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# The Good Oil

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Volume 29 Number 11 November 2021.



Geoff Kelly on his 500 BSA Gold Star exiting the old Pine Tree hairpin at Mac Park

Geoff's hitherto unused engine was built in Christchurch NZ for Hugh Anderson by Howard Anderson, his cousin, and Ian McGregor. The powerful front brake was thrown into the deal as Geoff departed the workshop! It is a double-sided, twin leading shoe Grimeca.

## HMCRRSA OFFICE BEARERS 2020/2021

*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
	Andy McDonnell	0458 553 966
	Geoff Kelly	0412 073 338
	Kris Rowen	0413 516 820
<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 don't the days and weeks and months become one big blur. Some months I am able to get my head around some words for The Good Oil in good time, sometimes it's a rush; well, this month Editor Kim has had to give me the hurry up.

Well, it's all hotting up locally that is for sure. Cafnix have their State Titles at The Bend East Circuit coming up in a couple of weeks and I know many have decided to have a ride with the generous concessions being offered following negotiations with the promoting club, and also for the Friday practice day for long term club members. With us supporting the moderns we get more opportunities, as well as them being able to run meetings that don't overly hinder them financially. Here's hoping the weather is kind and the wind is not like it is here at Wellington East today - blowing a gale!

The week after the State Titles sees the ASBK last round come to town. Talk is that with MotoGP done and dusted for this year, Jack Miller is going to be fronting and racing a Ducati over the weekend. Now that will bring an audience, no doubt about it. Being the rider and showman he is, what an opportunity for us South Aussies.

Kate and I have put our applications in to help as volunteers over the said weekend. Should be fun. Being that it clashes with a race at Bathurst, volunteers are a bit scarcer than usual, so if you can help, please put up your name.

Our State Titles are seeing good numbers coming in already, and with some last-minute promotional material still to go out, it is looking like it will be another ripper event. I have had a couple of people volunteer their services for the race weekend and I'll soon be in touch with you as well as any others putting their hands up.

Danny Ahern #327

## Minutes of HMCRRSA General Meeting 21<sup>st</sup> October 2021

The Meeting at MSA Hall commenced at 8:00pm with 17 members but no visitors. Apologies were received from Paul Walker, Joe Ahern, Andy McDonnell, Luke Charleton, Kris Rowen and Claire Harmon. All listened intently as Phil Baughan, seconded by Otto, moved that we accept the minutes of the previous meeting, and this was carried with no business arising.

PRESIDENT reported a rushed Good Oil, Kim having been away plus having his computer fixed. Ridernet has caused much hair loss, Danny having entered our State Titles successfully, while others were not so fortunate. The changed dates were necessary to make it work. Phil struck trouble, but Geoff Kelly had none at all. Over 120 bikes are entered over all events, and for the first time all carports, and maybe garages have been taken. The event will, however, depend upon borders opening. The Festival of Motorcycling's "Night of Champions" was fantastic with over 100 people at the Adelaide Speedboat Club, a venue that brought back memories for Phil and Danny. Andre Bosman told of racing overseas and the standard of preparation of sidecar outfits. Mal Pitman had asked if we could have more ride days. Currently DOCSA, who are good partners, have two club ride days per month, Mac Park one track day monthly, plus those run by Champions and Cafnix. We plan to use The Bend's East Circuit at least once next year but it is hard to get dates. Our last day at Mallala was free for 25 to 30 people and "Derek" the Mallala track manager was user-friendly, although sheds were dear and the canteen wasn't open. Organisationally, the first one and a half hours are the hardest, and Lee Kernich was pleased to find his one-event licence already filled out. On Guest Speakers, Danny reflected on an artist we met at Victoria Park who offered a free bike drawing, which we decided to raffle among the members, Con being the lucky winner. A real pity that the prize was never taken up!

SECRETARY reported on an extensive Hillclimb debriefing, with Sporting Car Club and HMCRRSA working together to get more cars and bikes. More such events with bikes included were suggested. Brian “Nip” Kuerschner is seeking enthusiastic entrants for the All British Day next February 13<sup>th</sup>, the featured marques being Triumph and Norton, and celebrating 75 years of the iconic Manx Norton. Norton Owners’ Club have confirmed their sponsorship of our State Titles again this year.

