
The Good Oil

Volume 28 Number 1 January 2020.



Keeping Time at Mac Park: Trish Channell and John Painter

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 Neil Watson Bob Balestrin John Inkster Andy McDonnell	0412 816 677 0426032403 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) Richard RAKE Danny AHERN David MANSON Len SMITH (†Deceased) Ken LUCAS “Doc” WATSON (†Deceased) Trevor HENDERSON Phil BAUGHAN Len DYSON Les Bell Joe Ahern	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009 2013 2018

THE PRES SEZ

The State Titles once again saw us return to Mac Park. It is a mark of the Xmas holiday period, and our good fortune, that we had some long-distance travellers from Queensland in Mark Jones, Gary Ellem and John O'Neill, and from even further still, a Kiwi, one Phil Price. Phil had been in touch with me early in the peace and we had set things up to accommodate an easy entry for him as had HMRAV at the Southern Classic. With Phil's weekend going so well he was going to submit an entry to the Island Classic. Definitely the way to go once across the ditch - get as many meetings in as you can! For those that do not know, Phil does Kinetic Sculpture, I recommend that you google him and marvel at some of his work.

Back to bikes and the same Phil; he has a gaggle of Velocettes and amongst them are Eldee variety of same. With all things coming together Phil will have Bill Swallow riding his Eldee at The Festival at Pukekohe and then later at The Burt Munro Festival. Bill has suggested to me by being on the 250 Eldee it will give me a chance, him thinking I will be there on one of my G50 machines! I have told him that is not to be, but in 2018 we had a ball indeed racing at Invercargill. Whilst my motorsickle won't be at Invercargill, I will, having been convinced / conned by Eddy Garner to join the lads and lasses for a weekend's fun as Eddy puts it! Can't let chances like this pass you by at my age!

I digress, back to our meeting. Yep once a year we ramp things up, check, cross check hope we have all things in place. Supp Regs and permits first cab off the ramp. Competition secretary normally sorting that lot out and getting it checked off by committee before lodging with the local body, MSA for approval. Time then to chase down many reliable advertisers / sponsors as well as work on new ones. Advertise the meeting to prospective entrants and the like, get posters made and disbursed mainly at bike shops and local businesses around Mt Gambier where the spectators mainly come from. Our latest tradition of handing out a bottle of wine labelled to match our poster of the year's event. This year we agreed to have Committee man Paul Walker the focus of attention on the poster. Shots of him at Isle of Man and Bathurst were featured. The key positions of the meeting and who may fill them get discussed, phone calls and emails sent asking who is keen to take up the roles. Clerk of Course, Steward, Announcers, Race Secretary, Pit gate man, Starter and starter's helper, Gatekeeper etc etc. Luckily at the moment we have some good people in the club or connected to the club that happily provide their services with no expectation of remuneration, truly great club spirit. Gee if I name them, I'll have to be careful not to miss anyone out, so here goes, big thank you to Kate Clarke, Paul and Mandy Walker, Andy McDonnell, Dan Gleeson, Otto Muller, David Beechey, Jock Duffy, Trevor Henderson, Phil Baughan, John Inkster and Trish Channell.

Once we had all things in place (it took a bit to get the club printer happening!) we had the troops moving through, signing on, I was in attendance all Friday arvo helping Kate get all things in place and sorted. Outside we had the well-oiled team of Phil, Trev and John checking out the bikes and the riding gear. At the end of Friday, we only had 17 more to do on Saturday morning so we were well pleased.

Come Saturday we soon had things clicking, our friends from SAFMA were well represented and for such The Register is most grateful. They soon had their radios all working, Tony Earl again was happy to be the Flaggie control person and a good job he did again. As always I try my hardest to start the race program on the button at 9am, meaning riders brief at 8.30 is paramount, so many a reminder on the PA, eventually seeing the racers making their way to the clubrooms, where after a brief introduction from yours truly, John Painter with help from his iPad read out all the necessary instructions and warnings, riders convened inside, signed on and come 9am a start was imminent.

Each race group got 2 opportunities to register a time to get their best grid position, with the heat of the day creeping on I chose to only do 1 of my two sessions on both bikes. My pit sharing friends Richo Olbrich and Gavin Lewis grabbed all their opportunities to get their best grid spot. On my TT2 I ended up in position 6 next to Richo in 6th. Come the end of the weekend I ended up 5th overall on my Duke and Richo was 4th! Both of us had great runs on our bikes, barely touching a thing. I just made a minor gearing change, which I think made a subtle difference. I'll take that as a good guide when I get to Phillip Island for the Island Classic.

