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# The Good Oil

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Volume 29 Number 4 April 2021.



Davo showing his winning podium smile on the Prez's TT2

## HMCRRSA OFFICE BEARERS 2019/2020

*PATRON: Mr Mal Pitman*

<b>President</b>	Danny Ahern	0407 826 951 (m)
<b>Vice President</b>	Chris Hayward	0404 822 625 (m)
<b>Treasurer</b>	Dean Watson	0409 821 366 (m)
<b>Secretary</b>	Trevor Henderson	8384 5284 (h) 0435 523 357 (m)
<b>Competition Secretary</b>	Danny Ahern	0407 826 951 (m)
<b>Newsletter Editor</b>	Kim Anderson	0458 260 269 (m)
<b>Committee Members</b>	Paul Walker	0412 816 677
	Neil Watson	0426 032 403
	Bob Balestrin	0407 373 233
	John Inkster	0412 841 940
	Andy McDonnell	0458 553 966
<b>Club Delegates</b>	Chris Hayward Danny Ahern – Road Race/MSA	
<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> (8 PM 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 (†Deceased)	2002
	Ken LUCAS	2003
	“Doc” WATSON (†Deceased)	2004
	Trevor HENDERSON	2005
	Phil BAUGHAN	2007
	Len DYSON(†Deceased)	2009
	Les Bell	2013
	Joe Ahern	2018

## The Prez Sez

Well, what a great experience that was, attending the State titles at Mac Park at Easter. The main attraction for me was the BEARS involvement at the meeting.

I raced my TT2 in the F4 Heritage class. Other members racing in BEARS were Andy Bedford on his lovely F1 905, Andy Mac on his 'Tina' and we had Andy Pitman on his TZ getting in some good racing in his class. Club members Dave Barrett came along to help Andy Bedford and me, and Dean Pitman was kept busy with Andy's Yamahas.

The BEARS added colour, noise and overall charisma to the meeting, but I must say there was some fantastic racing throughout the weekend. It was great to witness and be part of it all.

My next BEARS meet is at Morgan Park Qld 13 -16<sup>th</sup> May. I will make a good holiday of that catching up with numerous friends in Qld and northern NSW.

Regarding the Sydney washout event that I went over for, I had the best surprise when the club emailed to say they were in a position to give some sort of refund. What great goodwill will come out of that gesture! A couple of our members pulled out prior to the event and got a refund too, all this unheard of from PCRA - so times they are a-changing and it was great that they were in a position to do so.

The weekend of 17<sup>th</sup> & 18<sup>th</sup> April sees us doing demo laps and bikes on display at the All Historic Car Races. Whilst we have a few takers, I and the committee are pretty disappointed at the take up, gee, free event including lunch, all you need is a bike and a rec licence and off you go! Come on guys, we can still slip you in!

Big welcome to the new members that have recently joined this great club, I hope you enjoy it all.

The ride day 28<sup>th</sup> April at The Bend will be a cracker. Final instructions will soon find themselves on your email. Gates open 7.30am on the day, see you there. If you not riding and want to help let me know in good time and I can allocate a job for you.

Danny Ahern #327

## Minutes of HMCRRSA General Meeting 18<sup>th</sup> March 2021

The meeting opened at 8.00pm with Vice-President, Chris Hayward in the chair, an apology having been tendered by Danny Ahern along with Geoff Kelly and Claire Harmon. 12 members were present and visitor Ben Versteegh stated that rain put a damper on Lake Gairdner and Sellicks Beach. A New Member Application from Dale Eatts will be vetted by the Committee. The VICE-PRESIDENT reported that 35 riders have registered for the Ride Day, which includes a Subway lunch, on April 28<sup>th</sup>. Anyone else interested should send their forms to Danny. A form is coming to register for Classic Mallala, where there will be a BBQ, on 17<sup>th</sup> and 18<sup>th</sup> April. Most members did well at the Classic Master of Mac Park, though Louis Pitman crashed and is recovering. Due to our vetting of potential new members, we can't renew memberships via Ridernet, which has a limit on Family Members. You should update your profile if it's incorrect, and memberships must be renewed by 31<sup>st</sup> March to remain financial. The SECRETARY detailed correspondence from the Gum Hotel at Gumeracha, MA re licensing, MSA re Club Membership and a Hillclimb Newsletter and advised he'd sent off our votes for the MSA elections. He has overall results for Sellicks Beach available. The TREASURER reported receipts from memberships, sponsorships and ride day fees, with

payment sent for our Post Office Box. Chris, before he had to leave at 8.23pm, stated the Club is robust with funds, and, as not everyone races, we need suggestions so that non-racers bring their bikes out. We also need more guest speakers and bikes on display at meetings.

