

---

# The Good Oil

---



Volume 22 Number 9 July 2014.

Inside

- 
- |                                   |        |                        |         |
|-----------------------------------|--------|------------------------|---------|
| • President's Report              | Page 2 | • Mal Pitman interview | Page 7  |
| • Competition Secretary's Report  | Page 3 | • Life in the Cupboard | Page 9  |
| • Minutes of June General Meeting | Page 4 | • Classic World        | Page 15 |
- 



## OUR NEW PATRON AN ACTION MAN

**Welcome Mal Pitman, the register's new patron. Mal started out in production racing in the 1970s and went on to become a technical manager in Grand Prix racing. He still loves the sport and is pictured above with Lindsay Walker, Avon team boss during the glory years of the Six Hours, at the Broadford Bonanza this year. In a blast from the past, Mal cut a few fast laps on the No 12 Yamaha. Interview Page 7.** Photo: Russell Colvin



Photo's in this issue are courtesy

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

## HMCRRSA OFFICE BEARERS 2013/2014

*PATRON: Mal Pitman*

<b>President</b>	Trevor Henderson	8384 5284 (h) 8249 3300 (w) 8241 0529 (fax)
<b>Vice President</b>	Danny Ahern	0407 826 951 (m)
<b>Treasurer</b>	Dean Watson	
<b>Secretary</b>	Chris Hayward	
<b>Competition Secretary</b>	Danny Ahern	0407 826 951 (m)
<b>Social Secretary/Librarian</b>	Geoff Grant	0422 413358 <a href="mailto:geoffpgrant@hotmail.com">geoffpgrant@hotmail.com</a>
<b>Newsletter Editor</b>	Hamish Cooper	0419 039010 (m) <a href="mailto:cooper.hamish@gmail.com">cooper.hamish@gmail.com</a>
<b>Committee Members</b>	Paul Walker Tony Tildesley Stuart Penn Neil Watson Bob Balestrin	0412 816 677 8278 5464
<b>Club Delegates</b>	Phil Baughan – Road Race/MSA	
<b>Club Address</b>	PO Box 90 HINDMARSH SA 5007	
<b>General Meeting Venue</b> (third Thursday of each month)	MSA Office 251 The Parade BEULAH PARK	<b>Committee Meeting</b> (first Tuesday of every month)
<b>Honorary Life Members</b>	Peter WESTERMAN (†Deceased) Richard RAKE Danny AHERN David MANSON Len SMITH Ken LUCAS “Doc” WATSON (†Deceased) Trevor HENDERSON Phil BAUGHAN Len DYSON Les Bell	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009 2013

### PRESIDENT'S REPORT

July will be a cold month for our 25-year member, Ray Stevens, who lost his beloved wife June recently. They had known each other for 60 years, meeting in 1954 and marrying four years later. Ronna, Claire and I attended the celebration of her life, at which her family shared their wonderful memories of June. Over refreshments, the board filled with photos prompted many a story. Ray, our thoughts go out to you, and any of us would be happy to have a chat with you at any time, either personally or over the phone.

Bad luck has also struck Peter and Donna Hoeymakers, with Hoey Motorcycles destroyed by fire. On top of losing Gerry last year, this is a bitter blow to them. Any assistance we can offer is but a small part of what they need, but will let them know they have friends.

Next month is Annual General Meeting time, and I urge you all to take an active part in the running of our club. In the last year we have moved forward, but you may have some ideas we haven't previously considered, and we welcome your thoughts. I must say that the vibe, and the personal interaction within the Committee has been excellent, but we're not perfect, so input please.

Not much to get excited about riding-wise at the moment, but our next Mallala ride day on September 5<sup>th</sup> is less than 2 months away. Shortly after that is the National Titles at Lakeside in Queensland, which is eagerly anticipated by reports in "Old Bike" and other magazines.

And then the sun will shine more and we will ride our bikes more. So, let's enjoy.

**Trevor Henderson, President**

**TREV'S TITBITS: VIVA THE V-TWIN**

**H**aving read, courtesy of Derry Greeneklee, Phil Irving's autobiography, I've absorbed much about the Vincent V-twin, arguably the best of its type in its day (and later).

In pioneer days, most manufacturers listed a V-twin, but tougher times saw the numbers drop off, with the Brough Superior becoming the yardstick for performance during the 1920s and 1930s. Then came Phil Irving's pre-war "Rapide" that challenged the Brough until hostilities intervened.

Post-war, the re-designed Vincent twin set high standards for performance, with even the mildly-tuned "Rapide" winning competitions worldwide, particularly in sidecar events.

Further developments with the "Black Shadow" and "Black Lightning" added to its reputation, with Harley's contemporary V-twins no match for Stevenage's best.

Indian, once truly innovative, was now rather staid, choosing not to follow Harley and

produce an overhead-valve engine. Their proposed partnership with Vincent, detailed in Irving's book & "Old Bike Australasia", was to produce the "Vindian", a Rapide engine in an Indian Chief frame, and the "Indian Vincent", a modified Rapide.

