
The Good Oil

Volume 29 Number 5 May 2021.



Old Farts at Mac Park May 2021; all Smiles after a great weekend's racing

Photo courtesy of Jane

HMCRRSA OFFICE BEARERS 2019/2020

PATRON: Mr Mal Pitman

President	Danny Ahern	0407 826 951 (m)
Vice President	Chris Hayward	0404 822 625 (m)
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Secretary	Trevor Henderson	8384 5284 (h) 0435 523 357 (m)
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	Neil Watson	0426 032 403
	Bob Balestrin	0407 373 233
	John Inkster	0412 841 940
	Andy McDonnell	0458 553 966
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 (†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 East Circuit at The Bend – Here We Are

Well, it took a while, but we eventually got there, and again we were the first clubs onto a great motorcycle track.

Three years ago we had this track booked but were instead allocated time on the International Circuit since the East and West Circuits were not ready for, or licensed for motorcycles.

I guess it was unanimous that the East Circuit suits bikes best, and even more so the lower powered machinery, due to there being no overly long straights.

The East Circuit is also far more pocket-friendly and this was reflected in the nice low registration fees charged by the clubs.

Being at a place we have never used, it was with some nervous energy I found myself at the gates of The East Circuit at 7am. Wow, how good was the weather! No wind ... and sunny - yay! this was shaping up well. We had volunteers arriving in good time, signing on was well organised and there was good marshalling at the pit gates to help punters unpack and get out on the track. This again will be the format when we get back to this circuit, whenever that is.

The replacement for The Bend's Events Manager, Charise Bristow, is Martien Vanderhorst who has come from Sydney. He is a motorcyclist and was with Yamaha Australia for a number of years; won't this help in big bits! He has been great to work with by phone, email and face to face, is very accommodating and is a can-do sort of fellow. I reckon we are in good hands!

It was refreshing that we managed to get on track around 9.07 am after doing all our things and despite having a riders' briefing a little later than I really would have liked. The working together of all participants has to be acknowledged - it gave a good vibe around the pits and was noticed by one and all. With only a small number of carports and garages available, a few riders that missed out managed to run generators and the rest were able to run all day without any power.

The original spot for the chequered flag caused an issue and of course with the lack of a decent PA in the paddock it became frustrating to get on top of those riders who were doing more than the two prescribed sighting laps as explained clearly, well **I thought** clearly, at the riders briefing. Anyway, once we got into the sessions just set by the clock, those issues were somewhat minimised.

The pick-up team of Paul Walker and Hamish Cooper were at their busiest ever for a ride day for our two clubs! Barely a session went by when their services weren't required. Thanks guys for your endeavour, it was really appreciated.

Flag points were all manned by regular flaggies so they were well up to speed with what was needed. Most people responded to the notation that it was a ride day: No Prizes and we all want to go home in one bit! The slow Ducati group was a really big one, and in numbers was matched by the quick Historics group. Overseeing from the control tower we saw that most (although never all) were sticking to what was asked of them; giving their clubmates good room and waiting until it was safe for all before making their moves. Whilst the trailer pick-ups were

many, I can report that no incident involved multiple bikes, so one can say that all were self-inflicted issues!

I must say it was nice getting a few thank you's after the day by text and email and it is those thank you's that have mugs ... (whoops!) volunteers, like me coming back to help out again at the next ride day.

It would be fair to say that the limits that the clubs decided upon proved to be the right ones, and that DOCSA could manage with just two groups instead of three, thus giving all their riders more track time, than if they had to run three sessions.

Catcha again on the track.

Danny Ahern #327

PS: if you missed out on a tee shirt and you want one, get onto me - text or email please.

Minutes of HMCRRSA General Meeting 15th April 2021

President Danny Ahern welcomed 13 members at MSA Hall at 8:00pm, with apologies received from Paul Walker, Bob the Milky, Andy Pitman, Kate Clarke and Geoff Kelly. There were no visitors. Previous minutes were moved for acceptance by Phil Baughan, seconded by John Inkster and carried with no business arising.

PRESIDENT reported that Phil Reeves passed away on 28th March. His funeral will be at 4pm on 23rd April at Berry's on Magill Road.