My efforts on the G50 saw me qualify 10th out of 14 takers. I had some great racing on the G50 as I did on the TT2. Come the end I finished 7th overall from 14 which I was pleased with. Geoff Kelly and I had some great racing, not to mention the regulars that I get to race with so often, Les Toohey, Paul McGahan being the main two. Murray Johnson in a league a step up from where I am at the moment!

I must say that each year there is a different slant to different races. The LC brigade were a bit down on numbers this year, but there were a few new players having a good time doing their bit. I must say the quality and quantity in the Period 3 500 race was just sensational. The Bob Jolly Memorial was well subscribed and was a ding dong race with battles on all over the place. The same cannot be said regarding the Ken Blake Feature race! It is time for the committee to reassess the running of this event, we only had 7 takers for the race, one Period 4 and the rest period 3 bikes. Gee over the years there have been some epic battles in the Ken Blake, but it would seem those days are now well behind us.

I am pleased to report that over 18 qualifiers and 39 races we had just 1 Red Flag incident. David Short came unstuck mid-afternoon Sunday, he was concussed but good enough come trophy time to step up and grab his gongs. Great to see you ended up ok Dave.

As we do the committee will dissect what we did well and where we need to improve. For all those that raced or helped a big thank you. For members that did neither, please consider being an integral part of it next time round!

Danny Ahern #327

In Appreciation of Len Smith

Len was already an HMCRRSA member when I joined, and I recall him with his 350cc Greeves racer which he created from a 360cc scrambler, and the inevitable 250cc Benelli, at a Goolwa Sprint - a regular event in the early 1990's. At Club Meetings at the Prince Albert Hotel, I shared a table with Len and Max Sargent, then Len and I became Delegates to the Road Racing Sub-Committee which met at the Prince Albert, and later at the Duke of Brunswick Hotel. These meetings were mostly noted for reminiscences from Chairman Peter Sparkes. A nasty crash at Mallala caused by a collapsed rear hub ended Len's competition career, but he willingly loaned his bikes to Joe Ahern, Paul Walker and even me.

Len's greatest contribution to our Club was his long stint as Competition Secretary, which he and Judy did the old-fashioned way, sticking to his guns in the face of the new electronic revolution. Len and Judy also printed the Good Oil each month and posted a copy to each member whose name did not appear in the attendance book after each General Meeting. Len was honoured with Life Membership of the Historic Motor Cycle Racing Register of SA in 2002.

When I decided to fit a fairing to my Bultaco and it arrived bare from Moto Tumbi, Len offered to fit it, and I spent an afternoon and evening at the Smith home at Campbelltown, even being provided

with a meal. Those fairing mounts never let me down, and Len would not take one dollar in payment. Another Smith kindness occurred when HMCRRSA ran a National Title at Mallala, and there was an MSA Presentation Night on the Saturday in Adelaide, so I was offered accommodation at Len and Judy's home after the event rather than drive to either Mallala or Christie Downs.

During a trip to Perth for the National Titles, most of us flying over with the Aherns transporting a load of bikes, Len and I shared accommodation and a hire car. We successfully navigated our way around an unfamiliar city, our only hiccup being when we gave a ride to this bloke from MA who swore he knew his way back to his digs. In the light of my marginal navigational skills, our successes were all of Len's making.

When Len finally retired from the role as Competition Secretary, that certainly wasn't the last of Len and Judy. At our December General Meeting and on any other occasion when supper was required, Judy and Len would deliver the food, prepared by Judy, Lorraine and other ladies of the Club. When age and illness dictated that Len needed to go into care, it would have been a very trying time for Judy and Family. On December 20th, 2019, we said our final farewell to Len, all-round Nice Guy and "World's Greatest Competition Secretary"!

Trevor Henderson, Secretary HMCRRSA.

SECRETARY'S REPORT

After a successful State Title meeting, I'm sure many of our members, after several excellent performances, would have welcomed in a very Happy New Year. Simon Cook once again took out the Period 4 Unlimited Championship and the Ken Blake Memorial. Sadly, the number of eligible starters in this event is minimal and the reason is unclear. This year, the final round of the Period 3 350 and 700 Championship immediately followed the "Ken Blake", and those who rode in the "Bob Jolly" had a one-race break before it. Period 4 riders had no such problems, and it wasn't so long ago that Joe Ahern won it on a 350cc bike. Perhaps the hot weather, unusual for Mount Gambier, may have been a factor.

Two-Stroke engines may be on the outer in modern racing, but this wasn't the case at Mac Park. Yamaha TZ's and their LC cousins were out in force with Andy and Louis Pitman, Chris Hayward, Nathaniel Wilson, Gavin Lewis, Brendan Roberts, Daniel De Blasio, Brett Metcalf and Gavin Thus so mounted. In Period 5, the 250 Title and LC Cup fell to Brett, the 350 to Chris and 500 to Nathaniel. John Inkster rode his Aermacchi to victory in Period 4, 350, a class that had previously been a two-stroke stronghold, whilst 5 of us competed in Period 3, 350, 500 and 700 classes, best result being Murray Johnson with 2nd in Senior 500cc plus picking up 3rd in Class C on his Harley. Let's not forget our small band of helpers who soldiered on when the days were uncomfortably hot, for without them we riders would not have been able to sweat in our leathers.