Curiously, Indian specified a left-side gearchange, adding a cumbersome cross-over linkage, when Harley only went that way in the mid-1970s. This feature was shared with their own unloved vertical twins, and the "World's Slowest Indian", a three-speed side-valve 250 made in England by Brockhouse.

The large number of British bikes then in USA would have had their gear levers on the "proper" side.

Nowdays, the Japanese "Big Four" have V-twins in their lists, as do most other makers, so the appeal of the V-twin lives on. Pity they put their gear levers on the wrong side!

**Thumbs Up & Change Right  
(But try not to crash)  
Trevor Henderson # 55**

**FROM THE COMPETITION SECRETARY**

**W**elcome, Mal Pitman, to the register's role as patron. His experiences on the world stage of motorcycle racing are many and varied, as members who attended his fascinating Q&A guest speaker event a few months ago will testify. It's great to have someone of this calibre involved in our activities.

On a national level, the big date coming up is the Australian titles at Lakeside in late September. This event will also have some famous names from the past as guests so there will be much more than just racing for fans of our great sport. To date there are some 120+ bikes already entered.

It's less than eight weeks to a spring day at Mallala so all and sundry should be working away at getting their bikes ready for a play.

After a very long break I have got two bikes that are both going. I just need to hope they

just keep on going with their recent freshen ups. Mallala this weekend is looking most promising so I hope to get them both run in and maybe give them a bit of a real rev by the end of the day..... fingers crossed.

For those interested and able to go, the October long weekend sees the Master of Mac Park happening at Mount Gambier,

I can tell you all that the Mt Gambier club is looking to run historics so let's try and support them, although it is just the weekend after the Australian titles so that may be a bit hard for the few heading up to Queensland.

Entries are on the Mac Park website. Anyone struggling to download said entries please feel free to pester me by email and I am sure I'll be able to help you.

That's all for now.

**Competition Secretary, 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 19.**

The meeting opened at 8.00pm.

### Apologies

Neil Watson, Claire, Lorraine Rake, Joe Ahern

### New members/visitors

Nathaniel (Pitman)

### Minutes of previous meeting

Moved for acceptance by Dan Ahern, seconded by Bob Glynn  
Minutes accepted.

### Business arising

It was noted that the previous Committee meeting minutes incorrectly recorded the meeting venue.

### Reports

#### President

- Trevor noted that the Limestone Coast visitor guide will be update to include information on the club's upcoming State titles meeting at Mt Gambier in December 2014.
- In his absence Phil has forwarded the Minutes of the Road Race Commission meeting. Trevor therefore included these into his report.
- There has been increasing interest in development of a Period 6 250 class and that the Commission is considering this.
- HMCRRSA has now received recognition for the proposal to run the 2015 national titles and has the support of the Commission.
- Ron Angel has proposed that Seeley Rickman and Petty framed machines should be permitted to race in Period 3.
- Trevor informed the meeting that the Mega-factories program on SBS will feature the MV Agusta factory.

#### Secretary

- Minimal correspondence received.
- Three emailed enquiries received from interested parties wishing to possible join the club.

#### Treasurer

- Ride day expenditure received including food, drink, rec licence books and motor sport festival

#### Delegates report

*Competition Sec*

- Dan gave a verbal report re progress and work required for the 2015 National titles.
- Lakeside National Titles 2014 entries open on July 1.
- Permit requirements have included the covering of Armco with protective barriers and a strict noise limit of 95db.
- Information given re the upcoming ride day with the Ducati Owner Club in September at Mallala.

*MSA*

- (refer to President's report)

*Road Race*

- (refer to President's report)

General Business

- Tony Parkinson (Sporting Car Club) informed the meeting that 'Old Bike' publication has asked him for input into an article re history of the Sellicks Beach racing events.
- A discussion followed re this with members with information to liaise with Tony to progress this matter.
- The 24 hour trial for 2014 kicks off in the 2nd week end in July and this will be the 90th running of this event, which started in 1924. Members were encouraged to attend this year's event.

Meeting closed at 9.15 pm

## **Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of SA held MSA offices on July 1, 2014**

The meeting opened at 7.30pm

**Present:** Trevor Henderson, Danny Ahern, Paul Walker, Chris Hayward, Dean Watson, Neil Watson, Bob Balustrin and Stuart Penn

**Apologies:** Geoff Grant

**Minutes of previous meeting:** N/A

**Business arising:** N/A

### **Treasurer's Report**

- There are still a small number of unfinancial members and Dean reported that he is chasing these up.