Communication-wise, "Historic Mallala" has been frustrating. There are waivers to be signed, and our arrival time is between 8 and 10am, with each day's single run at 1pm on Saturday and 12:05pm on Sunday. Only a couple of bikes will be on display, and 2 or 3 members can only do 1 day. Andy assured Chris that the banner will be there, and those with plaques should bring them. There will be security on Saturday night, and we should seek a shed not in use. Admission charges are \$25 for 1 day and \$45 for the weekend. For The Bend Ride Day on 28th April, roll up at 7:30am and move cars and trailers prior to an 8:30am riders' brief. Head towards the main building and follow signs to the go-kart track. Danny will send out final instructions, and we will have a few slower Ducatis in our slow group. Neil Collins asked if anyone from the Western suburbs could give him a ride. Mac Park Seniors' entries are open, and Queensland Bears are up on Ridernet, with Danny the 2nd rider to enter. Phil related more troubles with Ridernet.

SECRETARY read info for the Festival of Motorcycling in October, and a bike night on 22nd May that received no interest from the meeting. MSA's Night of Champions on 20th November at the "Eagles Function Centre" attracted Danny and Kate, Dean W, Trevor and Claire and Chris and Kim, and will be finalised at next Committee Meeting.

TREASURER received Ride Day fees, transferred some funds between accounts, and noted that Retro Yamaha paid their State Title sponsorship. NEW MEMBER Ben Versteegh was welcomed to the Club.

GENERAL BUSINESS. Danny is going to Mac Park on April 24th to liaise with the Mt. Gambier Club for this year's State Titles. Andy spoke of Sponsorship Packages for the Nationals from \$1,000, though Danny would prefer to help our club members. Mt. Gambier Club is putting up costs of sheds and carports for this meeting.

. Otto then spoke about his 1954 Adler that he brought, upon which Paul Collins was 44th fastest at Sellicks Beach. Its features included a crankshaft that can be removed from the engine with the crankcases still in the frame, and it's next outing will be a hillclimb. Danny noted that the Levis Club came out in front financially with Sellicks, despite the limit of 1,000 people per day, and that Log Books would not be practicable at such a meeting. Discussion on race bike requirements led Phil to explain the lengths to which they go at the Isle of Man, where there is even a right and wrong way to lockwire! To universal applause, Otto was thanked for bringing the Adler. Danny told of travels with his grandson which included the Pichi Richi Railway and the Peterborough Motorcycle Museum, where a program from 18/7/82 contained several well-known names.

The meeting closed at 9:15pm.

Secretary's Report May 2021

I haven't heard of anyone who didn't enjoy the Ride Day at The Bend's East Circuit. "Challenging", "Very Technical" and "Best I've ridden on" were among the comments made. There were a couple of areas of organisation that can be improved, like lack of a PA, but overall, it was very good. The two-lap familiarisation was a good idea, and sadly one DOCSA member crashed after (an excellent) lunch, causing a long delay, but at least everyone got a couple of sessions after that. I'm sure there will be a full list for the next outing East of The Bend.

A week and a half later we were off to Mount Gambier for the annual Mac Park Seniors meeting. The weather was kind, just a couple of odd spots on the race days, but rain started to fall during presentations and the heavens opened up on Sunday night. Lucky Us! None of our members (or anyone else's) were able to topple Darren Trotter on the Unlimited-Class G50, but Geoff Kelly, with a 3rd and a 1st won the Period 3 500cc Trophy, whilst Dan Gleeson was 3rd overall in the Unlimited class. A double-take was needed when we saw Chris Peake in helmet and leathers rather than an Official's hat, whilst Phil Baughan and Wayne Nitschke were consistent all weekend. After a 3rd in his first race the clutch on Otto's Adler gave up, cutting his weekend short.

The penultimate race of the weekend, the 120+ Cup, was the best and closest that I saw. Up front, Dan Gleeson, after a great start, Paul McGahan, Geoff Kelly and Les Toohey waged a four-way battle, the first three taking turns at the lead while Les waited for one of them to make a mistake. Sadly one of the four had to miss the podium, the finishing order being Paul, Geoff, Les and Dan. The second group of three riders comprised Phil Baughan battling with two other combatants. Great Classic Racing!

"Harley" Davidson and Jack Kah made the trip down, but somehow managing to forget to load up their bikes. On Sunday morning, there must have been 30 kangaroos in the middle of the circuit opposite the clubrooms before departing as the Course Car made a lap of the track. So let us hop to it and get our bikes ready for the next available outing.

Trevor Henderson, Secretary.



