
The Good Oil

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Chris Hayward on his SR500 at the Southern Classic



Simon Cook #40 on his 1120 cc T Rex Honda at the Southern Classic passing Mark Lithgow on his GPZ600

Both photos by Russ Murray of *Foot in Bowl Photography*

HMCRRSA OFFICE BEARERS 2019/2020

PATRON: Mr Mal Pitman

President	Danny Ahern	0407 826 951 (m)
Vice President	Chris Hayward	0404822625 (m)
Treasurer	Dean Watson	0409821366 (m)
Secretary	Trevor Henderson	8384 5284 (h) 0435523357 (m)
Competition Secretary	Danny Ahern	0407 826 951 (m)
Newsletter Editor	Kim Anderson	0458 260 269 (m)
Committee Members	Paul Walker	0412 816 677
	Neil Watson	0426032403
	Bob Balestrin	
	John Inkster	0412841940
	Andy McDonnell	0458553966
Club Delegates	Chris Hayward Danny Ahern – 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 (8 PM first Tuesday of every month)
Honorary Life Members	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	2009
	Les Bell	2013
	Joe Ahern	2018

THE PRES SEZ

Hi all, since the last meeting I can report that, along with Chris Hayward and Simon Cook from our club, I raced at the HMRV's Southern Classic at Broadford. My Kate put her hand up to help officialdom and took on the role of Assistant Clerk of Course. Kate saw it as a good learning experience and was thrown in at the deep end to a degree, but came out smelling like a rose.

Both Kate and I have been elevated to level 3 by the Officials Board for a number of roles. The upshot of this is, whilst I'll be doing the bulk of the paperwork prior to our titles, Kate will be taking on the role of Race Secretary for our State Titles. We have had quite a few people put up their hands to help with proceedings at different levels, and for all those volunteers, a big thank you.

Back to the Southern Classic. I arrived on Thursday and was well set up in my garage for the next day's action. First up on Friday morning was practice on the TT2. It went well but then the G50 gave me a few chain niggles ... easily sorted. Friday evening saw me pick up Kate from the train station; she had travelled from Melbourne after a conference of a few days. We then dined at the local pub where we bumped into a few fellow competitors.

Saturday morning had us rise to an ordinary weather forecast; as soon as the riders brief was over it began to rain, and it just got steadier and heavier, and did not abate until after the last race on Saturday afternoon - which left us with about nine races shy of what the club really wanted to achieve. This didn't help things for Sunday, but at least there was no practice programmed for that morning. After finishing her official duties Kate came by and decided my bikes could do with a bit of polish and shine, so whoa, how good did the G50 and TT2 look once she had strutted her stuff! My mate Richo reckoned his TT2 would like similar treatment. Kate teased him about that but gave his bike a going over once he had headed off to the pub for tea! - another shiny TT2 in the pits. It's always good sharing the pits with Richo, and also his mate Walchy who was pit-bitching that weekend.

On Friday morning it was straight into racing. I had sat out all the qualifiers, as well as racing on Saturday, and so all my Sunday races were to be from the rear of the grid. This augured well for good fun and I did enjoy myself. My step-daughter April came out to the track with her partner and a couple of friends. It was good to catch up with them, in fact I went up the hill with them to watch a couple of races, which was great entertainment. At 2.30pm the hierarchy decided to call the meeting to an end, saying that they figured that they would not get through the full final round of

racing so cut the lot out. I, like many others, was not happy with that decision. Many riders had plugged on through the rain or had sat out the Saturday, so to pull the pin early on Sunday was an ordinary decision in many riders' opinions. Anyway, that is how it was, and it did give some of us a chance to get a few more miles under their belts on Sunday night.

I got to The Bend by lunchtime Monday and decided that joining the Champions track day on Tuesday would be good compensation so I dropped off the racebikes at Wellington East and loaded the Triumph 675. My bro' Joe came up with his SV650 and we spent the day tearing around the 4.95 km International Circuit. It's always good sharing a day at the track with Joe.

Now all systems go for our State Titles; if you haven't entered, get onto it. Supp regs and entry forms are on our website. Regarding the Phillip Island Classic, entries are open and can be processed through Ridernet. For those that have registered their interest in some club garage space, I can tell you that I have secured space for us and look forward to sharing the weekend with you. Danny Ahern #27



Danny on the yummee Kate-Kleened T12. Photo by Russ Murray, *Foot in Bowl Photography*