### **Secretary's Report**

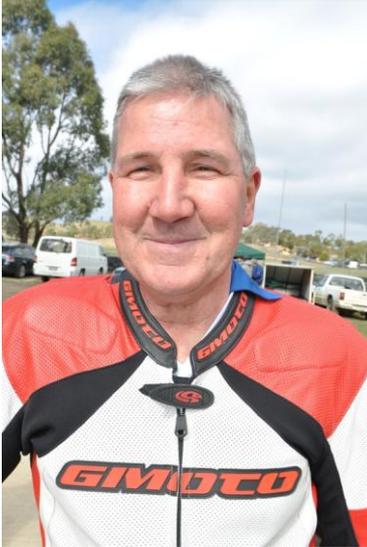
- Application for affiliation renewal has been submitted.
- Chris reported that the online process wasn't particularly user friendly due to the inability to save the populated fields during the process.
- Mal Pitman (new Club Patron) will be meeting with Dan and Chris next week to discuss progress/scheduling of proposed technical workshops for members.

### **General Business:**

- A general discussion took place re the strategy to chase up unfinancial members.
- Committee discussed possible sponsorship arrangements for the 2015 National titles.
- It was agreed that we would produce a promotional flyer for the 2015 National titles and distribute during the 2014 titles at Lakeside.
- Dan raised the issue of future guest speakers at General meetings. He has approached Steve Brown during the Adelaide Motor Sport Festival (and since) who produces water colour paintings of race machines and would be keen to speak to members about this.
- Dan suggested that the Club could perhaps provide a free raffle ticket to members who attended the meeting with the winner to receive a portrait of their bike. The meeting supported this proposal.
- Dan also suggested that Jim Hanlon (Superbike Performance) be approached as a possible guest speaker. The meeting agreed and Dan will follow up.
- The issue of noise testing was discussed particularly in reference to the upcoming National titles meeting at Lakeside Qld. Riders need to be made aware that there will be very strict enforcement of the limits at this event.
- Committee members were allocated potential sponsors to contact for our upcoming state titles meeting during December.

Meeting closed at 9.45pm

INTERVIEW: MAL PITMAN, OUR NEW REGISTER PATRON



**M**al Pitman takes over from the late Len Dyson as patron of the HMRRSA. When we talk about South Australian achievers in motorsport, Mal Pitman is a name that comes to mind instantly.

Len Dyson was always going to be a hard act to follow. Part of the furniture at Rowley Park Speedway, he was a racer-engineer who combined engine parts from various manufacturers to create his own winning speedway sidecars. He embraced historic racing and was still competing and winning well into his 70s.

For fans of late-1970s-early 1980s production road racing, Mal's name is part of the legend Greg Pretty created when he won long distance production races on the Yamaha XS1100 as well as the Coca-Cola 800 and Arai 500 on a Yamaha XS1100 Mal converted to chain drive.

Fans of the Garry McCoy "Sultan of Slide" days in the late 1990s know that Mal was instrumental in helping him become the legend he was.

He may have retired from the big time but Mal still loves motorcycle racing. Not only has he agreed to become the register's patron but he is already planning ways to help the club and its members perform better and safer on the track. Actions speak louder than words for this great South Australian achiever.

"I said before I took on the role that maybe I could do something to benefit the club," he says. "Chris Hayward and Danny Ahern have discussed with me some options, including maybe set-up days for those interested in race track preparation, etc."

Mal has decades of experience in this at both national and international level.

"My work with riders over the years has revolved around giving them the bike they can feel confident on. Then they can concentrate on racing, without worrying about the bike. It's a huge confidence booster. Greg Pretty was so confident he became almost unbeatable."

Mal combined with Greg for an unlikely series of wins on a Yamaha XS1100 converted to chain drive. "The positives we had (against the main opposition of Honda's RSC-spec CB1100R and Suzuki's GSX1100) was Greg had had a lot of experience on this model and converting it to chain drive saved weight, improved performance, and gave us gearing options to suit various tracks."

How complicated was the conversion?

"Easier than it looked," says Mal. "The engine has a right-angle drive unit like a differential. When I pulled it apart I realised the shaft spine was the same as fitted to the countershaft of a TZ750 or XS650, so I was able to use this countershaft sprocket. I fitted TZ wheels and made up a chrome

moly swingarm which had to be quite wide for the chain line up but I found this aided handling stability.”

With a factory race kit fitted, the XS was a winner. Greg only ran it three times before he was enticed over to the official Honda race team to replace Dennis Neill who was badly injured in the 1981 Arai 500. “I only converted the one race bike but sold quite a few chain-drive kits to speedway sidecar racers and street riders,” Mal says.

During the 1980s Mal concentrated on his work at Yamaha Pitmans with outings to major meetings, such as the Swann Series and the annual Six Hour production race.

He ran the Yamaha’s Australian Superbike team from 1991 to 1993, with such riders as Rene Bongers, Scott Doohan, Troy Corser, Michael Dowson, Shawn Giles and others.

“When Yamaha pulled out of Superbikes in 1994 I continued as Yamaha race-track representative,” he says. “This involved travelling to all the championship races around Australia.”

During 1995-1996 he assisted in setting up the Petronas Malaysian team, which competed in the Asia-Pacific Championship.