TREASURER stated that a book of 10 one-event licences cost us \$850:00 and provided details of September’s transactions. On the matter of headwear that he has sourced for the club, he noted that embroidered caps and hats will be \$23, bucket hats, \$25 and broad-brimmed hats, \$60. He will email this to all and order if enough interest is shown.

GENERAL BUSINESS started with the Master of Mac Park, where Phil noted that Andy Mac had become a junior again. Neil Collins’ bike broke the Period 4, 250cc lap record 3 times in 5 laps. Arthur Sissis, who did a 1:11.8 in the wet, has all the electronics on his bike with Mal Pitman monitoring his data (the bike is valued at \$60 to \$80k!) Phil spoke of the short life and disposal of Moto 2 engines, whilst Danny recalled the WSBK Honda Superbike Team that ran their engines all year. Recycling? Andrew Bannerman did a great job of commentary and had a trouble-free run on a “300” at the ride day. Garth Williams survived a heart attack and celebrated with a “gasper”. Otto felt that Andrew Bannerman’s grandson would deserve our support in the new 150cc Road Race Series, but Danny thought it better to spread the Club’s money over the series. This will be further discussed at committee level. Cafnix will, like us, put in \$5000:00 but DOCSA, who support various charities and supplied MSA’s defibrillator, have not committed yet. Danny recommended Netflix’s “Hitting the Apex”, featuring Rossi v Stoner and Marco Simoncelli. A round of the modern State Titles would cost \$70 to \$80k to run at The Bend’s International Circuit, while running at the East Circuit will cut costs by about half. There will be Harleys and Periods 4,5 and 6, and Cafnix President, Sandro, is offering Historics a heavily reduced entry fee.

Supp Regs are on Ridernet for the 27<sup>th</sup> and 28<sup>th</sup> November meeting, which clashes with a Mac Park ride day. For power you’d need your own generator, there’s no camping and you can’t bring your car into the pits to set up there. Geoff would need an appropriate Log Book to put his Manx into P4. Lee was advised there is a cut-in date for each period. There was a query as to whether a P4 Unlimited bike can be cross-entered into P5 Unlimited. It would appear so, but these two classes are regularly combined.

The meeting closed at 9:40pm.

## Minutes of HMCRRSA Committee Meeting 2<sup>nd</sup> November 2021

The meeting at MSA Hall opened at 7:40pm, with Danny Ahern, Chris Hayward, Dean and Neil Watson, Paul Walker, Bob Balestrin and Trevor Henderson present, with apologies received from Geoff Kelly and Kris Rowen. As per the agenda, the following topics were discussed:

- (1) FACEBOOK. Danny posted historic involvement in the Phoenix meeting. John Quixote has put our State Title info on to his page and one of our members and one from Mt. Gambier have bagged us for “refusing to run sidecars”. Danny rang John, whose settings will now disallow comments from another source. We can deal with comments on our own site, any criticism to be directed through the Committee. Danny will detail this in the Good Oil.
- (2) Neil Collins’ letter was discussed, with Chris to draft a response.
- (3) OUR WEBSITE has old events in the “Forms/Register” section. Dean will contact Luke and/or Alice to include 2021 State Titles’ Supp Regs.

- (4) COLLINGROVE HILLCLIMB will become a non-log-book event like Sellicks Beach. Trevor will attend a meeting with Sporting Car Club next week. Danny reported on last Saturday's DOCSA untimed Hillclimb, a great day with a BBQ lunch.
- (5) With the inclusion of Historics at The Bend East Circuit, we will help with scrutineering. It was noted that Ridernet does not include the Friday practice day. Andy spoke about the promoter's organization.
- (6) STATE TITLES. Andy asked for a check on Aldgate Electrical's artwork. Trevor is to chase up RSUP Racing for LC Cup trophies, Geoff Kelly for ESPC Services' ad and Derry Greeneklee for a photo. It was agreed to give something to Gary, who comes from Townsville, for his trouble. Dean will contact MGMCC re State Title payment. Gary Jolly and Brenton Clarke have offered to help, so we shall pay for their camping, and Kim and Michelle will assist Kate. Wayne Nitschke will ring Chris, who will help him with Ridernet. Anyone attending will need proof of at least one Covid Vaccination. Paul spoke on Marshalls and lights at Mac Park.
- (7) Chris will cover a membership for Steve Johnson.
- (8) MSA are seeking nominations for their Board of Directors and advised of their General Meeting on November 24<sup>th</sup>.
- (9) Volunteers are needed for the ASBK at The Bend on December 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>.

