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# The Good Oil

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## PHIL'S TRICK TRIUMPH

We have Phil Baughan bringing in his latest creation, his 90-degree crank Tri-BSA to our meeting this week. Phil will give a short talk and then be happy to answer questions about it. Well worth coming and seeing what a wonderful bit of kit he has put together.

**DANNY AHERN**



Photo's in this issue are courtesy

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

## HMCRRSA OFFICE BEARERS 2015/2016

*PATRON: Mal Pitman*

<b>President</b>	Danny Ahern	0407 826 951
<b>Vice President</b>	Chris Hayward	0404 822 625
<b>Treasurer</b>	Dean Watson	0409 821 366
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<b>Club Delegates</b>	Road Race	Chris Haywood, Dean Watson
<b>MASA Delegates</b>		Trevor Henderson, Danny Ahern
<b>Club Address</b>	PO Box 311 Campbelltown SA 5074	
<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)	1998
	Richard RAKE	1999
	Danny AHERN	2000
	David MANSON	2001
	Len SMITH	2002
	Ken LUCAS	2003
	“Doc” WATSON (†Deceased)	2004
	Trevor HENDERSON	2005
	Phil BAUGHAN	2007
	Len DYSON (†Deceased)	2009
	Les Bell	2013
	Joe Ahern	2017
<b>PRESIDENT'S REPORT</b>		

I write this in the days between the Southern Classic and the Nationals which run next weekend at Broadford. Last weekend was a cracker. HMRAV were boasting it was their biggest entry to date with something like close to 250 bikes participating. Their numbers helped somewhat with the modern F2 sidecars but great numbers regardless. There was a new to me Clerk of Course who was called in at short notice with Ross Martin unable to attend. He was fair and reasonable in his approach and called up races with good lead time most of the time.

Unfortunately as is the case regularly with the HMRAV events, last minute changes after the program is printed can lead to some confusion and last weekend saw even further confusion with further changes on top of the revised changes to the printed program. Anyway a few of us got a little caught out, but I can say whilst last out for a race I did not miss a race.

Our club was well represented with Simon Cook, Murray Johnson, Chris Hayward, Garth and Robin Williams, Otto Muller, Dan Gleeson and yours truly. All doing well in their class and many picking up hardware. For me it was nice and refreshing catching up with my trip to NZ mates and how pleased they were for seeing me back on my bikes and enjoying the racing.

The weekend's racing went really smoothly apart from one incident that held proceedings up for a while. All races bar two were reduced from the advertised in the program 5 laps to 4 laps. Surely this is what HMRAV should consider running all the time to give them the best choice of getting through the huge program that is always on.

There was a big procession of sidecars on track to honour a well respected passed-on member of the sidecar fraternity. Speaking of sidecars, there has been for some years now an area adjacent to the dummy grid where all the sidecar family generally congregated and in fact which led to signage being put up to say said area was reserved for use of sidecar teams exclusively. Well things have changed a bit at Broadford and the area adjacent to turn one has been flattened off somewhat and some concrete pads have been put down. Yep you guessed it, that got seconded by many a sidecar team as a better option. The old spot was left almost empty all weekend!

There have been small upgrades at the toilet block too, which is a good thing.

As is always the case, it's a bit of a lucky dip in the campground as to how quiet it does or doesn't get around your site, I got the long straw on Saturday night, but never mind!

On the quieter side of my setup was Murray Johnson so we spent a fair bit of time together along with mutual friends who popped by sharing true lies et al.

My plan is to get to the track early afternoon on Wednesday to unload again and get all things ready for practice, qualifying and racing. Just got some tyres to have changed and clean the bikes a little and I'm ready for it.

Danny Ahern

### FROM THE COMPETITION SECRETARY

In no particular order, we do have a bit going on in coming weeks

**Adelaide Motorsport Festival.** Thank you to those that registered their interest to me so I could pass on the info to the sporting car club. When I get back from the nationals it will be full speed ahead getting things organised as we have done the last few years. It should be fun and a good advert for our club as well as our sport.