“The Malaysian Government said it would give the team \$US1 million if it won the championship,” he says. “It came first and second and that got it into the European Championship and then on to Grand Prix racing.”

He spent a year in 1997 with his family in Spain setting up the team and its workshop and competing in the European Championship. With that job done he was briefly at a loose end until Peter Clifford asked him to join the Red Bull satellite Yamaha GP team.

“I worked for three years as chief mechanic for Regis Laconi,” Mal says. “Then I was technical manager for four years.”

The team’s first big triumph was when Simon Crafar won the British GP at Donington Park in 1998. It was the only non-Honda victory that year and Crafar followed it up with two more podiums.

“That was the first time Yamaha had won for a long time and the factory gifted the winning bike to team owner Bob MacLean, who still has it in his house in Wyoming,” Mal says.

In 1999 Regis Laconi won the Valencia GP but the team achieved its greatest results after Mal recommended getting Garry McCoy into the team. His freakish ability to turn the motorcycle by using a spinning rear wheel quickly gained him the nickname “Sultan of Slide”. McCoy won three GPs in 2000, including two in a row, but an up-and-down season saw him finish fifth in the points.

Mal still “plays with bikes” in his spare time but his weekday job is maintenance manager for his son-in-law’s civil construction firm.

“I went to the Broadford Bonanza at Easter with Andre Bosman and it was the first time I’ve done a full day of track riding. I loved it,” he says. “I was riding the No 12 Castrol Six Hour bike. I also took my No 3 XS1100 Castrol Six Hour winning bike, which was ridden by Jim Scaysbrook, Bob Rosenthal and UK journalist Alan Cathcart. It ran like a Swiss watch and MA ended up buying it for their museum.”

Mal also spent time with contemporaries from the period, including Team Avon boss Lindsay Walker (pictured with Mal on our cover). In 1978 Team Avon riders Roger Heyes and Jim Budd won the Castrol Six Hour after Mal and Dean Pitman undertook the event’s first televised planned wheel-tyre change. This took them just over a minute to execute.

Mal has spent a lifetime behind pit wall with the spanners, clipboard and stopwatch but he still remembers the one day he jumped to the other side.

“At the end of 2000 Peter Clifford arranged for all the Red Bull Yamaha WCM mechanics to ride the YZR500,” he says. “We had three laps, one warm-up, one at full noise, and one returning to the pits. What an experience.”

**Words Hamish Cooper**

## LIFE IN THE CUPBOARD Pt 1: TRAILERS AND TRIBULATIONS



We bought a trailer!

‘What’ I hear you say...

We bought a trailer!

Yep, the old green trailer has been retired! It is all a part of a bigger plan. Quite some time ago we acquired a Baja buggy, which I have slowly been preparing for re-registration. Our idea is that this will go in the trailer with the sidecar so that we have a vehicle to drive into more congested areas (ie cities) and to rougher areas (4WD country that the bus can’t handle). This all coincides with our desire to go up to the tip of Cape York after the National Titles this year. I had decided that I could extend the green trailer, put another axle under it, semi double deck it and put the Baja in there with the sidecar and all would be happy. But of course this is project number 279 so it was always going to be a tough ask to get it done before heading to Qld.

So there we were on the way home from Broadford and Barbara was doing what Facebook Queens do when she decided to do something different – look at eBay! Lo and behold there was a trailer that had the right dimensions and was reasonably priced. In fact if we were to buy that we could sell the green trailer and probably the car trailer and the whole deal would not cost any more than modifying the green trailer. And it would get rid of one project off the list. So we bought a trailer.

And, when we arrived at Mac Park for the Old Farts we were quickly labelled as having the longest trailer and the longest tow vehicle in the pits... It is a nice trailer though.

Ahhh yes, the Old Farts – or more properly the Seniors Meeting. It started off wet, very wet, all day Friday. But a few hardy souls still took to the track to practice on Friday. I think they were practising scuba diving but practising they were...

Saturday dawned cloudy but we were all in a positive mood – until it rained just one session prior to the sidecars going out for our first qualifying session. We went out and puddled around for a bit and then came in. Third on grid was OK. Second qualifying session was on the horizon when it rained for the second time that morning! Only this time it rained on and off until we went out and then it rained some more...

The track is actually not too bad in the wet but we managed to find one spot where it was really bad. We were following Mark around and he was holding us up quite a bit but given the very wet conditions the only hope of passing him safely was down the straight. First time I went to the inside but there was not enough room so next lap I went to the outside with the idea that I could ride around him before the old turn two. Well about 100 metres before I had to brake the whole show just went sideways, turning handle bars or applying brakes had absolutely no effect on anything and we sailed past our brake marker without reducing speed at all. It really had my attention now but all I could do was continue to turn into the slide. Something happened and it started to straighten up and then all of a sudden it was all OK again and I managed to get it all together and around the corner, albeit on a fairly ugly line. Well, I did not try that again.

