
The Good Oil



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EYE ON THE PRIZE

He came into the 25th AMCN International Island Classic without any fanfare. Then this mystery man led Australia out of the wilderness with four giant-killing rides to end a three-year dominance by Team UK. What a guy and what a weekend of classic racing. Report Page 5

Photo copyright Phil Aynsley



Photo's in this issue are courtesy

www.historicmotorcycleracing.org

HMCRRSA OFFICE BEARERS 2015/2016

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 Joe Ahern	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009 2013 2017

PRESIDENT'S REPORT

I always enjoy our February meeting, as we get to give members some rewards for their efforts. We have our friends from Atujara Club visit, to relive the events that contributed to the Les Diener series over the past year; our active Patron, Mal Pitman, presents trophies, and our following supper is welcomed by all except those on a strict diet. My concerns are “did I get the winners’ list right”, “did I give it to Evright on time” and “did they engrave all the trophies correctly?” Well, up to now, no worries, so no need for concern, is there? Next year, with a new President, someone else will have the pleasure of handing out a correct set of trophies, and I’ll enjoy that.

In a couple of weeks we’ll be at Mac Park for the “Classic Master of Mac Park”, which has now established itself in the Historic Racing Calendar and attracts many of the regular entrants from our State Titles.

This year’s event will include a Sidecar Feature in honour of the late Laurie Fox with no doubt many outfits that had given our State Titles a miss.

Later that month comes the Collingrove Hillclimb, with Easter and the Broadford Bonanza the only offering for us.

Don’t forget our joint, with DOCSA, Club Ride Day at “The Bend” on 27th April.

This will be a great opportunity to view this new facility and ride on a brand new, and longer, track.

Should be a great day! Spare a thought for Chris Pash who was rather knocked about at the State Titles.

He is in the Hampstead Centre and his rehabilitation may be rather drawn out.

I'm sure he would like to know we are thinking of him.

Trevor Henderson, President

TREV'S TITBITS: STRANGE FORBODINGS IN 1939



Georg Meier airborne down Bray Hill on the lightweight Supercharged BMW in 1939.

I seem to attract remarks about being “ancient” these days, but I certainly wasn’t around in 1939. 11 copies of “The Motor Cycle” from that year, gifted to us by Geoff Mudge, certainly paint an interesting picture. Road Tests, reports of Trials, Scrambles and Road Races, Touring stories, Letters to the Editor and replies to readers’ queries, just as motorcycle magazines have always done. The Scottish Six Days Trial in May was followed by the Isle of Man TT in June, where Norton did not enter an “Official” team, to their detriment. Interest in British machines was

focused on the supercharged AJS V-Four, which was still being developed, and the Velocette “Roarer”, which didn’t race. History records that BMW scored a 1-2 in the Senior, Guzzis easily outpaced the British 250’s, but Stanley Woods won the Junior on the excellent KTT 350cc Velocette. An interesting point was in the weight of the machines. Georg Meier’s winning BMW went 302lbs compared with Harold Daniell’s Norton at 332lb, Stanley Woods’ 350 Velo 316lb, 350 DKW 331lb, and the 250s from Rudge at 237lb to DKW at 321lb.

The magazine's post-mortem concluded that the unblown singles had had their day, and that supercharging and multi-cylinders were the way to go, but were confident the AJS V-Four and Velo Roarer would be competitive in the 1940 TT, which sadly didn't happen. August, and the Ulster GP, Europe's fastest Road Race, is won by Serafini's Gilera (500cc), Woods' Velo (350cc) and Martin's Excelsior (250cc). Britain had picked teams for the International Six Days Trial, and after a good start, they head for home after the 4th day, due to the "European Situation. Sadly, the August 31st issue of the "Motor Cycle" is the latest 1939 edition that we have, so I'm unsure how they would have reported following events. But little that way here,

save one dealer's ad which read, "In the event of war, don't bother to read this, it will be such a waste of time, and frankly we think that you are quite safe in taking the plunge on that new machine you were contemplating." The next month, the world was at war for 6 years, during which I popped my head out. When peace came, Germany was not immediately readmitted, supercharging was banned, and the unblown singles found a new lease of life aided by the Featherbed frame, at least until the Italians won with naturally aspirated fours.

