club wants to.

This beach right here in good old Adelaide is the only beach racing event in the world that only cater for classic motorcycles so it's pretty special.

A big thank you to every one who made it happen.

So enjoy my little story and photos.

Cheers to you all, Jane



Draft Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA (incorporating annual club trophy awards) held at the MSA clubrooms on Thursday, Feb 16.

The meeting opened at 8pm with 37 members and 4 visitors attending.

Apologies:	N/A
Visitors:	Atujara Club Members – Richard Metcalf, Morvan Green, Clayton Tilbrook. Nazreen, Joel Pitman, Dean Pitman. James Doddrell from Mannum.
New members:	James Doddrell from Mannum.
Minutes of previous meeting:	Proposed Dan Ahern, Seconded Phil Baughan. Accepted via show of hands.
Business arising:	None

Reports:

President's report

- A minute's silence held for the passing of Clem Smith.
- Club notes that are now removed from the Advertiser discussed.
- Trevor reported that he has been in contact with a number of other clubs who have expressed similar disappointment.

Secretary's report

- 'Correspondence out' included email to Mt Gambier Club re disputed items associated with the running of the 2016 state titles at Mac Park.
- General discussion followed about the nature and extent of annual charges imposed and the impact this is having on the HMCRRSA's financial bottom line.

Treasurer's report

- Dean reported that 'outgoings' associated with the running of the state titles has resulted in a slight reduction in the main account balance, although interest from the term deposit account will be used to complement this account.
- The term deposit balance will be reinvested
- Detailed annual balance sheet available for perusal from Dean.

Comp Secretary's report

- Dan provided members with an overview of the recent Island Classic race meeting.
- HMCRRSA supported club members who raced at this meeting by funding three(x3) shed bays.

- Slightly fewer bikes attend this year's event although the meeting was very well supported.
- There were two early accidents requiring Heli-vac attention.
- Master of Mac Park entries have now closed.
- Victorian titles at Broadford on 8 -9 April and the upcoming International Festival of Speed (formerly the Barry Sheene) discussed.
- Sellicks Beach event scheduled for the next weekend discussed. Dan reminded members to support the event by helping out with scrutineering and marshalling on the Friday and Saturday.
- Changes to rules re some number plates discussed.
- Joint DOCSA/HMCRRSA ride day scheduled for Friday 10 March at Mallala. Members who are able to assist with the running of this day were encouraged to come along.
- HMCRRSA will send a tribute re Clem Smith's passing, and Dan indicated that he would attend the funeral on behalf of the club.

MSA/RR Delegate report

- There was no road race panel meeting for February.
- Trevor attended the MSA general meeting that was held on Jan 31.
- MSA gave an assurance that they are no longer involved as promoters of events but would continue to provide governance support if requested. This includes the Sellicks Beach race event
- MSA agreed to retain costs for permits etc. at 2016 levels for a period of 4 weeks pending a review.

General business

- Richard Metcalf (Atujara Club) raised the issue of the 'yellow jacket' re the LC Cup.
- It was felt that Johnathon Gutte could be acknowledged via the placement of a suitable badge affixed to the jacket. This was discussed and it was agreed that Trevor would follow this up.
- Atujara members raised the issue of MSA's past involvement and investments in the ACUSA Park complex. It was felt by many that track design was compromised as a

result of this. This was cited by some as an example of poor use of MSA resources and finances.

- Phil noted that Levi Day will be scheduling more coaching days towards the later part of the year. He provided an overview of his very positive experiences as recipient of this program.