We settled for whatever the clock showed and that was still third on the grid. I was already happy given that the other contenders were all Period 5 or Modern and all had bigger motors, bigger brakes and bigger tyres (although this last attribute didn't really help much in the wet).

Race one. All keyed up, do the sighting lap, just about to nail it for a practice start prior to forming up on the grid and, 'What the?' a loud pop issues from the motor sounding remarkably like a piston going pop. That is confusing 'coz it was not working hard or doing anything that should take a piston out. As this thought flashes through my head I start to feel a strange jolting sensation in my right arm - I look down and the spark plug lead, with the spark plug still firmly in its grip, is looped over my arm and giving me shocks through my still quite damp leathers. Further look down and see hole where spark plug used to be. Coast back to the pits.

Spark plug firmly esconced in helicoiled head we line up for race two. Lights go out, drop the clutch, oh darn, not enough revs, bogs down, pull clutch, bring revs up, drop clutch, it all hooks up, front wheel comes up, we go left, whoa, Adrian is there, get front wheel down, swerve around Adrian, finally get it all together and get on with the race. We were in third and stayed there for the duration. That was it for the scratch races... a nothing and a third equalled a nothing!!! We had a few drinks that night anyway.

Sunday dawned very cold and foggy – which is usually a good sign at Mac Park so I took it that way this time. Checked the fuel, checked the tyres, and as the sun came out I pushed it out to get a bit of warmth into it to help start it.

First race on Sunday was a handicap. We started about 10 seconds behind Adrian on his F1 and set out to pursue him and the others in front of him. We had a good run and got right up to him but could not get past him and he could not get past everyone in front of us so we finished third. Pretty happy with that.

Next race was the second leg of the handicaps. Times were adjusted a little and this time I got a great start and got my head down quickly. It took a couple of laps to catch anyone but then it all got busy and we started picking them off. Final lap saw us pass a couple down the straight and then another as we went into the old Turn Two. This left three two to get past on the way up to the water tower which we did and then as we swung around the water tower David pushed his nose up the inside and stole our first place – darn. But we equalled our PB in that race and did enough to get third overall for the handicap races.

One race to go – the Seniors Cup. This was a stand alone race so where we finish is where we finish. Starter is walking off the track, drops his flag to his leg and, as before, he brings the lights on, three more steps and they go off. I was ready and got a blinder, had to take evasive action to miss the F1 and P5 who were starting off the front row. I went around the outside of them and lead into to turn one. Wow, they should be ashamed of themselves letting an ancient P4 do that to them. David reacted by jumping on my tail, I kept him out until we got to Pine Tree but while I was fighting my sliding bucking beast he tucked in tight and passed us on acceleration out the Pine Tree, but I tucked in to his tail and looked for the draft from here on. That worked pretty well and I

stayed in touch with him for the rest of the race during which I was in a tight sandwich between David and Mark (on the P5). Mark said later that he knew he could not get me under power so planned to go through under brakes at the end of the straight but when we got there on the first lap he watched my slide through there and decided that we were out of control and that he was taking a risk trying to get past us at that point – I pointed out that that is just how my thing goes around corners and that it was quite normal. But he was not able to get past anywhere else so that was how we stayed for the rest of the race.

It was one of the hardest races I have had for a long time but it was very satisfying staying up there with those two. The finishing order of the first five was F1, me, P5, F1, P5 – the rest were behind that – I felt pretty good with that result and happily accepted the second place cup at the presentation.

After some celebratory drinks we contemplated the coming months. Two more race meetings in quick succession, good times with some friends, and putting that new trailer to good use when we pack a new bus motor and gearbox in it along with the sidecar. Yes, as well as buying a trailer we bought an engine and gearbox for the bus – I mean the old one has clocked over a million miles now so it is probably a good time to give it a rest.

Geoff  
geoffpgrant@hotmail.com

LIFE IN THE CUPBOARD Pt2: WEIRD AND WONDERFUL TIMES AT WINTON



Barbara pictured with the home-made helicopter and checking out a Messerschmitt bubble car.

Well let's see, we finished the 'Old Farts' and headed east – no point in wasting fuel going home and then back to Winton – but we had two weeks to kill before Historic Winton so we headed to the Large household in Riddell Creek where we spent some time getting the outfit ready for racing again (and having a couple of drinks) – thanks for the hospitality, Chris.

We then left the trailer there while went to visit some friends around Melbourne. We spent an entertaining evening in a warehouse residence (where we could park the bus inside!!) before we moved on to another friend who also lives in a warehouse. This one was a bit different though in that he lives in an old Victorian Railways brake van inside his warehouse. Whilst there we were privileged to visit another friend's collection of motorcycles and other toys including a fascinating

home-built helicopter powered by a vee twin JAP engine. Oh, and he also had a couple of Rolls Royce Merlin engines still in their boxes!!!!

