
The Good Oil



Volume 22 Number 14 December 2014.

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WELL, HERE'S ANOTHER NICE MESS...

... you've gotten me into. Our President, Trevor Henderson, got involved in this Laurel and Hardy escapade sometime last century. See Page 3 for more info.



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2013/2014

PATRON: Mal Pitman

President	Trevor Henderson	8384 5284 (h) 8249 3300 (w) 8241 0529 (fax)
Vice President	Danny Ahern	0407 826 951 (m)
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Secretary	Chris Hayward	
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Committee Members	Paul Walker Tony Tildesley Stuart Penn Neil Watson Bob Balestrin	0412 816 677 8278 5464
Club Delegates	Phil Baughan – Road Race/MSA	
Club Address	PO Box 90 HINDMARSH SA 5007	
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 Peter Rayner	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009 2013 2014

PRESIDENT'S REPORT

I guess I like giving, and it's my privilege to present Graham and Judith Rowley with 10-year membership certificates. Well done to two excellent members, whose contributions aren't always obvious because they are often directed to the off-road side of our sport.

Judith regularly acts as clerk of course, steward or “responsible person” for the Mud’N’Tars with their dirt track and motocross events down south, with Graham normally taking a supporting role.

Now, I must apologise for not following up on other members who may also have had their 10 years up over the last couple of seasons. If you feel you've been overlooked, contact Dean to confirm your eligibility and myself to organise certificates.

The most important thing at the moment is our State titles at Mac Park. After a slow start, which did cause some concern, entries came in until they reached a very good level, both in quality and quantity.

Anyone looking to enjoy a couple of days in the South East and willing to lend a hand at the meeting will be most welcome, with a chance to be rather closer to the action than the spectators.

In the meantime, enjoy the supper put on by “the girls” and the company of fellow members. I wish you all a Merry Christmas and a Happy New Year.

Trevor Henderson, President

TREV'S TITBITS: STUCK IN THE MUD

And how! Jack Kah recently gave me the photograph, which Good Oil editor Hamish has cheekily put on the front cover (Editor's note: Believe it or not, the cover heading is the correct L&H quote). The photo shows yours truly in trouble aboard my Mk4 Bultaco Persang 250. Mind you, the Maico rider to my left looks to be in even more strife.

The photo would have been taken in 1971 or 1972.

Jack thinks it may have been in the Barossa Valley. My recollections suggest Mylor, near Silver Lake, the only place I can recall mud arresting my progress completely in that era.

Perhaps one or more of our members may pick the location, and maybe identify the other rider or the non-combatant folk in the photo.

**Thumbs Up & Change Right
Trevor Henderson # 55.**



**Girls know...
where there's a Bultaco there's a man!**

Not hard to understand why a Campora attracts the male animal. Two hundred and ten pounds of polished steel and alloy without an ounce of glass, the Campora is as nimble and rugged as a scorpion - just as nimble on the trail too with almost six inches of front fork travel and adjustable rear shocks. Match this great handling with a four-speed gear box and a 145 horsepower engine - the 175 cc unit derived from the 29 horse T50 road racer - and you have a machine that's a 50 comparison for any man on street or trail. Girls may not understand Bultaco's Campora but they understand men! And the fact that the Campora has a very comfortable dual saddle!

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BULTACO
The acknowledged machine from Baven

(Editor's note: Things were different back in the 1970s, very different!)

Draft Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA held at the MSA clubrooms on Thursday, November 20.

The meeting opened at 8.00pm with 21 members attending.

Apologies: Les Bell, Neil Watson, Ronna, Claire.
Visitors: None
New members: Mike Ratalic
Minutes of previous meeting: Proposed Dan Ahern, Seconded Bob Balestrin. Accepted by members via show of hands.

Business arising: None

Reports:

President's report

- Trevor reported that the permit has been received for the titles race meeting at Mac Park.
- MSA General meeting is scheduled for 11 December at 7.30pm. Phil and Chris will attend on behalf of the HMCRRSA.

Secretary's report

- A small amount of correspondence received including the MSA General Meeting notification and invitation.
- Shannon's vehicle auction catalogue available for any interested member to peruse.