Friday following the Festival **we have our last track day for the year.** As I write, the numbers that have registered are quite low! If people don't show enough interest, these events will dry up, so get your registration of interest to me asap.

We now have the Supp Regs up on line for the upcoming titles at **Mac Park 29<sup>th</sup> & 30<sup>th</sup> Dec.** Response from people to help has been good to date. Posters are up and about and lots is going on to make this another meeting the whole club is proud of.

If you are not racing how about putting you name up to help in some form. Ronna Fisher has had her level 3 officials licence reinstated so that she can help with Race Secretary role along with Kate Clarke, who is keen to get her officials level up to 3 which will help the club enormously. Kate worked at the Cafnix event last weekend at The Bend and has twice been part of the responsible person team at our track days. Phil Baughan too, has put his name up as the key person re scrutineering now that Dave Atkinson can no longer help us. So big thanks in advance to Ronna, Kate and Phil.

The **Island Classic** sup regs are now out, so those interested in coming let me know if you want some garage space with the club. It will be heavily discounted space, but I need names and bikes to allocate space fairly. **Entries close 3<sup>rd</sup> Dec** so be warned.

Trevor and myself are once again helping out on the racing committee for **Sellicks** and can report 85% of participants from 2017 are doing it again and numbers a few days before closing are a bit up from the previous event

Anyway that makes it plenty going on so let's all get on with it and enjoy our bikes.

Danny Ahern  
Comp Sec #327



## TREV'S TITBITS: NEVER TOO OLD TO LEARN

In the last few years, a couple of accepted assumptions have been shown as inaccurate. Laurie (Squeak) Parker, brother of Gillman Manager Dave, raced a Bantam, temperamental as most were, at scrambles and Murray Bridge Speedway. Then older brother John bought the 125cc Honda twin raced by Fred Oatley, declaring "a two-stroke has just won its last title". That wasn't to be, and, as "if you can't beat 'em, join 'em", John later bought a Yamaha TD1C which was successfully ridden by Dave Basham and "Zeke" Hein. I heard John say that he ran the Yamaha on standard not super petrol, the extra lead in super being bad for two-strokes. That seemed to make sense, so no-one present challenged it. Fast forward to Barry Sheene commentating at Grands Prix, and remarking on the reliability issues with two-strokes when the FIM banned leaded fuel. That can't be right, I thought, believing what I'd heard years before. My moment of truth came when Mal Pitman became HMCRRSA Patron, and he set me right that two-strokes, like the valve seats in four-strokes, like a shot of lead in their drink, putting to bed a fallacy I'd believed for over 40 years. Rather appropriate now, with leaded fuel banned for competition from 2019, but I believe suitable alternatives are now on the horizon.

My second awakening was over the mighty Matchless G80CS scrambler, a mean machine that in England kept at bay the BSA Victor 441cc that succeeded the bulkier and heavier Gold Star. One for those with hairy chests, it benefited from the 1956 re-design with its 86 x 85.5mm engine which was the preferred power unit for the "Metisse" frame. In the sales brochure and service manual it stated that it had on the timing side of the engine a roller bearing and a bush in lieu of only a cutaway bush on earlier engines. I couldn't confirm this, as the engine I'd owned had been later again with a Norton gear-type oil pump. When "Old Bike Australasia" featured a G80CS, it stated that the engine's Achilles Heel was the plain bush on the timing side. "That can't be right," I thought, but correspondence with Jim Scaysbrook seemed to confirm AMC's listed specifications as inaccurate. Peter Heywood, former top scrambler, confirmed Scaysbrook's view, as he'd had that very item fail whilst leading a major race in England. Paul Wahlstedt, with whom Nip Kuerschner and I went to the Broadford Bonanza last Easter, is an AMC fan with several singles, including long and short stroke competition singles. Paul claims that his "short-stroke" has the mysterious bearing on the timing side. So, did they fit it to selected engines? Sounds like more research on this issue, before I do become "too old to learn"

**Thumbs Up and Change Right,  
Trevor Henderson #55**



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

### **Meeting opened at 8.00pm**

**Attendees:** 18 members.

**Apologies:** Nathaniel Wilson and Les Bell

**New Members:** In his absence, Bruce Nankivell was welcomed to the fold..

**Minutes of the previous meeting:** Moved for acceptance by Phil Baughan, who asked about the Vincent on the front of the Good Oil, seconded by Andy McDonnell, and carried, with no further "business arising".