At this point the Annual trophy presentation took place

Awards winners included:

- | | |
|--|-------------------------------|
| • Pass the Spanners Award | Nathaniel Wilson |
| • Ken Blake Trophy | Simon Cook |
| • Bob Jolly Memorial | Darren Trotter |
| • Les Diener Trophy (presented by Clayton- Atujara club).HMCRRSA | |
| • PB Engineering Rookie of the Year | Andy Pitman |
| • Peter Westerman Trophy | Chris Hayward |
| • Norton Club Award | Neil May |
| • Period 2 points award | Dave Beechey |
| • Period 3 points award | Trevor Henderson |
| • Period 4 points award | Neil Watson |
| • Period 5 Points award | As per Peter Westerman Trophy |
| • Period 6 Points Award | Kym Davey |
| • Class C | Paul Gloede |
| • Sidecar P4 Points Award | Geoff Grant |
| • President's Choice Award | Thomas O'Neil |
| • Clubman of the Year | Dean Watson (WGT) |

Meeting closed at 10.00 pm.

Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of SA held on 28 February 2017 at the Kensi Hotel

The meeting opened at 7.30pm

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

Apologies: Stuart Penn

Minutes of previous meeting: Read and accepted – Dan Ahern, Dean Watson (S).

President's Report

- One focus of meeting was to discuss the outstanding Mt Gambier State Titles meeting account – general discussion.
- Acknowledged that the \$100 has been waived re the 'Joe Tower – 2 Days'.
- The \$200 charge for Race Sec Assistant was discussed. It was agreed that this would not be paid since this was neither identified nor agreed prior to the receipt of the invoice.
- Action - Chris to draft letter of response to Andrew Saunders.
- Payment of \$1050 approved to Mt Gambier Club.

Secretary's Report

- Correspondence included letter from prospective member seeking info on Club.

Treasurer's Report

- Dean reported no change in financial situation since last committee meeting.

General Business

- Meeting discussed progress re the 'Peregrine Corp' Taillem Bend development.
- Dan suggested that HMCRRSA commence negotiations with Peregrine re future ride days and events.
- Website discussed. – Luke to be approached and supported re monthly updates to site.
- Club ride day fees discussed. It was agreed that the fee structure would remain as previously established. Those with more than 5 Years membership will not be charged. Between 3 – 5 years a charge of \$60 will apply; and \$100 for those with less than 3 years of membership. Non member invitees - \$100 (Subject to member invitee only). Licence fee to be paid where applicable.
- Dan stressed the importance of having a number of HMCRRSA helpers along to the upcoming joint DOCSA/HMCRRSA ride day at Mallala on 10 March.
- Subway catering has been arranged.
- It was agreed that the Good Oil would publish details of all specific HMCRRSA rider support initiatives including any financial support programs.
- Club membership fees discussed. It was suggested that although the current annual fee wouldn't be increased, perhaps the initial application fee could be increased. This to be discussed further at subsequent meetings.

Meeting closed 9.45pm

STOP THE PRESSES: Comp Sec files his report

(Editor's note: Prez Trev filed his monthly report at 1am. Yes, ONE AaaEmm. Meanwhile Comp Sec Danny went to bed and filed his the next morning. The Old Dog beat the Young Pup, eh? Seriously, thanks to both of you, Dave Kernich, Jane and photographer Ian Roddie for your efforts.)

Well it seems like ages ago that the Sellicks Beach Races were on but no just one month ago. We then had Master of Mac Park for Historics then last Friday our first track day of the year shared with DOCSA at Mallala

Sellicks was an enormous success as an event, there is no doubt about that. There was good mix of machinery and riders. From experienced to not so. Some a bit serious and some not so serious.

Credit must go out to the Levis Club to have the balls and helpful network to give it their all to have a go at this event. It was no small task to do what they did, gee 20 semis of gear delivered and picked up, kilometres of fencing put up and taken down, barriers to separate the spectators and the racers, the list goes on.

Murray Tune was Clerk of Course after heading up the Race Committee on and off for over two years. That committee was the one that Trevor Henderson and I met with regularly. Levis Club figured our experience would be of some help. Levis did lots right and they will work out what they can do better for next time. Yeah they are considering 2019 for a rerun! I reckon anyone racing this year will come back if they are still living!

Yep we had some elderly folk giving their all and they made it the event it was. The huge cover spread in the middle of the Sunday Mail was a saviour for the Sunday Mail because they have trouble finding good things to write about these days!