Good luck to our members going to the Island Classic at the end of this month, with the Classic Master of Mac Park one month later. Next month's meeting is our annual Presentation Night, so come and cheer on our successful members for their efforts in 2019.

Trevor Henderson, Secretary.

Trev's Titbits- "A Perilously Potholed Path to the Park"

Having just read Colin Thompson's second volume of the history of motorcycling in and around Mount Gambier, and recently returned from there, I was fascinated by stories of the many men and women who had put so much into their chosen pastime. A Mount Gambier Motor Cycle Club had been formed in 1913, but disbanded a year later, followed by a second Club in 1928. In 1936 the "Mount Gambier Motor Cycle and Light Car Club" came into being, but went into recess with the outbreak of World War 2. It was revived in 1947 with, among its Office Bearers one L. W. Fox as Secretary and Treasurer, positions he held for over a decade and became the Club's first Life Member. After Mac Park had celebrated 50 years, the Club dropped "Light Car" from its title and claimed a 100-year-old heritage.

Mount Gambier's early motorcyclists had been keen to conduct road racing but seemed to be constantly thwarted by refusal of the authorities to give their consent. Then in 1951 the SA Government passed a bill banning racing on public roads, a decision which spurred on efforts to establish a track on private land. But that move would not be easy with limited membership and finance. The Club was then very active with scrambles, trials, grass track and beach racing as well as social and novelty events, with several members racing at Bathurst and circuits in South Australia and Victoria. McNamara Park's first meeting suffered due to the size of metal used in the surface but still went over well. In late 1962 the track was resealed with finer screenings and racing carried on from January 1963.

My first knowledge of Mac Park was upon meeting Pat Pinder, regular 1960's racer and later owner of the first Bultaco racer in SA. His face was scarred with gravel rash after a fall there, and my thought was "no way will I ever do that". My first sight of the circuit was a few years later as part of a group going to race at a scramble at Mount Percy, which was preceded by a road race at Mac Park. We stayed with Rob Assink who rode his own 250 Yamaha and one of Laurie Fox's 50's, so got to see things from the inside. I made the trip there several times over the next few years when they would run scrambles or short circuits along with the road races and finally took the plunge and raced on their hallowed bitumen in 1994.

Thumbs Up and Change Right,
Trevor Henderson #55.

MINUTES OF HMCCRSA GENERAL MEETING 19TH December 2019

The Meeting at MSA Hall opened at 8:18pm with 21 members present. Dan Gleeson, Jane and Bob the Milky were welcomed. There were no new members, but apologies from Nick Clarke, Joe Ahern, Kate Clarke and John Whallin. Minutes of the previous meeting were moved for acceptance by Phil Baughan, seconded by Andy McDonnell and passed with no business arising.

A minutes' silence was observed for the passing of Life Member Len Smith and Ronna's mother. Len was our last Competition Secretary to do it all longhand, was light-heartedly but sincerely described as the "World's Greatest", and with wife Judy distributed the Good Oil for 18 or 19 years. Paul and Trevor added further testimonials to Len and his favoured Benelli bikes.

President Danny reported that new members Andy Bedford and Gavin Lewis are racing LC's at our State Titles, for which he will pick up the programs tomorrow. Dan Gleeson, star of the "Historic Wakefield Park" newsletter, offered Jane and himself to man the gate and sell programs. We have around 130 bikes, giving fields of 12 to 15, some having back to back races. Trevor was made a Life Member of MSA at the "Night of Champions"; see next Good Oil for details. The Classic Owners' Club has approached DOCSA and us re a possible Track Day at The Bend as part of their week-long Festival of Motorcycling but there are doubts about its practicality. It was noted that Champions have an \$89 deal for 2 sessions with the option to "top up" and ride for the rest of the day. Secretary's