Presentation time at the Old Farts at Mac Park May 2021

Trev's Titbits: Spain Invades USA

Spain, like other European countries, has a history of conflict. The Muslims (Moors) invaded in AD711, and for the next 7 centuries battled the Christians who eventually expelled the last of them by the end of the 15th century making Spain for a brief period the greatest power on earth. But in 1588 the Armada sent against England suffered an ignominious defeat thanks to Sir Francis Drake and his knowledge of weather conditions in the English Channel. It was downhill for Spain from then on, not helped by an unsuccessful conflict with America in the late 1800's which made a legend of future US President "Teddy" Roosevelt. Worse was to come with the Spanish Civil War in 1936, where some European nations used their military hardware as a dress rehearsal for WW2. Some would suggest that the Spanish conflict was due to a Government refusing to accept that a General Election was won by a Socialist Coalition, whilst an American view was that General Franco, who later ruled Spain with an iron fist until his death in 1975, "saved Spain from the Communists". Spain stayed out of WW2, after which, like many other European countries, they had a dire shortage of personal transport. Franco's protectionist policies helped emerging industries like motorcycle manufacturing by stopping

foreign competition, and soon machines from Montesa, Sanglas, Bultaco and Ossa were in use on and off road throughout Spain.

As early as 1960 Spanish bikes were exported to the USA, but small capacity roadsters were not going to excite the Americans. However, Bultaco's Sherpa "S" scrambler found a niche in "TT" racing and dominated the smaller-capacity classes. Then, in Spain as in other European countries, the availability of cheap small cars hit road bike sales hard, which prompted a shift in focus towards off-road machines. With a head start on the Japanese, Spain could really exploit the huge USA market, even producing US versions of their scramblers for other events. Bultaco and Ossa produced specialist bikes for flat track such as the hugely successful "Astro" and "Dick Mann Replica". Several very successful years followed, even as the Japanese took over the commuter market, started making sporting roadsters and dipped their toes in the dirt. With the death of Franco in 1975, the political landscape in Spain changed, and the local industry had to contend with imports as well as stiff competition from much improved Japanese and other European machines in their overseas markets. Then, for the first time they had labour problems leading to strikes (shades of UK?) and although receiving Government assistance, Bultaco and Ossa were unable to survive. Montesa was taken over by Honda, and Sanglas succumbed to Yamaha. Derbi survived due to its focus on the 50cc and moped market, although they have been successful in 50cc and 125cc Road Racing. Maybe the USA won this one too, as they do still have a home industry with a couple of manufacturers.

Thumbs Up and Change Right.

Trevor Henderson #55.

Minutes of HMCRRSA Committee Meeting 4th May 2021

The meeting at MSA Hall opened at 7:30pm with Danny Ahern, Chris Hayward, Paul Walker, Andy McDonnell, John Inkster and Trevor Henderson present, with apologies received from Dean and Neil Watson and Bob Balestrin. The vibe was good at "The Bend" Ride Day. Marshalling worked well, with carport and garage space pre-booked but not the open area. Sign-on needs improving, as some may have ridden without so doing. There was discussion on roving scrutineers versus bikes coming to a designated area. John suggested a big sticker on the bike at sign-on and a smaller one in its middle when inspected. People who paid and let us know prior to the day that they couldn't make it will receive refunds. Food, collected by Kate, cost us \$11:00 per rider. There were more pickups than usual, some didn't adhere to the two-lap first runs and the ambulance pickup was slow, something that needs to be addressed. Manager Martien was very helpful, and we'll hire the track lights next time. Danny has a couple of "East Circuit" T-shirts for which he'd prefer payment by EFT.

All agreed Jack Miller was very impressive in winning the Spanish GP.

Negotiations with Mt. Gambier MCC were hampered by low numbers for their Ride Day and half their Committee being away. Danny and Chris will now meet with them on August 28th.

Good luck to those going to the "Seniors" next weekend.

We have booked a 10-seat table for the MSA "Night of Champions" on November 20th.

Trevor will speak to Nip Kuerschner to clarify the Veteran Competitors' 25-year licence rule.

Danny will be absent from the next 2 General Meetings and the Mallala Ride Day, Fri. 8th Oct. Chris will liaise with Mal Pitman re having the "back to front" 250 Yamaha at our next General Meeting.

The meeting closed at 9:40pm.



TZ (reverse-cylinder) motorcycle showcase

The club has been keen to reintroduce regular motorcycle showcases and motorcycle related product displays as part of each monthly meeting.

Last month Otto (*Muller*) brought along his Adler 250 which attracted much interest. The overall feeling amongst members who attended was that this should become a more regular feature.

To that end, our Patron, Mal (*Pitman*) has agreed to showcase Andy Pitman's recently acquired TZ 250U (3AK) reverse cylinder period 6 machine (above) for our next monthly meeting on 20 May.