### **President/Competition Secretary report:**

- Dan reminisced about the Prince Albert days, our first National Championships in 1996, and the mock-up poster featuring Joe Ahern's Yamaha which was designed to stir up the late Peter Westerman, and did! This year's poster features Trevor Henderson, who was humbled by this honour. Paul Walker chipped in, telling how he'd asked Trevor how he'd started with Bultacos, but had to leave during the story to be home before sunrise.
- Garages have been booked for Phillip Island.
- We expect around 30 bikes, 23 or 24 of which will be on track, at the Motorsport Festival, cost TBA. We should have Brian Rosser's Ducati, prepared for Royce Rowe at the IOM. Dan suggested the bikes be in rows in ascending age.
- Preston MCC, via Gavin Cosway, have 118 National Title entries with a few days to go. Dan asked about cross entries, which hadn't been considered, and Chris heard there were no extra pit facilities.
- There has been lots of interest in Sellicks Beach, which will be capped at 140 entries. We shall again control the pit area.
- The Secretary reported that our next Committee Meeting will be here on October 30th.

**Correspondence in:** Confirmation of our affiliation with MSA, Historic Winton will be on 17th-19th May in 2019, and the 2018 Snowy Ride on 3rd November will raise funds for Children's Cancer. An email was sent to Marg Trotter at Mt. Gambier re our upcoming State Titles.

**Treasurer's Report:** The account from The Bend will be shared with DOCSA. Dean then detailed our financial position, stating that those who went to the movie "Wayne" got a bargain.

There were no reports from MSA or the Road Race Panel.

### **General Business:**

- Con asked after Richard Rake, and Trevor advised he was out and about, and healthy.
- Jack Kah spoke of seeing Len Smith in Modbury Hospital. Trevor is to ring Judy re moving some of Len's gear.
- Phil is seeking a drawing of a Lucas K2F cam ring, which he wants to make for potential sales of 100 per Year. Jack Kah has a parts book, and Dan suggested Peter Scott in Sydney. Phil lamented the cost of postage these days.
- A general discussion was held on our State Titles at Mac Park. Otto will contact Nathaniel, who is organising the trophies. Dan recalled that they used to run an All-Historic meeting in September. Their Scooter and 3-Hour Limited meeting has been cancelled in favour of a 2-Day Track Weekend, with then nothing until December due to track works.
- General discussion on Tailem Bend, and noted that interstateers come to their 2-Day Ride Days and love it!

- Ken Hurley stated that Strathalbyn Swap Meet, Kenny Blake Festival and Macclesfield Bike Show are on over the next 3 weekends. Con advised of BSA Auction at Jamestown this Sat.
- Dan was to have brought his laptop to show Ken's photos from The Bend. Next time!
- Discussion on fuel with impending ban on Avgas, which Scotcher will sell until the end of the financial year. VP Fuel, whose agent is BP on St. Bernard's Rd., will have their replacement available this November, which pleased Chris. Methanol was banned for Road Racing in Australia from 1979, hence its prohibition from Periods 5 and 6.
- Chris advised that to renew a licence at MSA would incur a \$10 Admin Charge that they now impose on manual transactions. An Admin and Credit Card Charge has always applied to Ridernet Online Transactions.
- Andy, backed by Con, spoke of gremlins in the Rego system, where they mess up on years and colours.

**Meeting closed 9.29pm**

## **Draft Minutes of the HMCRRSA Committee meeting held on Oct 30, 2018 at MSA clubrooms Beulah Park.**

**Meeting commenced at 7.40pm**

**Present:** Paul Walker, Chris Hayward, Danny Ahern, Dean and Neil Watson, Andy McDonnell and Trevor Henderson.

**Apology:** Nathaniel Wilson and Bob Balestrin.

As Dan had prepared a comprehensive agenda, it was agreed to work from that in lieu of the usual "Reports and General Business" format.