Comp Secretary's report

- Danny reported that entries close tomorrow for the State Titles meeting.
- A little less than 120 bikes entered at present, with strong numbers from interstate.
- Flyers have been printed and will be distributed.
- Yamaha LC entries are expected to be strong (in support of the LC Cup)
- Trophies are currently being organised.
- HMCRRSA's running of the National Titles for 2015 has now been confirmed for October 8-11, 2015.
- There will be a Wednesday 'roll in' to allow competitors to set up their garage.
- Thursday will be an organised practice day.
- Friday will be qualifying and races
- Potential high-profile event 'guest riders' discussed.

- A promotional schedule for the event will be developed and finalised early in the New Year.
- Further discussion took place around potential celebratory drawcard for the event.
- Joint HMCRRSA/DOC ride days for 2015 discussed.

MSA

R/R Committee

- Phil reported that there was an informal meeting held last night.
- Nothing that impacts on 'Historics' was discussed.
- Awards Night scheduled for November 28 at Football Park.
- Phil provided an overview of the Phoenix 3 Hour meeting. .

General business

- A Sellicks Beach update was provided by Danny.
- This event is now unlikely to happen in 2015.
- Time is running out to finalise all the issues around running this event although it is likely to be held now in 2016.
- Trevor announced that Laurie Fox was unsuccessful in winning during the recent Sports Awards night.
- Dan provided a report on the recent Southern Classic race meeting at Broadford attended by a small number of club members.
- Phil announced the he had a quantity of methanol for sale for any rider interested in racing at Mac Park in December.

Meeting closed at 9.00pm.

LIFE IN THE CUPBOARD: BIKES I HAVE KNOWN



BSA's Dandy so impressed a young Geoff that he's kept it every since.

Most of you know that I have not been able to race since July when I modified my left hand with an electric pruning saw. I am sure some of you also understand how difficult that has been. Recently my fingers have improved to the point where I am able to start doing a bit in the shed again and in the next few weeks I look forward to actually starting the assembly and, where necessary, the modification of my new outfit. In the meantime I wrote a bit of a ramble for another newsletter and having sent it off I thought maybe it could also fill a bit of space in the Good Oil. While this is not about racing it is about bikes and touches on a couple of my race bikes.

There are two groups of bikes in my life, those that I have ridden and those that I have acquired for other reasons (restoration, wrecking etc). I have confined this story to the bikes that I have ridden.

Fifty one years ago I got my first bike which was a BSA Dandy that I still have in my shed. I got this bike running and rode it around the almond orchards of Holden Hill. Oh, and yes, I did occasionally do a run up to the shops on Lyons Road to collect some fruit and veg for Mum even though it would be a few years before I could legally acquire a license!!

On my 16th birthday I hit the road with the only scooter that I have ever owned, a 1951 Vespa Douglas 125 (and yes that is still in my collection too). With 8 inch wheels and about 7 hp on a good day this scooter taught me a lot about corner speed and handling – mostly low corner speed because it did NOT handle!!!

SUZUKI
T125-II
Stinger

ROAD RACER YOU CAN RIDE ON THE STREET

If you've ever competed in a road race, you know the feel of the thrilling ride you are going to enjoy before you get on the Stinger. Otherwise, you're in for new riding fun you've never imagined possible before. The Stinger's road racer feeling is different from any other motorcycle you've ever been on. Some others look like a racer, but this Suzuki is the only bike that handles like one as well. Here's the ultimate thrill of speedy motorcycling. Now at least you'll know what they built smooth highways for. You'll love the Stinger as soon as you start off on your first ride but you'll find the more you ride it, the more you'll like it. This is the bike which proves that racing improves the breed. Suzuki's glorious winning of many World Championships in Grand Prix racing provided the research and know-how necessary to manufacture this speedy high rpm Stinger. This winning bike makes you feel like a lap racer yourself.

Young Geoff got stung by the Suzuki when he put knobby tyres on it for trail riding.

My next bike (which is also still in my shed) was a 1968 high tech 125 twin that seemed happy sitting on 10,000 rpm all the time. It was a Suzuki T125 Stinger, an amazing little bike that actually handled quite well and certainly served me faithfully for quite a while. I even rode it down to Millicent once – I think I am still tingling from the vibrations that 10,000 rpm for several hours inflicts. I also put some knobbies on this and went ‘trail’ riding... but it wasn’t so good in the dirt!