1988 saw the introduction of this entirely different parallel twin; the Yamaha TZ250U. Both cylinders were turned 180 degrees with the exhaust shooting straight out to the rear and the carburettors poking frontwards to gather flyaway tyre fragments for the recovery and reuse of precious hydrocarbons. This was a completely new design incorporating technologies that were featured in two stroke moto GP bikes from then on. While early owners complained of bad butt blisters, the next iteration of this innovative Yamaha was offered with a generously padded seat and a chilled drink holder.

Clarke's Comment April 2021

Tuesday 27 April: there was great anticipation, after 14 months devoid of motorcycling vibrations through my body, of taking the big noisy Yamaha for a warm-up on the club day at Tailem Bend the next day.

It's on the East circuit, so far foreign to me. I believe this Siberia of South Australia is situated ... well, on the EAST side of the main attraction, in the locality of "Elwomple", so gently and quaintly named for the incongruent activities of speed, noise and mayhem at "The Bend" motor racing circuit.

Elwomple was once a railway siding servicing the region, but is long since out of steam. The property more recently housed the test facility for Mitsubishi but I am not sure about its history in the meanwhile.

Corporate testing circuits for cars in Australia conjure vague images of dusty potholed secret facilities in difficult-to-access areas, embellished with a speed bowl, rumble strip, skid pan and splash pool. I can just imagine our early automotive heritage wheezing, launching and floundering as limits and durability were explored. The strained groan of hard driven engines, breathing through a straw-sized carburettor, fluttering at peak revs from less than perfect fuel delivery and a hint of points bounce, observed by bespectacled gentlemen in dust coats, is thankfully long gone.



As a mostly desert state with minimal population density overall, we are privileged to have this investment in motorsport on our doorstep that has evolved from such a facility. It's still dusty, but not so secret anymore.

Suffering calendar-related deterioration in mobility and flexibility (getting older), there was the daunting prospect of having to don cowhide pyjamas and voluntarily crink myself into the shape of a motorcycle. Well, I did change shape, certainly forcibly, but decidedly not voluntarily. You see, I blew the big end bearing in my left hip, necessitating fitment of a new one. The factory was fresh out of Bantam parts, so a Rolls Royce unit had to be used. If you don't understand, I bloody well fell over, broke my left hip and had to have a total hip replacement in short order. Just as well it was already worn out. That means no crinking into a motorcycle shape for a wee while yet, because until it all heals up and the joint capsule gets the strength back, there is a risk of dislocation.

Enjoy your day ... I will miss the noise and smells.

Veteran Motorcycle Competitors Association of South Australia.

Message to ALL competitive motorcycle disciplines.

A more than friendly welcome to both male and female present and former competitors is extended to join our group. We meet for a pleasant sociable luncheon at the Morphet Arms Hotel every month from 11.30am to 1.30pm on the 1st Tuesday with the exception of November (Melbourne Cup Day). To join, applicants for Membership shall have been the holder of an approved Motorcycling Australia (formerly ACCA) ACU, or an FIM International License at least 25 years prior to the 31st December of the preceding year of application for Membership.

Besides our monthly luncheon get together we convene our Annual General Meeting at the beginning of May and organize our end of year Annual Dinner Meeting around late October early November.

Our meagre once only joining fee of \$5.00 plus an annual Membership payment of \$5.00 will entitle you to our quarterly comprehensive News Letter.

For additional information contact can be made to either
Nip Kuerschner (Secretary) on 0418 854 565 nipper.nipper33@gmail.com or
Barrie Stroud (President) 0408 774 707 barriestroud@gmail.com

2021 Dates

Date	Event	Venue
11 th 12 th September 2021	Hartwell Seniors	Broadford
8 th October 2021	DOCSA HMCRRSA Ride Day	Mallala

For Sale/Wanted

For sale	1972 Yamaha TX750, P4, Log Booked. Seeking a home where it will be ridden at least occasionally, even if it is not raced. Inviting expressions of interest.	Nick 0417 871 532 n.clarke@internode.on.net
Wanted	Single downtube frame to take 150cc Bultaco engine which is 375mm long	Trevor Henderson 8384 5284.
For sale	Tyres at a good price: Avon, Michelin, Pirelli, Bridgestone, Heidenau, Mitas	Wayne Nitschke 0400260214
For sale	1978 Triumph T140, in pieces but all parts are there ready for rebuild. Special tools and workshop manual included. \$5800 ono	Wayne Nitschke 0400260214
For sale	BSA ZM21 cases and crank, fair offer will secure	Danny Ahern 0407 826 951
For sale	BSA BM21 cases and crank, fair offer will secure	Danny Ahern 0407 826 951
For sale	Fibreglass Handlebar Fairing with Screen for \$100:00	Otto Muller 8263 5533