The meeting closed at 9.50 pm.

## Secretary's Report November 2021

Just when we thought there wasn't much offering for our older bikes until our State Titles, the Phoenix Club have opened their Modern State Title meeting on The Bend's East Circuit at the end of this month to include Historics. This was to be for Periods 4,5, and 6, but, thanks to a fair bit of lobbying and arm-twisting by our President/Competition Secretary, Period 3 is now included. Danny also negotiated an entry fee for us that is lower than that for the moderns, plus Our Club is subsidising, for members of 5 or more years continuous standing, the Friday Practice Day. This is an excellent opportunity for those wishing to familiarize themselves before the actual racing. Judging by the comments when we ran our ride day on the East Circuit, this should attract a decent field of historic bikes. With a month between The Bend and our meeting at Mac Park, it will be a good dress rehearsal for our State Titles. Your Committee is working on updating the Club's website, and the Facebook Page is certainly attracting a lot of interest. In this day and age, information is certainly being distributed electronically and one only needs a mobile phone or basic computer to keep abreast of happenings.

There was a huge number of bikes at Macclesfield for the Lions Motorcycle Show and Swap Meet on Sunday 7<sup>th</sup> November, with Martyn Adams' and Alan Thuys' sites looking more like Trade Stands. Among members who rode there were Con with his Norton 650SS, Phil with his recently-acquired Ariel VB 600cc side-valve and yours truly on my Triumph Daytona T100R. Wayne Fazzalari's GSX Suzuki was judged "Best Japanese Bike" whilst other tasty machines included a Norvin and a Rob North Replica Triple. Danny and Kate were doing the family thing and I bumped into Keith Wissell, Rick Dowsett and the usual plethora of faces that elicit a "g'day mate" whilst searching for a name. Finally, STATE TITLES! Put in an entry or put up your hand to help; we need YOU!

## Trev's Titbits : What a difference a day made

I've been enjoying the Club's binders of Motorcycle Sport, currently the 1968 volume. A noted columnist was "PCV", Mr. Vincent himself, who had a couple of hobby horses, the traditional two-strokes and the demise of large-capacity machines. Back in 1890 Mr. Joseph Day gave us the two-stroke, basically as it is today. The distinguishing feature of this device is the use of the crankcase as a vital element of the operating cycle. This has allowed the construction of a cheap and simple power unit derided by those brought up on large capacity four-strokes. PCV, writing in the mid-sixties, maintained that we must forget all about Mr. Day and his inefficient engine that relied upon crankcase compression. Vincent wrote about an engine of his own design that did away with such shortcomings, but it was at that stage on the drawing-board only, nothing having been transferred to metal and some features being necessarily kept confidential. I don't know what, if anything, came as a result of all of that, but history does not seem to have vindicated PCV's views.

Prior to the second World War, DKW demonstrated that two-strokes could perform through the use of supercharging, but with the penalty of very high fuel consumption and an ear-splitting exhaust note. After the war, with supercharging banned, the two-stroke was once more largely regarded as a novelty. Even in the 125cc racing class, overhead-camshaft four-strokes from Mondial and MV Agusta ruled the roost and a two-stroke rider could only hope for a finisher's award. But in East Germany, MZ's Walter Kaaden had other ideas. By raising the output of his 125cc to 15 bhp, he was able to make limited forays from East Germany to contest international events. Further development saw the MZ125 produce 25bhp, the first GP engine to develop 200bhp/litre. The battles between Degner's MZ and Tom Phillis' Honda, Degner's defection and Japan's receipt of Kaaden's secrets are well-known, and from then on, the two-stroke developed in leaps and bounds. Even the peaky power bands were gradually broadened, making the racers much more user-friendly. Politics and the green movement finally defeated the two-strokes, something the four-strokes, cc for cc, couldn't.

