

The Good Oil



Volume 22 Number 8 June 2014.

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DAVO'S BRILLIANT TT

Register member David "Davo" Johnson had his best ever result at a history-making Isle of Man TT earlier this month. He finished fourth in the Superstock race, 10th in the Senior, 12th in Superbike, 12th in Lightweight (Supertwins) and 16th in Supersport. Report Page 10.

Photo: Jon Jessop



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2013/2014

President	Trevor Henderson	8384 5284 (h) 8249 3300 (w) 8241 0529 (fax)
Vice President	Danny Ahern	0407 826 951 (m)
Treasurer	Dean Watson	
Secretary	Chris Hayward	
Competition Secretary	Danny Ahern	0407 826 951 (m)
Social Secretary/Librarian	Geoff Grant	0422 413358 geoffpgrant@hotmail.com
Newsletter Editor	Hamish Cooper	0419 039010 (m) cooper.hamish@gmail.com
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 Les Bell	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009 2013

PRESIDENT'S REPORT

I was looking forward to the “Winter Classic” on the June long weekend, but only seven others shared my enthusiasm. I expect Mt. Gambier will abandon the idea after two failures. It suited me, but may have been too close to events in Victoria.

The “Old Farts” last month was the usual good thing, with Chris Hayward and Andrew Bannerman 1st & 2nd in P5, Dan Gleeson scoring solid Club Points, and our three sidecar outfits in action.

The first “Les Diener” round for 2014 saw HMCRRSA with an 81-point lead over Atujara. Despite Chris Pash’s good points, David Short’s rapid and reliable 125 wasn’t, and his RD250LC also succumbed. Richard Metcalf, to whom we wish a speedy recovery, crashed in an age race, making him a non-starter in the 2nd counting race.

I’ve had an email from Alan Warner in W.A., keen to come to this year’s State Titles, so let’s hope for many more.

Our next local outing is our September Ride Day, and it’s only two months to our AGM, so please give thought to taking on a position in our club.

Here are the club points after the Seniors meeting, Mac Park, May 10-11.

T. Henderson 15, D. Gleeson 14, R O’Neill 9, C. Hayward 8, G. Rowley 8, T. Hutchinson 8, N. Watson 7, B. Balestrin 7, A. Bannerman 6, R. Williams 6, G. Grant 4, P. Baughan 3, J. Whallin 2, W. Ryan 2, M. Draper 2, G. Kennedy 2.

Les Diener Points Score.

R. Medcalf 135, D. Short 94, C. Pash 142
Total 371. C. Hayward 140, T. Henderson 172, P. Baughan 140. *Total 452.*

Trevor Henderson, President

TREV'S TITBITS: MACHINE MAINT THAT AIN'T!

In my recent Collingrove story, I mentioned Dave Dyson and "Machine Maintenance". When I first started, the Machine Maintenance Fund was a vital part of the sport. Pre-MSA, the ACU had a compulsory scheme where 5 bob (50 cents) from each entry went into the coffers. Velocette Club's MMF was voluntary, at 40 cents a head. Although they appeared to provide funds to repair your bike, they were actually for personal injury and their title "Machine Maintenance" was so not to jeopardise any other benefits from other sources. Motorcycle competition was fairly easy-going in the '60s, with injuries fairly rare, so these schemes were viable. But as we entered

the '70s, almost everyone had a purpose-built machine, and the riders a new intensity. So we had more crashes and injuries.

Within a year or so, exuberant and injury-prone riders, mostly from Motocross (That word!) and Speedway emptied the coffers and these funds faded away.

Nowadays, we are expected to have Ambulance Cover and Personal Accident Insurance, and the Machine Maintenance Fund is a memory of days past.

Thumbs Up & Change Right

(But try not to crash)

Trevor Henderson # 55

FROM THE COMPETITION SECRETARY

With winter now really here we have to force ourselves out to the shed to be in full readiness for spring and more racing and bikes at the ready. I've got bike bits all over the place at the moment.