GENERAL BUSINESS: Dean will re-send the Ride Day form as a group email. Sellicks results included 2nds for Davo Johnson, John Inkster and the Secretary, with 3rds for Wayne Fazzalari and Doc's outfit, on which Royce Rowe and Jess Watson had a ball, whilst Ben Versteegh blew up a gearbox. Paul Walker, after a convoluted saga that necessitated one of his famous stories, is now a member of the Manx GP and TT Riders' Association. Phil spoke of the passing of Murray Walker at 97, and the loss of Joel Robert and Fausto Gresini. Con had been previously asked by Murray if his Manx was for sale!

Meeting closed at 8:57pm.

## Secretary's Report April 2021

A former boss of mine liked to refer to situations as, "either a feast or a famine", meaning flat out one moment and nothing the next. This month seems to follow that pattern. After the task of stripping, cleaning and then rebuilding bikes in the aftermath of the Sellicks Beach meeting, we will have had a short break before our guest appearance at the Sporting Car Club's "Historic Mallala" prior to our Ride Day on, for the first time, the East Circuit at "The Bend". At the risk of sounding like a record with the needle stuck in the groove, we keep asking why we have a poor response from members in attending these functions which Your Committee goes to great lengths to make cheap or even free of charge! On top of that, we will feed you at both of these events. "Historic Mallala", like the Motorsport Festival at Victoria Park and the "Clipsal" before that, will be for us a relaxed affair with time to view some of the interesting four-wheelers and then take the bike on to the circuit for several laps. Easy, huh?

After our April 28<sup>th</sup> Ride Day it's only just over a week until the "Seniors" at Mac Park on the 8<sup>th</sup> and 9<sup>th</sup> of May. Again, I'm puzzled by the attitudes of members who don't take the opportunity to visit Mac Park, be it the "Seniors", "Classic Master of Mac Park" or even our own State Titles. Maybe they lead such full and exciting lives that the action we enjoy down there seems dull and boring.

Meanwhile, YOUR COMMITTEE is actively supporting and managing YOUR CLUB, always looking to take on board any events that our members may be interested in attending. HOW ABOUT IT?

Trevor Henderson, Secretary.

## Minutes of HMCRRSA Committee Meeting 6<sup>th</sup> April 2021

The meeting was held in the MSA Boardroom and started at 7.30 pm. Present were: Danny Ahern, Chris Hayward, Dean and Neil Watson, Bob Balestrin, Andy McDonnell, John Inkster, Paul Walker and Trevor Henderson.

MALLALA ALL-HISTORIC WEEKEND, 17<sup>th</sup> and 18<sup>th</sup> APRIL. Our cost is TBA! Paul asked about the A-Frame, which will be located. Chris reported hearing radio advertising for Cars AND Bikes. We have around 10 bikes so far, with the Watson Velo on Saturday only. If able to attend, Paul will bring a BBQ which will turn out snags and rissoles served with bread and sauce. The Responsible Person position will be shared between Mick Myles, Andy Bedford and Danny, who will also do some commentary. Dean has obtained one-event licences for this and our Ride Day, the big question being “Why don’t people attend these low-cost events?”

THE BEND EAST CIRCUIT. Medical has been confirmed, and Danny will follow up on radios. Both Clubs will need to manage getting people in and out. Paul suggested Mandy for sign-on, when 15 to 18 one-event licences will be needed, followed by bike checks. Bikes but not helmets will be stickered. Paul and Hamish will need a trailer for pick-ups. We may accommodate some DOCSA riders in our slow group. A waiver, to be signed, will be sent out to everyone. Catering by Subway Tailem Bend (Kate to collect?) and BYO drinks.

NEW MEMBERS Ben Versteegh and Dale Eatts have been accepted by all the Committee.