The really big buzz for me during this time was a visit to the Puffing Billy Railway where I very unexpectedly was invited to have a ride in the cab of 12A, the steam locomotive pulling the train from Emerald to Menzies Creek. The crew was great and entertained me with descriptions of what they were doing and other stories about the train while we travelled the line. Got some great photos and video and came out with a smile as big as when I win a race (according to Barbara).

But then it was time to head to Winton. We arrived there on Thursday evening and dropped the trailer at the track. Friday dawned nice and clear and we headed to the track around ten thinking that we would get the bike scrutineered and be all ready for Saturday. That didn't quite happen because the scrutineers did not roll up! And then it started to rain, drizzle at first and then getting heavier and heavier. Most were saying it would fine up on Saturday but it really did not look like it so I almost got to the point of putting my cut tyre on the front and then even considered buying a new tyre for the rear which might offer better grip in the wet. Luckily I saved my money and time because the rain went away late in the afternoon and only returned for a brief flurry in the early hours of Sunday morning. Both Saturday and Sunday were sunny and almost warm.

We rocked up at the track very early on Saturday morning to ensure that we got the paperwork done and the bike scrutineered prior to our qualifying session just after 9am. We went out not expecting too much as the track was cold and had had cars and a couple of oil spills on it in the rain on Friday. However, it was way more slippery than any of us expected so we pootled around as best we could until the tyres warmed up a little bit and then Craig and I put our heads down and got a couple of reasonable laps in.

Well our laps turned out to be a bit more than half a second quicker than anyone else and we found ourselves on pole position in front of 19 other outfits including several Period 5 sidecars who really should have been much quicker than us. We were very happy.

First race – a little hiccup on the dummy grid when it cut out, flicked on the second fuel pump and all was good so we headed out onto the track. As I pull up to the front row I get a bit confused because although the grid sheet had allocated the left hand position to us this position on the track was labelled as position two. John was already lined up on P1 according to the track so I just took the left hand side (later I found that they regard the track markings as wrong!!! Not sure about that myself but I had to go with their determination).

Lights come on, lights go out, I drop the clutch and nothing at all happens – it is just spinning on the spot – I grab second gear and we are still not moving... then it hooks up and we launch forwards, without thinking I click another gear and the rear tyre bites the track and we head toward turn one but given that we are now actually in third gear I have an 'Oh Shit' moment because now we are way quicker into turn one than we should be and so a grab a bit of front brake to control it but the track is still very slippery and the front tyre really is not very warm and it locks up and we start skating toward the outside of the track and I ease off the front brake but it still won't turn and there is John going through turn one inside us but we cut across Geoff on the outside and skate toward the edge of the track and then get a little bit of grip and turn and Oh Yeah we are aimed at turn two so I crack the throttle again and we are in second place heading into turn two... Phew saved that one!

We get on with the race, through turn two, chase John with Geoff just behind we head into turn three and realise that we are quicker than John through there but coming into four get it all out of shape again and head toward the rumble strip on the outside – Craig gets a bit of a shake up and Geoff gets past us but we keep going. I take a couple of deep breathes and try to get the concentration back again.

Through the twisties and out onto the straight and we are hanging with John and Geoff all the way down. Next time through turn three we go around the outside of Geoff (that should not happen coz he is on slicks!!!) and take back second place. We race hard but stay in second until the flag – very happy though coz first place (John) is an unlimited and third place (Geoff) is a P5 and we are in the 836 P4 class.

In the interval between race one and race two I fix the fuel pump and then go up to look at where the cars are gridding up and try to suss where the best grip is so that I avoid the slippery start that I had in race one. With some ideas in mind I roll onto my pole position for race two. The lights go out and we launch forward immediately and are way in front of John and Geoff going into turn one. We get a good run through two and three and as we go through water tower and double back to the right hander onto the straight I glance back and realise we have a big break on Geoff and John. Keep my head down and go for it. Have really got turn one and two under control and find a very quick line through two so am happy that it is going to be hard for them to catch me. Cross the line to start our third lap, slide through turn one and scream through turn two and, What the? Is that a Red light??? Turn three, definitely a red light, something has happened and the race has been red flagged. Pull up at the line next time round and find that Tim and Brian have gone off at turn one (later I find that Barbara had captured this on video as she followed me around and it revealed that he just went in too hot and could not keep it on the track). Tim came out OK but Brian got a busted ankle. After about 10 minutes of milling around we were informed there would be a full restart. Seemed a bit odd given that we had already run two laps of a five lap race – we thought a three or four lap restart would have been enough – especially me as I was not sure I would have enough fuel to do a full five laps.

At the restart John came with me and then overhauled me at turn three. I stayed on his tail until the flag but could not get in front again so I finished in second on the track but first in class again. Oh and all I had in the tank at the end was a couple of litres – not enough for another racing lap!!!!

On Saturday night we had a couple of drinks with a large collection of Larges (yep, Dad and two sons and nephew all in one place at the same time) and had a lot of laughs. Did not need to get to the track so early on Sunday as we would not see the track until 10.30ish. Sun was shining, coffee was great, bike was ready, all was good.