We had many club members competing and they all figured well. Some winning races, some winning trophies but most of all they had a good time and did the club proud.

The atmosphere was just great, with spectators oh so close to the action. The use of road tyres only made for good racing with all chasing traction on the sand. The shots that have been taken of the bikes flying in the air at close to 100mph are just superb.

The Kernich Triumph had a jockey again at its third outing in modern times at Sellicks. Previously ridden by Phil 'Porky' Franklin and Murray Johnson to good results. This year the bar had been raised with a huge turnout for this class and Joe Ahern put on some good displays and was a crowd favourite indeed. A flat battery resulted in a race not started, then in the second handicap, after being handicapped even more after his first win in the handicaps from the rear, he had a coil fall out as he took the lead entering the last lap, so not to be.

Nevertheless one great race to that point having all on the edge of their seats.

Dan Gleeson on the ex-Len Dyson 'Big' International single belted along all day putting in some great rides and ultimately capturing the 'Fastest man on The Beach' award.

Everyone went home beaming. The tides had not been the best to the organisers along with the recent stormy weather, but the cooler weather was far better than days of high 30Cs!

I headed up scrutineering on Friday and Saturday with help from Chris Hayward and Phil Baughan, before running the pits and doing the PA in the pits. Club members and others helped out over the weekend lightening the load indeed.

I'm sure there are many stories to be shared from the weekend.

Next up was Classic Master of Mac Park, again well attended by club members and again good results shared by same. Over 100 bikes were to participate. Some fields were pretty low in numbers but not quality. Results can be looked up on computime. Speaking of computime, the signal for phones and computers at Mac Park is nothing short of woeful. In this day and age, I think the time

has come that priority should be given to get a better signal happening down there! More important than widening the track as they want to do more of!

I'm sure stories of races and blow ups will be shared in sheds and at our meetings by one and all. Finally the much anticipated track day came along and in 34C heat everyone had a good go.

It would be fair to say, I was fairly pissed off by the few that decided to make their own decision where they would run in the two offered up sessions. This won't happen again, just disrespectful to fellow club members and just not needed in our club!

As I write I am with fingers crossed to have both bikes ready to head over to the now named International Festival of Speed at Sydney Motorsport Park.

I head off next Tuesday evening. It would appear it is just me and Dan Gleeson attending from our club. Should be fun! I guess that will be the makeup of the next Good Oil report from me as well as the Vic titles a week before Easter

Danny Ahern #327
Comp secretary



The big names will be out in force on GP bikes in Sydney. Recognise some famous racing numbers there do we? The Good Oil looks forward to the "two Dans" telling us all about it next month.

2017 Dates

Date	Event	Venue
Mar 23-24	International Festival of Speed	Sydney Motorsport Park
April 2	Atujara Club Hillclimb	Collingrove
April 7-9	Vic Historic Titles	Broadford
May 27-28	Historic Winton 2+4	Winton, Vic
Sept 23-24	All Historic 2+4	Wakefield Park, NSW
Nov 9-12	Aus Historic Titles	Wakefield Park, NSW
Nov 18	Interclub Ride Day with DOCSA	Mallala
Dec 30-31	SA Historic Titles	Mac Park
Last Saturday of each month	Mac Park Ride Days	Mount Gambier

For Sale/Wanted

Wanted	Single downtube frame to take 150cc Bultaco engine which is 375mm long	Trevor 83845284
	JAP 350 ohv inner timing cover and a 350 ohv cylinder head from the mid-1930s.	Bob Glynn 8263 9133
For Sale	Hinckley Bonneville Triumph garage clearout. Standard exhaust complete, genuine Triumph windscreen and fittings, front and rear mudguards and stays, airbox, standard carbs rejettted for K&N filters with standard manifolds, plus more	Hamish 0419 039010
	Club Shirts \$35, Caps \$15, Hats \$18, Mugs \$4.50, Cloth Badges \$10 and Stickers \$2.50.	Buy at next club meeting