MEETING #2 of 2021

CLUB POINTS AFTER SENIORS MEETING, 8th & 9th MAY, 2021

No.	NAME	Region	Capacity	Points	Points	Points	Points	Points	TOTAL
5	ANDY BEDFORD	5	250	DID NOT COMPLETE	44	44	44		
4	DAVID BARRETT	5	500	DID NOT COMPLETE	58	58	58		
26	OTTO MULLER	3	250	3/18	0	18	NIL	18	18
34	CHRIS HAYWARD	5	350	DID NOT COMPLETE	95	95		170	Interclub - Points 5
34	CHRIS HAYWARD	5	500	DID NOT COMPLETE	75	75			
40	SMITH COOK	4	U/L	DID NOT COMPLETE	100	100	100		Interclub 4
53	ROBIN WILLIAMS	5	250	DID NOT COMPLETE	47	47	47		
55	TREVOR HENDERSON	3	125	25	25	50	50	100	Interclub 3
55	TREVOR HENDERSON	3	350	DID NOT COMPLETE	26	26			
59	WAYNE NITSCHKE	5	U/L	9/12	14	26	NIL	26	26
60	MARK GRAY	5	250	DID NOT COMPLETE	20	20		68	
60	MARK GRAY	5	350	DID NOT COMPLETE	48	48			
83	PAUL BRUGMAN	3	700	20/20	20	40	NIL	40	40
99	ANDREW BINGEMAN	5	250	DID NOT COMPLETE	48	48	48		
106	CHRIS PEAKE	5	U/L	3/16	18	34	NIL	34	34
107	JOHN INKSTER	4	500	DID NOT COMPLETE	86	86	86		
112	LEUIS PITMAN	5	250	DID NOT COMPLETE	38	38		55	
112	LEUIS PITMAN	5	350	DID NOT COMPLETE	17	17			
310	GUYER KELLY	3	500	30/18	25	43	NIL	43	43
311	DAN GLEESON	3	500	DID NOT COMPLETE	48	48		101	
311	DAN GLEESON	3	U/L	3/20	20	40	13	53	
327	DANNY AHEARN	5	500	DID NOT COMPLETE	61	61	61		
413	MURRAY JOHNSON	3	500	DID NOT COMPLETE	73	73	73		



HMCRRSA								Number	Final				
	<i>Master of Mac Pk</i>	Rider	Riding			Results	Overall	Runs	Position	Rider's Age	Bike's Age	Total	Accumulative
	<i>March 27/28</i>	Age	No.	Machine	Bike Age	Race 1	Results	Points	Points	Points	Points	Points	Total
Rider 1	Chris Haywood	63	34	Yamaha SR500	41	1st	1st	25	25	63	41	154	
Rider 2	Simon Cook	58	40	Honda CB	49	1st	1st	25	25	58	49	157	
Rider 3	Louis Pitman	32	112	RDLC250	41	3rd	DNS	18	0	32	41	91	
Rider 4	Dan Gleeson	61	311	Norton 500	59	7th	7th	14	14	61	59	148	
Rider 5	Murray Johnson	65	913	Mnorton 500	59	3rd	3rd	18	18	65	59	160	
												710	710
		Rider	Riding			Results	Results	Points	Points	Rider's Age	Bike's Age	Total	Accumulative
		Age	No.	Machine	Bike Age	Race 1	Race 2	Race 1	Race 2	Points	Points	Points	Total
Rider 1	Geoff Kelly	66	310	Norton500	59	3rd	1st	18	25	66	59	168	
Rider 2	Phil Baughan	68	83	T ribs a 650	64	2nd	2nd	20	20	68	64	172	
Rider 3	Otto Muller	76	26	Adler 250	67	3rd	DNS	18	0	76	67	161	
												501	1211
									HMCRRSA	1211			
									Atujara	984			

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 danny327@homesfel.com.au alternatively, items may be posted to the Editor at PO Box 311 Campbelltown SA 5074 no later than the Friday prior to the General Meeting.**

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44th HISTORIC WINTON

22nd & 23rd May 2021



www.historicwinton.org
Winton Motor Raceway, Benalla, Victoria








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