**Thumbs Up and Change Right!
Trevor Henderson #55.**

TRACK DAY AT THE BEND

IMPORTANT ANNOUNCEMENT!!!!

The club is once again sharing track days with the Ducati Owners Club of SA this year.

The first outing is on **Friday 27th April 2018**

Unlike other years where one just turns up, this year you will need to register fill in a form and pay prior to the day.

More info will be forthcoming, but foremost if you want to be one of the first motorcyclists on the new world class track, register your interest in the first instance.

Email me

dannyahern@senet.com.au

Subject The Bend. Tell me what you intend to bring out to ride. I will in due course email back some forms and pricing details which can be sorted at your earliest convenience.

If you want to come out and help, please do. Email me to tell me that and I'll be sure to make you included in the day's proceedings.

**Danny Ahern
Vice President, Comp Secretary**

AMCN INTERNATIONAL CHALLENGE PHILLIP ISLAND



Davo leads a UK freight train of Peter Hickman, Jeremy McWilliams and Glen Richards.

BACK WHERE IT BELONGS

Finally the Aussies have knocked the Poms off their perch and won back the AMCN International Island Classic Challenge.

Report: HAMISH COOPER

Photography: PHIL AYNSLEY

Troy Corser and Colin Edwards were the headline act at the 25th anniversary of the AMCN International Island Classic but Aussie Davo Johnson stole centre stage and the party's silverware. He tore the heart out of Team UK with four giant-killing rides to put Australia back on top after three years in the wilderness.

Then he prised Jeremy McWilliams' grip off the Ken Wootton trophy he has made his own in recent years to top the individual rider's tally by a point.

Australia's 31-point victory was well-deserved after a gut-wrenching 11-point loss last year.

Even Team UK chief Roger Winfield described the result as "good for the event".

"Davo was magic," said Winfield, "He rode a blinder."

McWilliams, Team UK's rock of stability, gave a brutally honest assessment of Johnson's performance: "He made us look silly in Race Three." Johnson's four-second runaway win was the biggest margin in an International Challenge race for several years.

And this was on a lower-spec race bike than any of Team UK's frontrunners. Johnson's bike was a seven-year-old XR69 Suzuki while McWilliams' Yamaha FJ1200-powered version was one of Team UK's most recent machines.

Backing up Johnson's dominance was some heroic rides from former World Superbike champion Troy Corser. Despite qualifying down the grid Corser stormed through in all four races to end up equal third with fellow team rider Paul Byrne in the individual riders points tally.

Meanwhile American World Superbike champion and former MotoGP racer Colin Edwards overcame minor machine issues to finish strongly in all four races and bag 8th in the points.

His effort catapulted Team USA to 465 points and into third place ahead of Team New Zealand.

The Americans finished 189 points behind Team UK but this doesn't tell the true story. If not for two major engine blow-ups from star riders Jason Pridmore and Zake Zemke, they would have been right up there in the final showdown.

With just four six-lap races and minimum practice and qualifying sessions the International Challenge is motorcycling's equivalent of cricket's Big Bash T20 competition. Success relies on talent, a fearless belief that you can win and a little bit of luck.

Davo Johnson, the "gun for hire" who helped turned Norton's under-performing Isle of Man TT effort into a genuine 131mph podium contender, brought his complete set of skills to Phillip Island. Here's how the weekend unfolded.

QUALIFYING

The two stars of the show arrived at this poker game with not a lot of cards up their sleeves.

"The first time I'd even heard this bike running was yesterday," said Corser as he prepared for Friday's two short qualifying sessions on Rex Wolfenden's Honda-powered Harris F1.

"My only testing was two laps at Willow Springs," said Colin Edwards of the aborted attempt to get acquainted with his Hyper-Cycle-built, Yamaha FJ1200-powered XR69 replica. He'd flown from Texas to California for nothing when the bike failed.