- Mallala Track Day. Chris to bring a table, Dean to organise Subway lunch, issued from building behind scrutineering. Members will be needed as spotters, and it was noted that Dan Gleeson and Hamish Cooper are always good help. Paul will call up riders, and pick up radios on the Thursday and return them on the Monday after. SAFMA to be approached.
- Comwide quotes of \$187.00 for Mallala and \$561.00 for Mac Park (15 radios) were accepted. Chris and Trevor will check bikes at Mallala, for which big stickers will be needed.
- State Title programs, of which 250 will be ordered, will go to sponsors, bearing in mind that many businesses close for Xmas around 20th December. Dan will promote our Titles at Broadford, both at the Southern Classic and the Nationals.
- The Bend has queried payment for April, but Dean has it in hand, and it will be sorted.
- We have 25 to 30 bikes for the Motorsport Festival, which will be lined up in year order. Chris will contact Nathaniel re meat for this event.
- Dan discussed fuel with Peter Venn, particularly the confusion over Avgas. VP and Power Plus have 99RON, which is a suitable replacement. Scotcher and other sponsors will feature in the Good Oil.
- Phil Baughan and Tribsa, guests at our November meeting, have received much interest, and will be featured photographically in the Good Oil.
- Dan and Chris will handle distribution of State Title posters.

**Meeting closed 9.30pm.**



**IMAGES FROM SOUTHERN CLASSIC BY Foot In Bowl Photography**



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](mailto: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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<b>STATEMENT FROM MA</b>
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Dear Competitor,

### **Insurance Arrangements for Australian Riders Competing Overseas in 2019 - Update**

The FIM has announced that it will implement a Riders Insurance Scheme with effect from 1 January 2019. This means that from 2019, FIM international annual and one-event licences (for World Championships, Continental Championships and/or international events included in the FIM calendar) will include personal accident insurance for the benefit of riders.

The timing of the FIM's implementation of its Riders Insurance Scheme means there will be some overlap with the existing Aon scheme. The FIM has confirmed that their Riders Insurance Scheme will replace the existing Aon administered insurance scheme with effect from 1 January 2019. This does not affect the validity or enforceability of your Aon insurance policy. Your existing policy is valid through until its expiry date.

It means that for a while you may be covered by both the Aon insurance policy and the new FIM Riders Insurance Scheme.

Under the new FIM Riders Insurance Scheme the insurance attaches automatically to your FIM licence. And now there is only one process – you will apply to Motorcycling Australia for your FIM licence and insurance at the same time. The cost of the insurance will be included in your FIM licence fee. 2019 fees have not yet been confirmed by the FIM. Once confirmed 2019 Licence fees will be updated and confirmed accordingly via email and be available on the website.

It is important to remember that the new FIM Riders Insurance Scheme does not replace your domestic insurance (Medicare / private health insurance / ambulance cover).

#### **2018 Dates**

<b>Date</b>	<b>Event</b>	<b>Venue</b>
Dec 1-2	Motorsport Festival	Vic Park
Dec 7	Register/DOCSA joint ride day	Mallala
Dec 29-30	SA Historic State Titles	Mac Park
Sept 27-30 <b>2019</b>	Historic nationals for 2019	Collie WA
Last weekend of most months, check Mac Park website	Mac Park Ride Days	Mount Gambier
Most months, check Mallala Motorsport Park website	Mallala track days	Mallala
13-14 <sup>th</sup> July, 10-11 <sup>th</sup> August, 9-10 <sup>th</sup> Sept, 1-2, 14-15 <sup>th</sup> Oct, 25-26 <sup>th</sup> Nov, 2-3, 16-17 <sup>th</sup> Dec.	Ride days	The Bend



**For Sale/Wanted**

<b>Wanted</b>	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
<b>For Sale</b>	Unfinished Project. Ariel Swinging Arm frame, BSA forks, Triumph gearbox, clutch and wheels plus many other Ariel engine and chassis parts. \$800 ono	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