As many would now be aware the Winter Classic at Mac Park got cancelled. A pity but that is twice this has happened. I guess the Mount Gambier Club has got the message that with it being winter that alone deters a few, but more so the fact that the Winton 2+4 was run just two weeks earlier and the Vic titles a few weeks before that. I have always thought that once a month to race for 6 or 8 months is more than enough for most. Good consideration needs to be given to the timing of running such an event.

As a quick guide, next two years sees Aust Historic Champs late Sept; typically October is Southern Classic Broadford; November, quiet; late Dec early Jan, depending on when Christmas falls, is SA Historic Titles; late Jan Island Classic; February typically quiet; March sees Barry Sheene event in Sydney; March /April Vic Historic Titles; May sees ol'farts at Mac Park then late May 2+4 Winton. These to my mind are the key "all Historic" meetings.

If I was a key player looking at another all historic event for Mac Park, I'd be thinking late Feb or early March and here is my logic.

The Island Classic is well patronised but many do not go there as the big track is not as sympathetic to old bikes, then come March the Barry Sheene event has slowly been less desirable to Period 3 bikes and more leaning to P6 and later machinery (although the committee is trying to encourage the reverse of this for P3s) from this I reckon there would be many that would be open to a Mac Park all historic weekend so long as it is not too close to the Vic Titles, which does move around a little bit from year to year.

Gee, if my memory serves me right the first weekend in March is a long weekend in SA so what an opportunity that might well present - every year! Just an idea. Just need the right people to think in the same light. Mmmm ... wait and see

The Australian Titles supp regs are now out and everyone is looking forward to our Queensland friends hosting the titles again and at Lakeside too.

I for one am looking forward to it - '95 was the last time we had a go up there! As always there have been bucket loads of red tape for

QEMS to jump through and it is still going on.

They have to round up thousands of plastic bottles to make "artificial air bags", well you know what I mean! They also have some "sound" issues as the noise testing and reading of noise up there is not quite as the MOMP of MA has it. Nothing can be simple eh? It will be our turn next year jumping through hoops to run an event!

On the home front the next club track day is Friday 5th Sept, so that will be a perfect shake

down for those heading north to Lakeside in late September.

You will read in the minutes that the committee has again this year agreed to furnish participants with a few shuckles to help their cause. All that is asked in return is for you to help promote our club and our events.

Well, it must be time for me to get into the shed and doing a bit with my girls

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

The meeting opened at 8.00pm.

Apologies

Bob Glynn, Nick and Vicky Clark, Lorraine Rake, Len and Judy Smith, Ronna

New members

Marty Redshaw, Mark Draper, Ashley McPherson, Greg Sheridan, Robin Lewis, Stephen Welsh.

Visitors

N/A

Minutes of previous meeting

Moved for acceptance by Phil Boughan, seconded by Dan Ahern. Minutes accepted.

Business arising

No business arising

Reports

President

- Trevor presented trophies to Chris Hayward and Andrew Bannerman from earlier Seniors race meeting at Mac Park.
- A review of the Seniors meeting was provided with a general discussion about the use of lights vs flaggies raised. It was universally agreed that the use of flag stewards is safer than simply relying on the warning light system.
- Examples of incidents where the lights system failed to warn of potential race hazards were discussed.
- Trevor acknowledged the performances of Bob and Neil during the race meeting both of whom rode both solo and sidecar duties over the weekend.
- The meeting was informed that Mal Pitman had kindly agreed to take up the vacant Club Patron role.

Secretary

- Chris informed the meeting that he had liaised with Mal Pitman and that in addition to accepting the role of Club Patron, he expressed his interest in running a series of technical workshops for club members who might be interested. These would focus on such matters as bike maintenance, tuning, handling etc.