Trev's Titbits: BHP and RPM

On the Wednesday prior to the October Collingrove Hillclimb I took my 350 BSA Gold Star to the Sporting Car Club. I was pleasantly surprised by the interest shown in my bike by the car people, and fielded lots of questions about it. Stating that it would rev to 7,000 rpm, I caught a look of surprise on one face which took my thoughts back fifty odd years. The specifications for my then motorcycle, a Matchless 500 twin, were 27 bhp @ 7,000 rpm, which surprised a couple of lads used to cars of the day which probably didn't better 4,000 revs. But back to the present, and one chap was dismissive of the two-stroke engine's suitability for tuning for competitive performance. His mate immediately jumped in to give him a verbal lesson on the exhaust "expansion chamber" that enabled figures of almost 200 bhp to be obtained from a 500 cc Grand Prix engine, when he'd considered 100 bhp per litre to be the optimum. Motorcycle engines are generally known to develop more power for a given capacity than car units, though there now some very lively engines in four-wheelers. Road tests on cars these days don't show horsepower and top speed, although motorcycle journals are more revealing with technical details. I guess we must be more knowledgeable in that area.

Thumbs Up and change right,

Trevor Henderson #55.

SECRETARY'S REPORT

We're at that point in the year that it's not too far to Xmas, and a few days later, our State Titles at Mac Park. Let's hope that a large number of our members get involved this time, as recent activities have failed to generate much enthusiasm. Last year, our night at Gillman Speedway received universal praise, but despite being promoted in the Good Oil, the Oceania Solo Championship on the 23rd of this month failed to raise member support.

Back to our State Title meeting, I enjoy the drive down to Mac Park, the racing, the socialising, the venue and the post-race presentations which allow us to cheer the winners and have a drink or two in like-minded company. It surprises me that others, as members of a Club dedicated to the preservation and use of historic motorcycles don't seem to feel the same.

The provision of circuits for either ride days or race meetings is a problem for all SA Clubs. Mac Park is the most affordable, but there's the matter of a long round trip and several hours' travelling. Mallala is more accessible and cheaper than The Bend, but not in the best condition and due to be closed for refurbishing early in

2020. Upon re-opening we may expect to pay more for this facility. The International Circuit is the only one at The Bend currently available for motorcycles, and its hiring cost is a deterrent, particularly when participant numbers are low. We, at our last ride day, and "CAFNIX" with their latest race meeting have thus taken a hit financially. The Road Racing Club Presidents have met to discuss getting more bike activity there. If the East Circuit becomes licensed and available for bikes at reasonable cost, we may find ourselves heading in the right direction.

Trevor Henderson.

MINUTES OF HMCRRSA COMMITTEE MEETING 5th NOVEMBER 2019

The meeting opened at MSA Hall at 7:35pm, with Danny Ahern, Bob Balestrin, Neil and Dean Watson, Chris Hayward, Andy McDonnell, Paul Walker and Trevor Henderson present, and an apology from John Inkster. Minutes of the previous meeting were moved by Danny, seconded by Dean and carried.

Business Arising; Chris will deal with the details in obtaining a new helmet for Dan Gleeson.

Treasurer's Report; Dean listed our paid-up sponsors, and assured us that we're not broke.

Secretary's Report/Correspondence; The Club has received a "Thank You" card from the family of the late Peter Sparkes. Rick Dowsett of Phoenix MCC has left some leathers for us; a set will be offered to Paul Dempsey. Danny, with Chris as proxy, will attend the MSA General Meeting here on Wednesday 20th November. We will not be involved in the "Sportscover Clubbies Sport Awards", and will send 7 members to the MSA "Night of Champions", in lieu of the Oceania Speedway Meeting at Gillman on November 23rd. Trevor will keep in touch with RSUP Racing, and chase up Retro Spares and Fearless Motorcycles for their program ads for this year's SA Historic Road Race Championships.

General Business; Danny, who got pinged for noise there, spread the word about our State Titles at the Southern Classic at Broadford. There had been comments re "no sidecars", which was due to lack of entries. We shall start machine examination from lunch time on Friday. Paul may handle the pit gate, believing

the call-up of riders would be better served by the girls in the office. Trevor will touch base with Verlaine Bell and Trish Channell. This Committee will have extra meetings before the Titles. Andy, along with Trish and Hamish, will assist at the CAFNIX meeting this weekend. "Davo" Johnson is about to fly out to compete in Macau. The Road Racing Club Presidents are meeting here tomorrow night to discuss getting more bike activity at The Bend.

Meeting closed 9:20pm.

MINUTES OF HMCCRSA GENERAL MEETING 17th October 2019

The meeting at MSA Hall opened at 8:00pm, with 14 members present, apologies from Claire Harmon, Chris Hayward, Dean Watson, Kate Clarke, Joe Ahern, Kim Anderson, Andy Pitman, Chris Peake and Andy McDonnell, and no visitors. President Danny Ahern occupied the chair, having declined an upmarket invitation, and welcomed back Greg Kennedy after the Nationals in WA.