Lined up for race three of the weekend. Fantastic start, first into turn one, screamed through turn two, kept it smooth and controlled all the way around. Into lap two and still had not seen anything of anyone else but could occasionally just hear an engine nearby so I kept my head down and went for it. Got those nice long slides happening through the esses and turn one but was hitting the same spot each time. I just aimed to keep it all consistent, smooth, and as quick as I could. And then I could see the chequered flag and it was for me – we had not only won our class again but we had won outright too. We had beaten the bigger and better ones.

Last race of the weekend was a handicap. We were handed a one minute handicap along with John and Geoff. Apparently it was actually calculated as a bigger handicap but track officials said that was all that they would allow for safety reasons – don't understand but so be it. When we started we could not even see the next one in front of us but John fixed that by getting a better start than us. We hung on his tail and left Geoff in our wake. This was a five lap race but it took us two laps before we started catching anyone. First up we caught Ray on his P5. John got him on the short straight heading to turn 3 which meant we had to go around the outside in turn 3 – all good except that turn 3 tightens and then flicks straight into a right hander (turn 4) so if you are on the outside you have to make sure you are in front before the flick to the right or you are out in the dirt! We made it and then proceeded to pick off the odd one until we started seeing masses of bikes in front of us. Then it got exciting... One here, one there, oh, what the? Here is three P3s slipping and sliding all over the place and we are heading into water tower where you normally would not try to

pass anyone but we have to get past them to keep in touch with John and hold off the attack from behind so we dive between two of them while the third one is scrabbling for grip over near the edge of the track. We are also scrabbling for grip and I go between them with the rear tyre turning into smoke as it spins up on the slippery surface and then I am throwing it into the left hander, skimming the sidewheel over the bump in the middle and line up for the right hander onto the straight only to see another wall of sidecars in front of us. Two of them move slightly to the left and wave us through but others we have to weave through along the straight.

Now as we come into the braking zone we close up very quickly on a P4 whose passenger glances around and taps his rider to let him know we are coming. Now the rider gets a bit of a rush of blood and then gets a bit wobbly going into the esses. I ease up a bit and line up to go around him figuring he would not hold me up but his rush of blood kept him out of shape and he drifted across in front of us nearly pushing us into the dirt! We finally squeeze through and passed him coming onto the start finish straight.

Well that section of the race had been quite eventful but the rest of the race proved to be a case of just trying to get past John because there was no one else in front of us – which just proved I guess that the handicappers were right to say that our handicap should have been a bit larger. However, we still would have been in the same place had the race finished a lap earlier so no difference.

Presentations occurred not long after this race and awarded us our first place in class along with second in the handicap race. As well as thanking my sponsor I took the opportunity to point out that Craig and I have now been racing at Winton for 14 years and that this is our anniversary meeting. I finished off with putting out a plea for a new frame as I was getting quite desperate now. While this came to nought we already had a plan in mind to head up to Wodonga to have a look at a couple of frames that we had heard about.

After the presentation Barbara and I enjoyed watching the last few car races including a touring cars of the '70s race where a booming Mustang was fighting off a Mini an Alfa Romeo and a Cortina. Farther back in the field was a neat little Mazda RX2 screaming around with Valiant Chargers, Ford Mustangs and a couple of FJ Holdens. It was awesome to watch.

Craig left the next morning to head home and we headed north to park our trailer at Ken Lucas' place while we slipped up to Wodonga to look at the frames. The upshot of this venture was a genuine '70s Windle outfit crammed into the bus to get it back to Wangaratta where the trailer was. Luckily the outfit had been dismantled so it was mostly packed in boxes, loose wheels etc but the frame and the fairing (a one piece Period 5 type fairing) really did fill the bus quite significantly. It was a very cramped night we spent on a very wet and windy night after we picked this up – to the extent that we could not even see the TV!!!!

Back at Ken's place we not only transferred most of the sidecar into the trailer we also loaded in a Perkins Fazer truck engine along with two truck gearboxes and sundry spare parts associated with preparation for re-powering the bus!