Neither was comfortable on their machines and suffered the same issues: a stiff throttle action and difficulty with a notchy gear change linkage on bulky, unfamiliar machines built for hobby racing. Welcome to classic racing.

While Corser and Edwards struggled, Team UK circulated in groups, dragging their new star members Dan Linfoot, Michael Rutter and Lee Johnston up to pace. None of this trio had ever seen Phillip Island before.

Meanwhile Davo Johnson cleverly left them alone and found an empty space on the track, quietly building up speed until a last lap lunge pushed Jeremy McWilliams off his accustomed pole position.

Afterwards Corser was offered a Plan B by Wolfenden, who managed to get rival teams to allow his star to update to a later Period 6 FJ1200 Yamaha. They agreed because it had no more power than their Forgotten Era machines, which run similar engines.

Edwards had no such option available but soldiered on with his typical sense of optimism.

"It is what it is," the Texan drawled. The stage was set.....

TO READ THE REST OF THIS REPORT BUY THE CURRENT ISSUE OF AMCN, WHICH HAS BEEN ON NEWSAGENTS' SHELVES FOR THE PAST TWO WEEKS AND GOES OFF SALE ON THURSDAY. OTHER REPORTS IN CLASSIC RACER, CLASSIC BIKE AND TRADER MAGAZINE. PHOTOS AVAILABLE FROM <http://www.philaphoto.com/imageLibrary/index.php?cat=362>

Draft Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA held at the MSA clubrooms on Thursday, Jan 18, 2018.

The meeting opened at 8pm with 14 members present.

Apologies: Jack Kah, Arron McDonnell, Nathaniel Wilson.

Visitors: Nil

New Members: Mark William Salt (not attending)

Minutes of previous meeting: Proposed Andy, seconded Dan, unanimously accepted.

Business arising: None

President's Report:

- Lee Banks sent a photo of Norton ES2 with sidecar for club's opinion re historic log book eligibility.
- MSA Official's training. Level I training and seminars scheduled during the year. Interested members to contact Trevor for details.
- Trevor informed members of his decision not to stand for re-election as HMCRRSA President at the next AGM.

Secretary's Report:

- Secretary visited Chris Pash in Flinders Hospital following his accident during the 2017 State Titles meeting at Mac Park. Get well card on behalf of HMCRRSA members delivered.
- He is scheduled to be transferred to Hampstead rehab over the next couple of weeks.

Treasurer's Report:

- Dean provided details of the November balance sheet.
- Outgoings include payment of deposit for the Bend ride day and payment for Officials re the recent state titles meeting.
- Gate takings and program sales are included in incoming revenue.

Competition Secretary:

- Tailem Bend 24-hour cycle race discussed. Overview of the progress of works at the Bend complex discussed. Ride day booking system discussed. Fee for members with more than 5 years continuous membership will be \$80. Members with less than 5 years membership will be charged \$140 and invited guests (non-members) will be charged \$180. Pre-booking and pre-payment will be required. Members seeking to book their ride must register by contacting Danny Ahern. Flaggies have been contacted but due to conflict with event at Mallala on that day contingencies might have to be implemented. This will mean encouraging volunteers from all relevant clubs. Gazebos will be required as pit sheds are not available.
- International Festival of Speed meeting Sydney discussed.
- Phillip Island Classic discussed. Over 500 bikes entered.
- Classic Master of Mac Park scheduled for March 3.

RR Committee Delegate: There has been no Road Race Panel meeting this month.

MSA delegate: No meeting to report.

General Business:

- Phil praised the club for a 'well run state titles meeting'.
- Andy provided an overview of his experiences as 'Starter' during the recent state titles meeting.

- Paul Walker spoke about the contrasting profiles of past international champion riders (world champions) vs today's championship riders with particular reference to Geoff Duke vs Marquez.