Minutes of the previous meeting were moved for acceptance by Phil Baughan, seconded by John Inkster, and carried with no business arising. Dean Pitman enjoyed Paul Walker's "Dribbler" in the Good Oil. Danny recalled road trips with Paul, who responded with his recollection of the sights and sounds of the 1957 Jubilee Isle of Man TT.

President's Report: Next year's Nationals will be in November at Mac Park. MA's hierarchy have done a backflip, as they will now revert to a round-robin, State by State. Running them is an onerous task. The 10-bike minimum for a championship has been queried in the light of the numbers in WA, where they combined classes to get the numbers up for titles. They did obtain good sponsorship. The poster/program cover, starring Paul Walker, for the 2019 State Titles has been finalised. Interested parties, via show of hands, in the Sporting Car Club's Historic Weekend, normally around Easter, were told it could be at The Bend's East Circuit. Luke queried a cut-off date, and Danny thought up to and including Period 5 would be OK. A discussion on the weather at the Vintage Hillclimb raised the issue of a Club event at Collingrove, to be on next year's agenda. Track hire is \$1800. Secretary advised MSA of 2020 State Title dates, stated that Allbikes have paid for their ad, showed the Vintage Collingrove program and said Paul Dempsey was looking for leathers for his passenger. Treasurer Dean, who is on the sick list, sent word that all of our finances are in good shape. Competition Secretary had already made a report whilst wearing his other hat.

General Business: (1) Greg Kennedy spoke highly of the National Title meeting in WA, declaring it one of the top 3 tracks in Australia, though very technical and not

good for the spectators' viewing. (2) Paul described an incident in Zambia, where believing that oil on the track was merely a state of mind caused him to have a fall. The Police there stated dropping the flag was an insult to Zambia. Paul said that in the IOM you start on the tap on the shoulder, ignoring the waved mini Union Jack. (3) Phil Baughan's brother had his 1976 BMW R75/7 stolen from outside their mother's Salisbury North nursing home, and it would be appreciated if Members could vigilantly look out for TEE-914. (4) Member John Nieuwendijk, noted for his restorations, had a trailer stolen even before delivery. (5) Ken Hurley advised of the Classic Speedway on Oct. 26th and Macclesfield Bike Show on Nov. 3rd. (6) Otto reported on the Lockleys Expo last weekend, where his Adler won a trophy. It was bigger than last year with 40 in the Show & Shine, Juventus MCC gained 3 new members and John Whallin's BSA 350 racer was on display. Danny stated that after Peter & Donna Hoey came to our Committee Meeting, not one member put their hand up at the subsequent General Meeting to be interested. (7) Classic Owners Club Classics at Hart Display & Mill to Mill Ride are on this Saturday October 19th. (8) The 2023 BSA International Rally in SA is the weekend after the BSA National Rally at Hahndorf. (9) Phil related an approach to him at Peter Sparkes' funeral which led to recurring work on an AJS, whose owner kept undoing Phil's work.

Meeting Closed 9:25pm.

THE ISLAND CLASSIC 2020

The supp regs are out. You can process your entries through Ridernet. See you there!

2019 Dates

Date	Event	Venue
24 - 26 January	Island Classic	Phillip Island, Vic
16 - 17 February	Sellicks Beach Racing	Sellicks, SA
15 - 17 March	Festival of Speed	Sydney Motorsport Park, NSW
24 March	Collingrove Hillclimb	Collingrove, SA
13 - 14 April	Vic Historics	Broadford, Vic
Easter 19 - 21 April	Broadford Bike Bonanza	Broadford, Vic
10 - 12 May	Seniors Race Meeting	Mac Park, SA
31 August – 1 September	All Historics	Wakefield Park, NSW
11 TH September	Historics n DOCSA	The Bend track day
27 - 30 September	Historic Nationals	Collie, WA
6 th October	Motorcycle Swap Meet	Balhannah, SA
6 th October	Vintage (to 1955) Hillclimb	Collingrove, SA
13 th October	Motorcycle Expo & Swap Meet	Lockleys, SA
2 nd 3 rd Nov	Southern Classic	Broadford Vic
23 rd November	MSA Night of Champions	Titanium Security Arena
28 - 29 December	SA Historic Titles	Mac Park, SA
24 th – 26 th January	Island Classic	Phillip Island, Vic
28 th Feb – 2 nd March	Classic Master Mac Pk	Mac Park, SA
4 th , 5 th April	Vic Historic Titles	Broadford Vic
30 th , 31 st May	Winton 2+4	Winton Vic
31 st Oct 1 st Nov	Southern Classic	Broadford Vic
19 th – 22 nd November	National Historics	Mac Park, SA

For Sale/Wanted

Wanted	Single downtube frame to take 150cc Bultaco engine which is 375mm long	Trevor Henderson 8384 5284.
Wanted	JAP 350ohv timing cover and cylinder head from mid 1930's	Bob Glynn 8263 9133