The Stinger got put in the shed when I headed to Qld where I acquired a Honda 500/4 that leaked oil everywhere, had square wheels, a seat held on with wire, bald rear tyre and a great exhaust note. Together we covered most of the south east quarter of Qld at high revs so I could listen to the zorst note....

When I returned to Adelaide an RD250 B and a Benelli 250 2C shared my riding time. I never quite got the carburetion right on the Yamaha but still dabbled with racing it in between weekend scratching – only to find that some of those guys could ride really well!!! (Illustrated by my achievement of several last places). The Benelli was a beautiful little bike, not nearly as much power as the Yamaha but it made up time on the corners. My brother now owns the RD. I wish I still had the Benelli.

I also briefly had a DT360 around this time but I quickly concluded I was not a dirt rider but this was such an easy bike to ride that I foolishly thought it would make a great bike for my (then) future (now ex) wife to learn on. I was right about the riding part but she never ever actually managed to start it and more often than not it would flick her over the bars or jar her ankle to the extent that she could not walk for a few days!! She still married me tho – more’s the pity (ah, hindsight)!

The proceeds from the Benelli bought me my first triple, a Kawasaki S2 350. It looked pretty ratty but when you got past the cosmetics you realised it had neat chambers, Trickit rear shocks and

Marzoochi front end and some internal tweaks – it was fast and sweet handling. I mate who rode his RD400 quite hard could not keep with my 350. I learned a little bit about tuning with this bike and was pretty happy with its performance.

I figured the 350 was fun so a 500 must be more fun. I found a nice low mileage one and rode it for about a month before it got the full 70s café racer treatment. Full fairing, rearsets, clipons, pipes, a metal flake paint job, a bit of porting and a second disc up front and it was the bee's knees. This bike took me to Bathurst, Worlds End Rally, Mac Park Christmas races (as a spectator), on the first ever Toy Run and many other places. As well as its propensity to consume petrol at an alarming rate (15 mpg with the throttle open!) it also seemed to like to consume crankshafts. I am currently rebuilding this bike back to its 70s café racer style.

Alongside this I had a brief affair with a CB500T Honda. It was actually my Father's bike but I rode it quite a lot. However, I did not have enough patience to keep replacing the plastic camshaft and valve gear on this engine so I gave it back to Dad who completely reworked the top end so that it became quite reliable (albeit a bit rattly around the cam gear) and not too bad to ride. It has since come back to me and is now awaiting a decision on its future.

In the late 70's a 750SF Laverda joined the stable. One of the sweetest handling bikes I have ridden but it really wasn't my style so it went to make way for an R100RS BMW. This was the most boring bike I have ever owned! Yup, booring! Why, well, it just did everything without a fuss! Nothing was a challenge any more, I just knew I could get on it and ride anywhere (including on the dirt) at any speed without a problem – I could not claim any fame for any rides any more and there were never any unexpected breakdowns. It was boring and had to go!

It is now 1979 and the BM was replaced by a Suzuki GT750 B model – back to the triples. Loved the GT but this one had a few overheating problems so it was a cold weather bike. Whilst riding this one a guy that owed me some money informed me he could not pay me but he had some boxes of bike parts which he offered as settlement of the debt – I had little choice so I took something rather than nothing. One night when I was bored I sorted through the boxes and realised there was most of a bike in there along with a few car parts and some unrecognisable bits. Over the next few weeks a 750/4 Honda emerged from the pile of parts. I eventually slotted in the battery which was lying on its side in a box and the thing started! This bike was not me at all, extended forks, lowering blocks, fat back wheel, sissy bar, leaking oil and terrible handling. In fact it handled so badly that on the way home from a Toy Run with my daughter on the back we scored a nail in the front tyre. It went flat near Crafers and I road it 10 kms home wobbling only slightly worse than it did normally!

Another triple arrived while I had the Honda – this time a J model GT750. These were already sought after so I didn't ride it a lot but put it away as an investment. I still go and talk to it regularly.

My K model GT750 came next. I still have this one too and it was pretty much regularly used up until 2006 when it started jumping out of second gear. I had a good mind to complain to Suzuki because it had only done 330,000 miles! That is around half a million kays. Yes, it had a few top end rebuilds and about a zillion sets of wheel bearings but this is the first time the bottom end has been apart. It will be back on the road before too long because apart from a few worn dogs the gearbox was actually in pretty good shape.