Meeting closed 9.30pm

2018 Dates

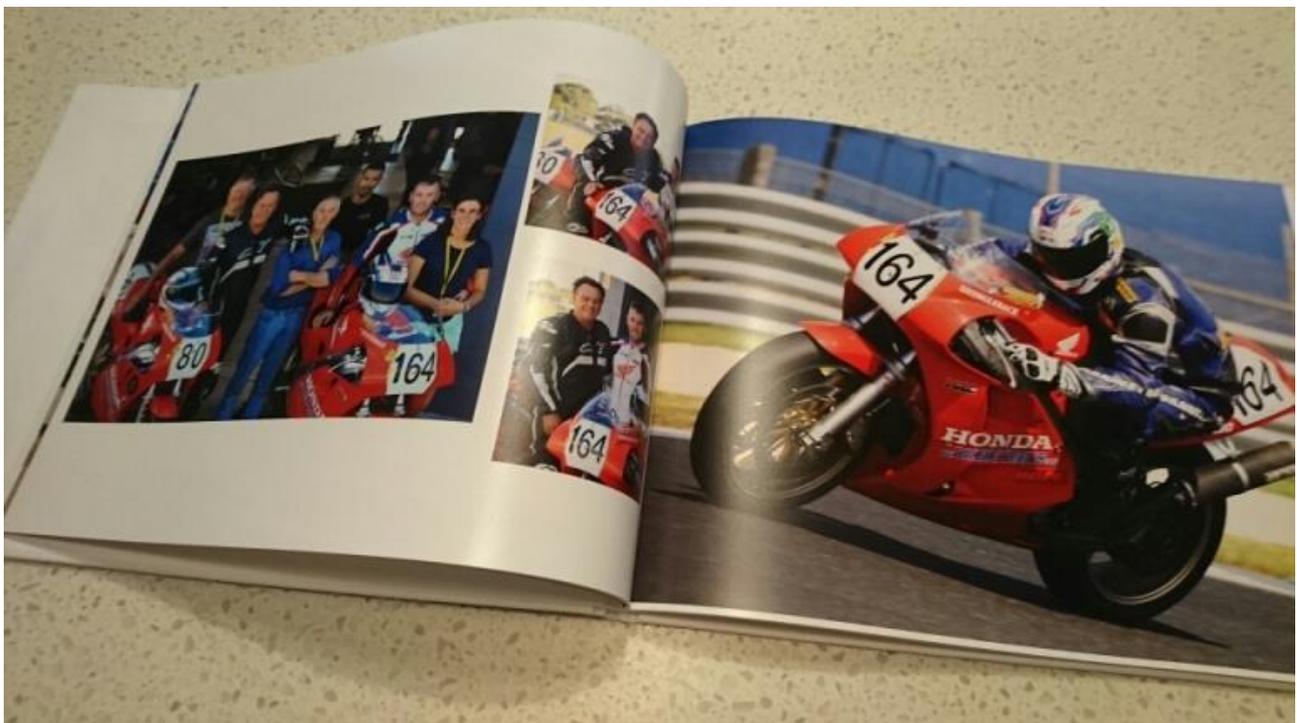
Date	Event	Venue
April 27	Joint club track day	The Bend
Mar 22-25	Int Festival of Speed	Sydney M'Sport Park
Last Saturday of each month	Mac Park Ride Days	Mount Gambier

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	Triumph 650 bare High Comp. +20 piston (may suit BSA B31) \$40. Triumph 750 piston +20 \$40	Trevor 8384 5284
	Club Shirts \$35, Caps \$15, Hats \$18, Mugs \$4.50, Cloth Badges \$10 and Stickers \$2.50.	Buy at next club meeting



Photographer Ian Rhoddie has self-published this photo-book on the Register and its riders at the Island Classic. It's a beauty and if you want one contact him on 0407058424.



The Good Oil is published monthly by the *Historic Motor Cycle Racing Register of South Australia (HMCRRSA)*. Articles, letters, photographs and artwork are all welcomed. If possible, **please submit text electronically in MS Word and images in JPG formats) to cooper.hamish@gmail.com** alternatively, items may be posted to the Editor at PO Box 138 Aldgate SA 5154 no later than the **Friday prior to the General Meeting.**

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