Treasurer

Delegates report

Competition Sec

- Dan reported that the current 'Good Oil' has supp regs for the upcoming Winter Classic' meeting at Mac Park.
- National titles is to be held at Lakeside Qld in September.
- Dan provided a report on the very successful recent ride day with the Ducati Owners Club.
- 19 HMCRRSA members attended and 40 Ducati Owners Club members attended.
- Dan raised the issue of the warning light system used at Mac Park and the meeting reiterated its concern over the continued use of this system as a replacement for Flag Stewards.

MSA

- n/a

Road Race

- n/a

General Business

- Trevor reported that three outfits from the Club were entered at the Seniors meeting at Mac Park.
- He provided an update on the pick-up trailer repair cost reimbursement. He informed the meeting that Clem Smith had agreed to cover the cost of the repairs.
- Trevor informed the meeting that John Painter had approached him and expressed concern that we hadn't selected him in any official capacity for our next state titles.
- Phil informed the meeting that Valerie Ball and Chris Peake are both SA based officials that can be selected to run a race meeting.

Meeting closed at 9.00 pm

Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of SA held MSA offices on 6 May 2014

The meeting opened at 7.30pm

Present: Trevor Henderson Danny Ahern, Chris Hayward, Dean Watson, Neil Watson, Stuart Penn, Bob Balestrin. Paul Walker.

Apologies: Geoff Grant,

Minutes of previous meeting:

These were read and moved for acceptance by Danny, seconded by Dean. Accepted unanimously via show of hands

Business arising

President's Report:

Trevor provided an update on his approaches to Phoenix and Café Racers re the pick-up trailer repair costs.

He has had no responses to his email but has spoken to Chris from Phoenix who promised to consult with his committee and get back to us.

Trevor has allocated Club points for riders who participated in the recent hill-climb event.

Peter Venn from Scotcher race-fuels contacted Trevor expressing concern that his advertisement in the program re the 2013 State Titles was dis-formed.

Officials for the 2014 State Titles meeting have been selected. Chris Peake – Race Steward.

John Painter – Clerk of Course and Margaret Trotter – Race Secretary.

Secretary's Report:

An email response has been sent to John Kroon detailing our approach towards jointly funding the trailer repairs with the other two clubs.

Committee discussed the possibility of approaching Road Race Sports Manager to enquire about possible funding from this source for the repairs.

Discussions have taken place with Malcolm Pitman seeking his interest in taking up the position of Club Patron. He has indicated a willingness to accept taking on this honorary position.

A formal letter will sent to him re this matter.

Treasurer's Report:

An audit of un-financial members has been undertaken. These members will be contacted.

Other business:

Dan reported on the recent Joint club ride day at Mallala.

Feedback from riders and Ducati Owners Club officials has been very positive.

Dan provided an update on progress re the 2015 National Titles submission to MA. Frustration expressed re lack of any response from MA. However it was agreed that we would continue early stage planning in the expectation that we would gain endorsement to run these titles.

Meeting closed at 9.30pm

Draft Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of SA held MSA offices on 3 June 2014

The meeting opened at 7:00 p.m.

Present: Danny Ahern, Dean & Neil Watson, Bob Balestrin, Paul Walker & Trevor Henderson.

Apologies: Stuart Penn, Chris Hayward & Tony Tildesley.

Business: Extension discussion was had on the following:-

- (1) John Kroon has been reimbursed (by Clem Smith) the \$880 he spent on the pickup trailer. It was agreed we contact the other 2 clubs, with a view to covering the extra \$250 he incurred.
- (2) As our proposed new Patron, Mal Pitman, has suggested a series of "workshops" where he imparts some of his knowledge on machine preparation, the committee tossed around ideas on the best time and place. All agreed on regular 3rd Thursday Club Meetings.
- (3) 2014 National Titles at Lakeside, Qld. All were in favour of some financial assistance to any Club Members entering the meeting, with \$100 per member the favoured amount.
- (4) 2015 National Titles run by us at Mallala. It was considered, during general discussion, that we offer subsidised entry fees to our members.

The meeting closed at 8:30 p.m.

DAN THE MAN'S SENIOR MOMENT IN THE SUN AT MAC PARK



A disintegrating trailer tyre isn't the ideal way to start a weekend of racing but we survived that to arrive at Mac Park for the Seniors meeting and set up camp.