Just to add the triples an A model GT750 came into my possession and along with the L and M models that I really didn't ride I now had a full set of GT750s. I have sold a couple since tho.

I had enough bikes in the shed to keep me happy for a while so it was the year 2000 before another triple joined my stable. This time in the form of a H2 750cc Kawasaki in a road race sidecar. After a bit of a bumpy start this outfit has now taken me to quite few State Titles (SA and Vic) as well as wins at the Island Classic, Historic Winton, Southern Classic, Seniors, and 5 second places at the

National titles. It also made me an international racer with a hard fought 3rd place at the Barry Sheene Oceania Challenge in New Zealand in 2013. I had hoped that this year I might actually have a chance for the National number one but my recent altercation with a pruning saw has meant that I could not contest those titles.

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The Kawasaki GPZ900R... the superbike that launched a new generation of Kawasaki performance. With a stunning 115 horsepower and supernatural handling ability, the GPZ900R walks away from every competing superbike under 1000cc.

And lifts its rider to higher levels of performance as well. On the track, the GPZ900R's top-end rush delivers like-class acceleration and a top speed that leaves the rest of the world's superbikes struggling behind. On the street, the GPZ900R dominates with vast reserves of mid-range power, an effective full fairing, and a riding position that's as comfortable on the highway as it is in the bends.

The simple fact is that nothing under 1000cc's even comes close to matching the GPZ900R's proven performance. And no other machine matches the confidence it inspires while you're mastering a road.

It's still the only superbike in the world to offer a light-weight diamond frame with alloy rear section—a combination that helps make the GPZ900R as agile as a 750. Add a braided fork with exclusive AVDS (Kawasaki's Automatic Variable Damping System), plus championship-winning Uni-Trak rear suspension, and you've got a superbike that delivers razor-sharp handling under the most demanding conditions.

The superbike that 10 leading magazines in Europe, America, and Australia honored as Superbike of the Year.

The Kawasaki GPZ900R.

- Wind tunnel designed full fairing delivers excellent aerodynamic performance and a significantly reduced top speed.
- Exclusive air-assisted AVDS fork delivers maximum compliance when you're riding every day, maximum road-holding when you're winding hard.
- High-capacity oil cooler ensures superior lubrication efficiency.
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- Compact engine balancer reduces unsprung weight.
- 50mm chain measured outside the cylinder head raises service and cuts engine width to just 85mm.
- Six speed gearbox has the right ratio for every riding situation.
- Light, compact chassis helps make the GPZ900R as agile as a 750.
- Large diameter subframe, as a narrow 34.5" included angle adds extra low-end pull to match the Kawasaki top-end punch.
- Torsion bar piece crank and dual overhead cam spin at five bearings each for reliable performance.
- Featuring elite linkage and the Proton valve bearings, adjustable Uni-Trak rear suspension offers race-ready performance.
- Light bar section alloy swinging arm features exclusive eccentric adjusters that let them adjust over time as half.

GPZ900R

Now that's a motorcycle ... Geoff's 1984 dream came true 20 years later.

In 2004 I scored one of the bikes that I had wanted since they were released in 1984 – a GPZ900R. This was a great bike and I covered a lot of kms in a short space of time. Shortly after getting this bike we moved to Callington and I started commuting 120 kms round trip each day. The bike handled it well except that it was getting a bit old and the amount of maintenance required was quite high with the distance I was covering (around 1000kms per week when I included weekend fun runs). Added to this was the fact that the carbies were getting a bit worn so there were mornings when certain deities were cursed as I tried to get the thing to start. I thought I would upgrade so I bought a 1991 model GPZ900R. Quite a different bike to the earlier model with different brakes and a bigger front wheel. But it still had a few maintenance issues so when a 2000 model ZRX1100R came my way at a good price I grabbed it. I still have these last three bikes in my shed but the ZRX has now done over 100,000 kms and still hasn't missed a beat. I am just refreshing its rear shockers and have given it a little bit of a tidy up but it is going to go a long way yet. The '91 GPZ900R is now up for sale.

Earlier this year another road race sidecar joined the stable, a genuine 1970s Windle. Whilst it originally had a TZ750 in it I can't afford one of those so this one will also be H2 750 triple powered but with its better brakes and handling I hope to be very competitive with it.