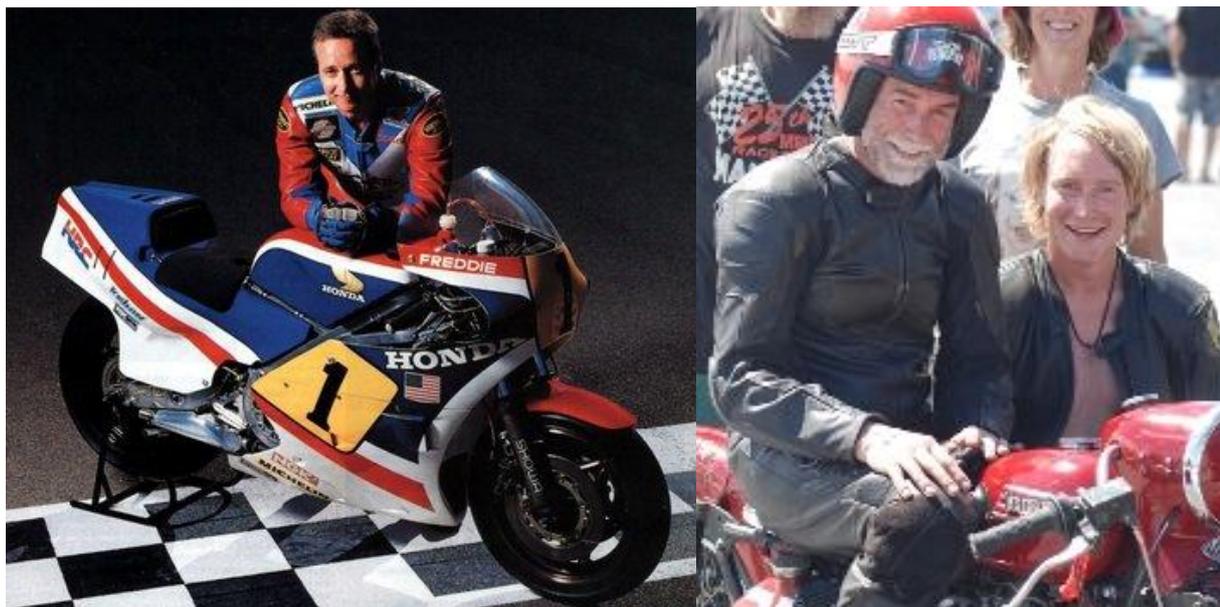
Heading home then with a very full trailer meant the poor old bus worked very hard on the climbs and used a bit more fuel than normal but really for a motor that has definitely exceeded its million miles it did OK.

We now have a bit of a break before our next race meeting which will be the National Titles at Lakeside in Queensland. In that time I have to finish a pergola, change the engine in the bus and build a sidecar! Sounds easy if you say it quickly...

That's it from the Cupboard for now.

Geoff  
geoffpgrant@hotmail.com

## CLASSIC WORLD by HAMISH COOPER



Freddie Spencer, above, and Bill and Chris Swallow, above right.

### FREDDIE SPENCER FOR OZ:

Three-times world champion Freddie Spencer has been confirmed as guest of honour at next year's Barry Sheene Festival of Speed. Spencer will be in attendance as part of the 30<sup>th</sup> anniversary of his amazing world championship double. He was the last rider to win two world championships in the same year (250/500). Earlier in 1983 Spencer won the world 500cc crown at age 21, the world's youngest champion (last year Marc Marquez won the title aged 20). South Australian Jeremy Burgess was part of Spencer's Erv Kanemoto-led Honda team during this period. The festival takes place from March 20-22 at Sydney Motorsport Park, Eastern Creek.

### OZ-NZ CHALLENGE:

The return leg of the Barry Sheene Trans-Tasman Challenge sees Australia with a healthy points lead heading to Hampton Downs, New Zealand on October 24-26.

The four-year-old challenge is always great racing. In the first round at the Barry Sheene Festival of Speed some superb riding from NZ-based Brit racer Chris Swallow saw him win all his races. However it wasn't enough to stop the Aussies leading 343 to 228 on the points table.

### DIENER MANX DEBUT:

Chris Swallow's father Bill, one of the UK's more experienced and famous vintage competitors, will be racing the famous South Australian designed and built Eldee Velocette 250 at this year's Manx Classic TT.

The DOHC special is one of only two in existence designed and raced by Les Diener in the 1950s (Sydney's Ted Carey also converted a Velo to DOHC operation at this time). Chris has been racing it in New Zealand for the past season.

### BACK WHERE IT BELONGS:

Not racing but many of us have vintage and classic roadbikes. The Bay to Birdwood reverts to its more traditional course on September 28. Entries are open for machines built before 1956. The route starts from Adelaide Shores, Barratt Reserve, West Beach, goes up Anzac Highway, Greenhill Road, around the city fringe and along North East Road.

**2014 Dates**

<b>Date</b>	<b>Event</b>	<b>Venue</b>
September 5	Classic Register-DOC ride day	Mallala
September 25-28	National historic titles	Lakeside, Qld
October 4-5	Master of Mac Park (incl historics)	Mac Park
October 17-19	MotoGP	Phillip Is, Victoria
November 8-9	Southern Classic	Broadford, Victoria
December 27-28	SA State Titles	Mac Park
July 19, Aug 23, Sept 27, Nov 30, Dec 21	Ride days	Mallala
July 26, Aug 30, Sept 27, Oct 25, Nov 29	Ride days	Mac Park

**For Sale/Wanted**

<b>Wanted</b>	2.15X18 alloy front rim 36 spoke. Preferably laced to a TZ Yamaha hub	Kris 0413516820
	Honda CBX550 rear wheel hub.	Geoff Grant 0422413358
<b>For Sale</b>		