Up bright and early for a gloomy Mount Gambier day and a wet few practice and qualifying sessions. But then the motorcycling gods came and turned the rain off and switched the sunshine on. The weather was perfect for the rest of the weekend.

In Adrian Wright's first session out the front brake locked up at the Pine Tree. He had some mighty sore ribs, but not too much damage to the Manx. Dan said he thought Adrian was on son Jack's bike so he didn't ride for the rest of the weekend but hung out with Jack at the track.

Dan's first session was just going around very gingerly in the wet. Second time out it was still raining and he was taking it easy. Then he came in after only one lap with the bike not sound very good. A check over things and spraying CRC around the place fixed the water issue and the Norton was as good as gold again.

Bad qualifying session meant he was virtually at the back of the grid for his races. But that didn't matter because he had a good ride and bike went well for the rest of the meeting.

Chris Haywood was riding like a flash on the Yammy as usual until Saturday arvo when his bike went out with a bang. It locked up on him at old Tune One and he was lucky not to bite the dust.

Back in the pits he discovered holes and numerous cracks all over the motor. He had done so well already that he still managed a trophy at the end of the weekend.

On Saturday afternoon the call went out for volunteers for the canteen so I stuck my hand up and gave Lesley a hand in the kitchen. Sunday morning I was back in there at 8am helping the girls out after a late night around the campfire. It was after midnight by the time everyone left our camp. Lots of laughing and too many drinks.

I felt bad next morning when I saw Trevor because his tent was right near us. I told him I hoped we hadn't kept him awake but the gentleman he is, he said: "No, not at all." But surely we must have.

Phil's bikes both had an attack of the gremlins which couldn't be sorted so he left early on Sunday. It was good to see Rona at the track as I hadn't seen her for some time. Sunday afternoon, I was surprised to see a few men in the canteen doing the dirty work, which was good.

On the track it was a blast to see this old fellow, who was 85-years-old, on a flat-tank AJS that was 100 years old. Both were still going strong and he got a well-deserved trophy.

On Sunday night Dan and I went for a walk around the campground, having a chat here and there. Dan's picture on his Norton on the front of the program was the subject of a lot of laughs along the lines of: Is your helmet going to fit? Will you be signing autographs? Etc. Another great weekend at Mac Park and all the best until next time.

The Princess of Cork

CLARKE'S COMMENT: TEARS AND LOATHING IN THE MAN CAVE



Junk expands to fit the space available. Ain't THAT the truth! Well, my space ran out. Fortunately, a semi-retired friend of mine is a shed builder, and he generously came and helped me, or rather I helped HIM build a mezzanine floor to get the unused, low turnover "I need to keep that" up off the floor so I could walk around again. Naturally, he's a motorcyclist, committed to old British, and Norton in particular.

Two days of hard labour, only three mistakes and an unplanned hole punched in the back of my hand created the final form, in a shed now smelling of sawdust instead of oil.

I was clumsy enough to undo a big tight nut the wrong way, jamming the back of my right hand against the corner of a C-section creating a three-cornered tear through which I could see the tendons sliding back and forth as my fingers wiggled. Not a good idea to leave that alone, so off to the Doc for some stitches.

At the moment, the souvenir is still a sizable scab even though the stitches came out yesterday. Blisters on my knees and sore hip bones from sliding about in a less than generous roof space added to the discomfort. I haven't slept so well in ages.

Secondary to floor building, and infinitely more enjoyable, was motorcycling.

He brought one of his bikes with him for sorting of the jetting on Jim Hanlon's dyno at Superbike Performance in Marion.

Now this is no ordinary bike. Touring down the road to the dyno were two bikes, one, the pariah of motorcycling, my Yamaha TX750, the other, two-wheeled royalty, a 1962 Norton Manx rebuilt as a historically registered road bike.