Two-strokes have bounced back on the off-road scene, though often having to give the poppet-valve gang a capacity advantage. Crankcase compression remains a vital part of current two-strokes and were he still around, Mr. Day would certainly feel justified. With PCV's other pet topic, the demise of the big bike which he attributes to the dwindling numbers of touring types and those choosing four wheels, his crystal ball did not predict the success of the Honda Four, the Kawasaki Z1 and the hordes of large machines that followed from Japanese factories. Europe stepped up with Ducati and Moto Guzzi v-twins, plus BMW and MV Agusta, whilst Harley Davidson sold big bikes by the drayload. Large machines may have once been an endangered species, but they've certainly fought back.

Thumbs Up and Change Right,

Trevor Henderson #55.

### Ride for "Team Historic Motorcycle Racing Register SA"

HMCRRSA now has a 'entrant licence for 2021 and it is available to be used by any financial member who enters a race event. Your committee recently decided that this would assist competitors to further identify themselves as members of our club, and in most cases will provide additional gate passes to events at no extra cost.

The title '**Team Historic MCRR of SA**' Licence # **628706** can be included in the 'entrant' field of an event application in 'Ridernet' (or included on the hardcopy application form if applicable).

### Clarke's Comment – October 2021

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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](mailto: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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Okay.....so I haven't ridden ANYTHING for a while, like since March 2020. I hate bikes just sitting. They quietly rot before your eyes, without you noticing it, and that is the huge downside of museums that accept active exhibits for static display to collect dust and flat tyres. My Yamaha had a test start on the roller at home a few days before the club day at Mallala. Good strategy, eh? Beats an embarrassing "fail" first out of the trailer at the circuit. Fired up first hit both times. Vicki (my wife) was more than a bit worried at my first outing, especially being on a racetrack. I, on the other hand, was quite comfortable with the idea. Or am I blindly delusional? No heroics intended. It is, however getting harder to climb on with the stiffness of age creeping up. I love the sound and feel of that bike, something I had almost forgotten, but like I said, no heroics. Normal fuel consumption at racing speed is about 700ml of methanol per lap. 400ml was the diet of the day, so not much full throttle. AND! I was passed by a HARLEY! But that's alright. Murray Johnson was the rider, so all is forgiven. AND! Just quietly, a Ducati No 327 as well. What was that doing in the slow group?? It was satisfying to be a small part of the game again, and thank you to those whose efforts make it possible for people like me to dip our toes.

Nick Clarke

### FACEBOOK – Yay or Nay?

The Facebook topic has been an ongoing discussion point at the club for some time. Eventually the committee members were convinced to give it a go, mainly due to relatively newish club member Dave Barrett putting his hand up to do the bulk of the work ... a big thank you Dave!

One of the early concerns was about some of the negativity that gets thrown around cheaply on social media, and that was discussed, and the committee agreed that any negativity on our site would not be tolerated. Whilst the intent is to have a public Facebook page, anyone found being naughty will find themselves 'not wanted' on our club's social media platform.

Using the forum to publicise our state titles meeting, our 'post' subsequently got to be re-posted by our friend and colleague John Swensen who runs a hugely supported page called '*Historic Racing Motorcycles*' with over 8000 members. That, 'your honour,' was when some inaccurate and defamatory comments started! A small number of people took the opportunity to 'stick the boot in' on what our club does at our events and publish their comments on John's page.

I immediately rang John and told him what had occurred, and we agreed that whilst our club really appreciates his support of our events, any future HMCRRSA posts he puts up on his platform must be 'Read Only' to avoid a repeat of this behaviour.

The bottom line is that club members who may have a beef /'axe to grind' or a general dissatisfaction, should take it up through the committee, as some have done in the past. Publishing negative and ill-informed comments against our club on social media will not be tolerated. What's the latest catch-cry? 'Zero Tolerance', yeah that's it!