MAC PARK EASTER RACING went well, although some officials tried to take over. Riders were given 5-minute and 2-minute calls over the weekend. Danny spoke to Mount Gambier President, Alex, and will go to their Ride Day on 24<sup>th</sup> April for further talks, when HMCRRSA will cover his travel costs.

A discussion on expiry dates of memberships and licences preceded the meeting closing at 9:20pm.

### All of a sudden, I’m racing a TT2! by Danny Ahern

I would not be alone thinking, “gee it would be good to have a TT2”. One day I got really lucky, a friend had been told of a TT2 on Ebay, my friend let me know and in no time I had committed to buy a bike that seemed to have all the right gear.

The seller was good to his word, he took the ad down and he didn’t want a deposit. He was living in Melbourne and the bike was in Sydney. With the Festival of Speed in March at Sydney Motorsport Park I’d be in Sydney and as it happened the seller was to be in Sydney the same weekend! But it got better, the bike was barely 15 minutes from the track! I did some practice then headed out to check out the bike.

The bike was as described. It had been parked up following the untimely death of the owner in a road accident I am led to believe, the guy’s widow kept it a long time until it was time to move house and she was comfortable letting it go. It was then that the current owner was contacted and offered the bike. He had often chatted prior with the owner re buying the bike, so eventually he got it. As it turned out the TT2 continued to just be a showpiece of sorts. The owner now had an opportunity to grab something else Ducati Desirable! The TT2 would be part of the funding.

I had my laptop with me, transferred the funds, loaded up my trailer and returned to the racetrack feeling like a dog with two dicks. Shit, right place right time etc., wow can I believe

it or what! At the race meeting there were some famous faces and names. The Bob Brown machine was there with the current owner Graham 'Boong' Brooker. Jeremy Burgess was trying his best to suggest I sell the TT2 on and make a quick \$5k! But I wanted this machine - it was not for sale. The bike spent the weekend behind our garage and it was to be checked out and drooled over by many. Phil Allen was about the place and suggested he could peddle it once we had it sorted; I suggested he can get in the line!

I had two race bikes at the track and my two-bike trailer, so I had to do work out how to get it home. John Clancy had a huge trailer and lives not far from Broadford, so I figured if he took it home, I'd just bring one bike to Broadford to race and I could finally pick up my new motorsickle.



Michael Rutter, son of Tony Rutter, the father of TT2's with yours truly

Before the bike got home, the research had well begun. There was no clarity regarding its capacity. The crankcases were 500 but we soon found out the barrels and pistons were all 600cc! Well, that needs changing! I was told by Mike Soderland of Gowanloch's that the gearbox was well-sorted and he had hinted that the bike may well be 600cc. He was correct on both fronts! Getting 500 barrels was not easy. 400 barrels come with different wall thicknesses; the ones I had were not serviceable, but my good friend Kevin Grant in NZ is a Ducati nut and has let me race his bikes in NZ (and whilst he won't let me ride his Britten he has let me sit on it!) Kevin had some barrels that were the thick-walled 400 type and he was after some 600 barrels, so win, win for us two! Kevin then went on to give me a brand new set of 'P' cams that he said would well suit my riding style. What a generous gesture indeed.

I was keen to run the bike with no battery so on doing some research, including good chats with Bob Brown, it was to be Krober. I could get a new one out of Belgium. The hard part was getting the crank modified to suit. Yep, the crank had to be cut down and machined somewhat. Bob Brown said all the machinists etc will tell you it can't happen so he gave me instructions on how to do it and I went about chatting with my preferred machinist man and guess what ... yeah, he said, "you can't do that"! I said, "yes you can, do this, this and this and it will be fine". Took some persuading, but hey, he got it done. Time would tell that was just the start of Krober woes in the early days - love it now that we have jumped all the hurdles.

The pistons were designed by my engine builder Pablo Real and they got made in USA by JE Pistons. Took a while but worth the wait. The barrels went to Italy for nikasilling, getting bored and re-nikasilled ready for action.

Whilst all this was getting done, I decided a few things had to go and new was the way to go! The fibreglass tank was to be replaced by an aluminium one; order placed. The original Campangolo wheels were old and I would not be happy running with them, so they got sold to a collector and new replicas were ordered, along with two other sets for two friends that also campaign yummy TT2's. Pablo brokered this deal for us as well as he did with some other goodies required.