And finally there is the 'mini me'. A 50cc road race sidecar that is all of 3 feet long and weighs about 30 kg. And yes, I do ride it and I have been around the block on it a few times so it fits in the category of bikes I have ridden. Oh, and we just one first prize with it in the 'Show and Shine' at the Callington Show.

So there we have it, 51 years in the life of Geoff – well in a motorcycle sense anyway!

And I trust that there will be more bikes in my future not the least of which I hope will be an F2 sidecar and maybe a supercharged 750 Kawasaki...

That's it from the Cupboard for now.

Geoff Grant

CLASSIC WORLD: By Hamish Cooper

Burgess for Island Classic

The man who guided Wayne Gardner, Mick Doohan and Valentino Rossi to world titles, Australia's master grand prix crew chief Jeremy Burgess, will be special guest at the AMCN International Island Classic on the Australia Day long weekend (Jan 23-25) at Phillip Island. Burgess will be the star attraction at the traditional Welcome Dinner - which will be held on the Friday night - and is set to entertain the bike-loving throng with his tales of more than two decades on the grand prix circuit. "I can't wait to get to the Island Classic," Burgess said. "I have always wanted to attend, but it has always been difficult with MotoGP testing commitments. But now that isn't an issue I'm free to make the trek over from Adelaide. This will be the first big historic bike meet I have attended, and I'll be doing plenty of other stuff over the weekend. And it will also be great just spectating and soaking up the atmosphere."

**Hoey's back in business**

Pete Hoeymakers advises that his suspension business is back to normal in a business space next door to the burnt-out shop but there are slight delays being overcome on the wheel-building side of things. Telephone: **(08) 8262 3600** Address: 2/111 Reasearch Road, Pooraka SA 5095

Davo's 2015

UK-based Register member David "Davo" Johnson will contest the British Superbike Championship next year. His MotoDex Performance First Racing team will field a two-rider line-up of Robbin Harms and David Johnson aboard a pair of BMWs. "I'm mega excited to be back in the premier class and getting to grips with the MotoDex Performance First BMW! It's a new team with experienced guys and some trusted guys that I bring with me. With Robbin as my team mate it will be great and we will push each other to get results. My last season in BSB Superbike was 2010 so I can't wait to get started. It's going to be awesome!" Meanwhile, fellow South Aussie Billy McConnell, fresh from giving Triumph a UK Supersport win, also steps up to BSB Superbike for 2015. His Smiths Racing Team will run Billy on the latest version 2015 BMW S 1000 RR.

2014-15 Dates

Date	Event	Venue
December 27-28	SA Historic State Titles	Mac Park
Jan 22-26	Island Classic	Phillip Island
March 20-22	Barry Sheene Festival of Speed	Sydney Motorsport Park
April 11-12	Vic Historic State Titles	Broadford
April 18	HMCRRSA/DOCSA track day	Mac Park
May 9-10	Seniors "Old Farts"	Mac Park
July 11-12	NSW Historic State Titles	Sydney Motorsport Park
Oct 8-11	2015 Aust Historic Championships	Mallala
Broadford Ride Days 2015	Jan 16, March 23, April 10, May 11, July 13, Sept 7, Oct 5, Nov 6, Dec 7	Entry fee \$120

For Sale/Wanted

Wanted	2.15X18 alloy front rim 36 spoke. Preferably laced to a TZ Yamaha hub	Kris 0413516820
	Honda CBX550 rear wheel hub.	Geoff Grant 0422413358
	Period 3 Classic 250cc Lightweight or 350cc Junior Race Bike wanted. 2 Stroke preferred, but as they are hard to find, 4 strokes considered. Must be ready to race, Period 4 Post Classic 250cc Lightweight, 350cc Junior, or 500cc Senior Race Bike Wanted, 2 Stroke only. Anything considered, must be in ready to race condition or if not ready to race, it must be close to this condition, or Period 5 forgotten Era - Any of the following would do... Aircooled RD250, RD350, RD400. Yamaha TZ250 or TZ350, or even Yamaha RD250LC/RD350LC. Also must be ready to race... or close to this condition. If the bike has been stuck in a shed for a few years, that is fine. I would be deliriously happy to find anything suitable in SA. Not having a lot of luck so far.	John Swensen 0417388234 john.swensen@defence.gov.au
For Sale		