Committee

### For Sale/Wanted

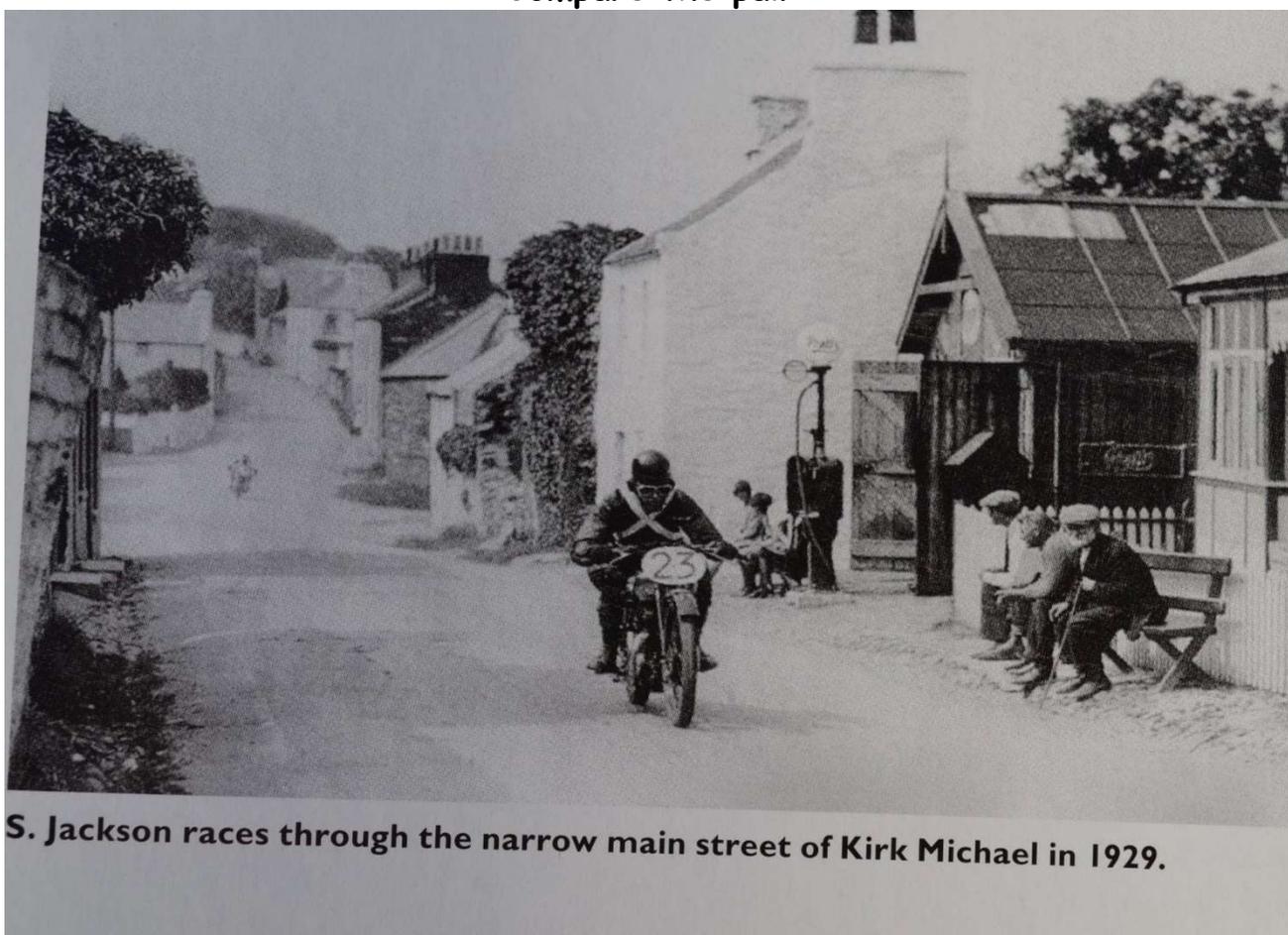
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For sale	Suzuki GT750 4LS front brake, complete with axle. VGC. Cleaned and inspected – structurally sound. Will polish up easily. Chrome on levers a bit sad. Splines and threads all good. NEW twin pull handlebar lever, no cables. \$1500, \$1300 without handlebar lever	Nick 0417 871 532 n.clarke@internode.on.net
For sale	James ML125 and Honda CR125 frames, offers please	Trevor Henderson 8384 5284
For sale	Bike bench 6' x 2' x 2': \$50 o.n.o	John Whallin 0414 449 082
For sale	Tyres at a good price: Avon, Michelin, Pirelli, Bridgestone, Heidenau, Mitas	Wayne Nitschke 0400260214
Wanted	Fuel tank to suit slim line featherbed frame. Any condition as long as it holds fuel.	Chris Peake 0401 710 607
Wanted	Single downtube frame to take 150cc Bultaco engine which is 375mm long	Trevor Henderson 8384 5284.