Tony Lake for a long time has been my preferred bike painter and has looked after me with my Matchless G50 racers for a long time so we did the research and settled on colours et al. The first job was to get the Marzocchi forks done in the right gold colour. Being magnesium, I took them up to the airport and had them crack-tested and then it was paint time when I got the all-clear. No surprise, Tony nailed the colour and many Ducati nuts commented on what a great job was done. The seat followed in red, once I had it made 70mm longer to accommodate me, yeah, I'm not by far the right size for these little weapons. Unfortunately, while the wait was on for some mechanical parts to come in and then a trial build etc, Tony decided he was giving up his painting enterprise, so I had to find another passionate painter to do the frame, guard and ancillary stuff. The outcome was great, so happy was I after a bit of a hiccup.

Once the engine, gee nearly called it a motor, was ready and the trial build was successful, it was time for the real thing, assembly with care and all things being readied to start the beast. We got the bike over to Pablo to initiate its start up. Mostly it went alright, but it was to the start of our woes with the Krober! Nothing about the ignition was quite right. Even with great assistance from knowledgeable tuners, numerous phone calls to the most helpful Bob Brown and the ignition being sent off to Small Coil Rewinds in Geelong (after a big rap that they are The Ones) we still had an ignition that had a mind of its own. Eventually I sent it all back to Belgium, including the tacho that also wasn't working, and whilst the communication was all but non-existent, I got a new ignition with an admission that the first one supplied had a serious fault! New unit on and let's get started.



Yep, working on it in the house!

By now we were getting excited about running the bike in and then ultimately racing the beast. The bike turned heads from day one when I had a launch evening with pizza and bevvies, and a couple of start-ups at every track I took it to. Initially the real potential eluded us – the ignition timing was still giving us a bit of grief and the bike was reluctant to rev. Like all new projects, well nearly all, patience was required and great care to check out the fine details. Once we had identified what was going on we were able to deal with it and 18 months on I had a bike that made good horsepower, handled beautifully and stopped on a sixpence. I have now had a few race meetings where I have got under my lap times of my G50 and plan on squeezing them down a bit more. Having said that, so long as I enjoy my ride that is the main thing.

My plan this year, if Covid allows, is to compete at all the rounds of the Bears Nationals. First round is Mac Park at Easter, then Morgan Park Qld, Hidden Valley Darwin, Sydney Motorsport Park, Phillip Island and then Broadford. Will be mixing racing with some sightseeing and catching up with interstate friends. Should be fun!

So long as the TT2 behaves I can work on the latest project, a Desmo 450. Got lots of goodies for this beast too! Watch this space. Enjoy your Ducatis like I do mine.



Start-up night with fishnet stockings



Dan's TT2 winning best racebike at DOCSA's Italian MC day





# TRACK DAY REGISTRATION FORM

Mallala All Historic Weekend

17<sup>th</sup> & 18th April 2021

Entry and Registration for HMCRRSA involvement at this event.

It is a fun event with fellow enthusiasts and members of HMCRRSA.

It is open to solo bikes period 2 -5 inclusive

There is no fee for this event apart from if you require a one event license.

Recreational day license if required, additional \$45.

Registrations are open immediately and prompt response is required

<b>Rider's Details</b>			
Name		Address	
Date of Birth			
Phone	Email Address		
<b>Emergency Contact Details</b>			
Name		Address	
Relationship	Phone		
<b>Motorcycle Details &amp; Track Group</b>			
Year	Make	Model	Capacity
Year	Make	Model	Capacity
<b>MSA Licensing Details</b> <i>(tick appropriate box)</i>			
Recreational Day License Required		Number (HMCRRSA use only)	
Recreational Annual License held		Number	Expiry
Race License held		Number	Expiry
<b>Payment Details</b> Bank: BSB 805 050 ACC 100041411 HMCRRSA People's Choice Credit Union			
Day License - \$45		TOTAL	\$
Payment by EFT		Payment date	

Forms email to [danny327@homesfel.com.au](mailto:danny327@homesfel.com.au)



Gawler Veteran, Vintage and Classic Vehicle Club  
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# 44th HISTORIC WINTON

22nd & 23rd May 2021




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