It has a one-off left side main shaft to mount an alternator, a belt primary drive, and a modified Commando clutch cover. Ignition is electronic, fuel delivery is by Amal Mk2 feeding 95 octane to a 10.5:1 piston. Naturally, it has been oil-leak proofed.

The bottom end fuelling was fine, including starting and idling. To sort the mid range and top end jetting out on the road means a trip to gaol, do not pass go, do not collect \$200.

Being magnesium and generously finned, the motor takes forever to warm up, so we rode down via every twisty road south of Crafers. I rode the bike later nearer to home, and at 136kg with Featherbed geometry, it defines "nimble", almost alarming after the bulk of the Yamaha which, despite its size, is not exactly a slug.

Running in third gear on the dyno showed 95mph when the throttle was shut, the room bellowing from the big (slightly) muffled single, and smelling of castor oil. The final result was 42hp at the rear wheel at 7500rpm, and a beautifully flat torque curve all the way. It does, however, like to run quite on the rich side for best performance, and it took a few changes to find that out.

Two people are happy. One with a floor, the other with a motorcycle that runs beautifully. **Nick**



CLASSIC WORLD by HAMISH COOPER

**DAVO'S TOP TT EFFORT:**

Register member David "Davo" Johnson achieved his best ever TT results at this year's Isle of Man TT. Riding for Lloyd and Jones PR Kawasaki, Johnson finished 4th in the Superstock race, 10th in the Senior, 12th in the Superbike, 12th in the Lightweight (Supertwins) and 16th in Supersport. On completing the gruelling fortnight of road racing, Johnson said: "The team have really worked hard throughout the TT and I cannot thank them enough."

He added. "We had a few minor issues with the Superbike race, which were soon resolved, and I managed to push in the Senior race and get a P10 finish. The Superstock bike is the same bike I use for short circuit racing, and it did not miss a beat throughout the 148 mile race."

Johnson will now focus on both the British Superbike and Superstock Championships.

Cameron Donald, a fellow Aussie and TT winner who also races in classic events in Australia, described Johnson as "fast and safe".

It was a history-making TT, with Michael Dunlop giving BMW three wins in its 90th anniversary year. Dunlop won the Superbike, Superstock and Senior races. His Senior win was 75 years after Georg Meier's victory on the Kompressor 500cc twin. BMW is celebrating 40 years of the Boxer twin this year.

The TT is bucking the trend of other motorcycling racing series, with huge fields and a growing spectator base. There are plans to establish a world series of TT-style road races.

NORTON NO DOMINATOR:

The much-heralded teaming of Cameron Donald and the Spondon-framed Aprilia V4 Norton failed at this year's TT. Donald had handling issues that involved getting a re-designed swingarm build and flown over during race week. He also battled electrical issues that had the engine cutting out. Donald failed to finish the two races Norton entered, the Superbike and Senior, but remains positive about continuing with the project. As an indication of the current speeds at the TT, Donald's standing start lap of 124.058mph in the Senior eclipsed Steve Hislop's time of 123.3mph on the "White Knight" Norton rotary in his epic 1992 Senior duel with Carl Fogarty.

2014 Dates

Date	Event	Venue
September 5	Classic Register-DOC ride day	Mallala
September 25-28	National historic titles	Lakeside, Qld
October 17-19	MotoGP	Phillip Is, Victoria

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
For Sale	HOLDEN CREWMAN, 2006, 130,000kms, Gunmetal Grey, Tonneau Cover, Tub Liner, Tow Bar, Tinted Windows, New Light Truck Tyres. Victorian Roadworthy and Registered to Feb 2015. Very clean unit. YBO 682. \$10,500 Neg	Cyndie and Robert 0427 001028 or 03 50243544. Mildura.
	HONDA ST 1100. 2001, 30,000kms. Matching Panniers and Top Box, 2 Extra Screens. Excellent Condition. Honda Red. Victorian Roadworthy and Registration to Feb 2015. Reluctant Sale. HG 943. \$9,500 neg.	0427 001028 or 03 50243544. Mildura