### Compare the pair



**S. Jackson races through the narrow main street of Kirk Michael in 1929.**



And nine decades later ... Scotty on his Suzuki at Kirk Michael

### 2021 Dates

Date	Event	Venue
27 <sup>th</sup> 28 <sup>th</sup> November 2021 (Practice on Friday)	SA Road Racing Champs Rnd4 Cafnix Series Rnd 2	East Circuit, The Bend (Supp regs attached to your GO email)
31 <sup>st</sup> Dec 2021 – Jan 1 <sup>st</sup> 2 <sup>nd</sup> 2022	SA Historic State Titles	Mac Park (Supp Regs attached and also on website)

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MEETING #3 OF 2021

CLUB POINTS FROM ATUJARA COLLINGROVE HILL CLIMB 19.9.2021

No.	NAME	PERIOD	CAPACITY	NO. OF RUNS	RUNS POINTS	POSITION IN CLASS	CLASS POINTS	TOTAL	MEETING TOTAL
11	KEITH WISSELL	6	U/L	7	7	1ST	25	32	54
66	KEITH WISSELL	2	U/L	2	2	2ND	20	22	
26	OTTO MULLER	3	250	7	7	1ST	25	32	32
55	TREVOR HENDERSON	3	125	7	7	1ST	25	32	63
551	TREVOR HENDERSON	3	350	6	6	1ST	25	31	
59	WAYNE NITSCHKE	5	U/L	7	7	2ND	20	27	27
299	WAYNE FAZZALARI	3	U/L	7	7	1ST	25	32	32
312	DAN GLEESON	2	U/L	6	6	1ST	25	31	31

CLUB POINTS FROM "MASTER OF MAC PARK" OCT. 24.3. MEETING #4 OF 2021

No.	NAME	PERIOD	CAPACITY	RACE 1 POINTS	RACE 2 POINTS	RACE 3 POINTS	RACE 4 POINTS	MEETING TOTAL
4	DAVID BARRETT	5	500	20	20	25	16	81
5	ANDY BEDFORD	5	250	17	18	20	13	68
34	CHRIS HAYWARD	5	350	20	20	0	0	40
82	ANDY PITMAN	5	350	25	25	0	25	75
327	DANNY AHERN	5	500	25	25	0	0	50
688	CHRIS BULLIS	5	250	20	0	0	0	20

Atujara

Master of Mac Pk

27-28 Mar 2021		Rider Riding				Results Results		Points	Points	Rider's Age	Bike's Age	Total	Accumulative
Rider	Age	No.	Machine	Bike Age	Race 1	Race 2	Race 1	Race 2	Points	Points	Points	Total	
Rider 1	Richard Metcalf	72	41	AJS7R	66	DNF	DNS	0	0	0	0	0	
Rider 2	Nick Berry	55	12	RDLC 250	41	7th	6th	14	15	55	41	125	
Rider 3	Ken Ball	59	62	Suzuki 500	51	2nd	2nd	20	20	59	51	150	
Rider 4	Brett Metcalf	47	67	RDLC250	41	1st	1st	25	25	47	41	138	
Rider 5	Clayton Tilbrook	32	159	RDLV250	41	4th	2nd	17	20	32	41	110	
											523	523	

Senior's Meeting

7-9 May 2021		Rider Riding				Results Results		Points	Points	Rider's Age	Bike's Age	Total	Accumulative
Rider	Age	No.	Machine	Bike Age	Race 1	Race 2	Race 1	Race 2	Points	Points	Points	Total	
Rider 1	Chris Lang	66	78	BSA635	80	1st	1st	25	25	66	80	196	
Rider 2	Nick Berry	55	12	RDLC 250	41	2nd	2nd	20	20	55	41	136	
Rider 3	Gemma Kernich	45	89	MTR125	44	2nd	2nd	20	20	45	44	129	
											461	984	
									HMCRRSA	1211			
									Atujara	984			

HMCRRSA

Master of Mac Pk

March 27/28		Rider Riding				Results Overall		Number	Final	Rider's Age	Bike's Age	Total	Accumulative
Age	No.	Machine	Bike Age	Race 1	Results	Runs	Position	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	Points	Total	
Rider 1	Geoff Kelly	66	310	Norton500	59	3rd	1st	18	25	66	59	168	
Rider 2	Phil Baughan	68	83	Tribsa 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			