Report/Correspondence: MSA advised of a General Meeting on 15th January 2020 which Danny will attend and the cancellation of Crystal Brook MCC's affiliation. Sports Car Drivers SA are having a display at Houghton on January 26th 2020 with a view to reviving the Glen Ewin Hillclimb in future. This date would not suit us but future events may. Although Andy spoke well of "Oscar W" trips, there was no interest from the floor. Extra starters for our Speedway Night on January 11th brings the total to 25. Trevor will book this hall with MSA for 2020 Committee and General meetings. The Treasurer reported much money movement both in and out over several events, whilst the Competition Secretary spoke on the 2019 McLaren Vale Vintage and Classic event, with details of the 2020 function to go in the Good Oil. Our Ride Day with DOCSA at The Bend on April 17th will be on the East Circuit, where we can get away with 4 flaggies plus CCTV. Geoff Kelly was advised that Champions' ride days at The Bend are double of others as they pay less in fees at other tracks. Adelaide's modern Clubs are combining with their Victorian counterparts for State Titles. We shall spend the ANZAC weekend at Mallala as part of the Sporting Car Club's "Vintage Mallala" meeting. General Business: Andy attended the Classic Car replacement for the Motorsport Festival, at The Bend, with free entry but few spectators. Cars paid around \$900 for 6 sessions, and there were 5 Formula 1 cars. Danny saw the Rally attached to this event. Awaiting pizza, the meeting closed at 9:20pm with wishes for a Merry Xmas and good racing at Mac Park.

MOTORCYCLING SA LIFE MEMEBERSHIP NOMINATION 2019

Historic Motor Cycle Racing Register of SA

As President of the HMCRRSA I put pen to paper to reinforce our club's nomination of Trevor Henderson.

Trevor has a huge history of involvement with Motorcycle Sport in SA that spans well over 50 years. As a youngster he was involved racing in scrabbles and to this day he is a walking encyclopaedia of the sport in his day, as well as much more.

Personally, I got to meet Trevor around 1991 when we both joined the HMCRRSA. Trevor presented with the same Bultaco 125 to race that he had campaigned as a youngster. His patience never wains and to this day he campaigns the Bultaco along with his 350 Gold Star which he has had for a few years now. Trevor has for some time also campaigned a Classic Speedway bike, and gets out regularly on it.

All this pales into insignificance when you analyse all that he does for both the club and Historic Road Racing. In no particular order, I highlight some of Trevor's attributes and contributions. The club has had a newsletter for nearly 28 years and Trevor would be the most written member in the club, writing items each month for inclusion in the newsletter. Trevor ended up with his own column in which he would write about anything and everything, month in, month out. Some years back he got talked into the role of President and he did that until 2 years ago - in total 15 years in the role. Ah, and yes, each month The President wrote a column in The Good Oil.

Our club is well recognised as runners of one of the best Historic meetings in the country. Around the end of year at Mac Park is where we hold our State Titles, which means, come August or so, we need to get serious about having things ready. Trevor was always first away chasing down regular, as well as new sponsors, for the event. He is the pillar at committee getting things in order. He is always first to put his hand up to take on a job.

Without delving into the records, we do know that Trevor represented the Historic Club at numerous committees run originally under the ACUSA hat and then the MSA hat when things changed. I can vividly remember squeezing up in the ACUSA meeting rooms before we had the privilege of more space on The Parade.

Recently the Historic Section of The Sporting Car Club approached our club to become involved at the Historic Hillclimb at Collingrove over the October long weekend. You guessed it, Trevor took up the challenge meeting with the car club people to have all things up and running for the bike fraternity! Sellicks beach races, same again - he was invited to work on the 'Levis Club Race Committee' to get the race meeting together, and to share his experiences with the club. Trevor has done this now for both the events run in recent years, *and* he got to compete on both his trusty steeds too, picking up trophies along the way.

On finally retiring from work in 2018, Trevor went out and bought a newish van to cart his bikes around and be a bit more comfortable. He said he'd like to get away a bit and experience a few more tracks! This is the mantra of a now 76-year-old doing what he loved when he was 20. When he is not riding he is happy helping.

We only hear good things about Trevor Henderson and with a nudge or two from outside the Historic race circles we think it's time to have Trevor honoured for all the good he has put back into the sport. We can't see him stopping anytime soon!

Danny Ahern President HMCRRSA





40th Ruby Anniversary Rally in 2020 of the AJS and Matchless Owners Club of Australia inc.



At the most recent Annual General Meeting last November of the AJS and Matchless Owners Club of Australia it was confirmed that the 2020 Annual Down Under Jampot Rally would be arranged at Goulburn in the Southern Tablelands of New South Wales on the Hume Highway from 30th October to 1st November. Already much has been arranged in readiness for this premier event where solid views are in the pipeline to celebrate this special occasion as a Ruby 40th Anniversary event. Members, their wives, partners and other entrants will be encouraged to dress accordingly for the Presentation Dinner evening and to include appropriate ornamenting of their machines fittingly to embrace the occasion.

It should be made clear to all that the Ruby Dinner Dress code is certainly not compulsory however we would urge entrants to dress accordingly and adorn their machines appropriately.

Yours sincerely

Brian 'Nip' Kuerschner.

President

AJS and Matchless Owners Club of Australia inc.

2020 Dates

Date	Event	Venue
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
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