
The Good Oil

Volume 29 Number 2 February 2021.



A line-up of Manx's at the 42nd Pukekohe Classic Festival NZ 6-7 Feb. 2021

Norton photos courtesy of James McIntosh

Don't forget: The February meeting is Trophy night ... and with pizza and drinks - everyone gets a prize!

HMCRRSA OFFICE BEARERS 2020/2021

PATRON: Mr Mal Pitman

President	Danny Ahern	0407 826 951 (m)
Vice President	Chris Hayward	0404 822 625 (m)
Treasurer	Dean Watson	0409 821 366 (m)
Secretary	Trevor Henderson	8384 5284 (h) 0435 523 357 (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	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 Prez Sez

Well, that January was a bit different - the first time in 29 years that I haven't gone to The Island Classic, by whatever name they have labelled it. As I write I am hopeful that the renamed Barry Sheene Memorial, come Festival of Speed, now labelled Classic Challenge is pencilled in for 19 - 20th March. Supp regs are not out yet but I have all but secured a 'Club Garage' for those of us who have committed, should it go ahead. Meanwhile, we have a number of members in the club wishing to be part of proceedings for the Sellicks Beach Races in a few weeks' time. Kate and I are looking forward to helping out again over the whole weekend. Entries have been strong and regardless of any Victorian border shutdown the numbers are all good to go ahead. We have secured dates for our two combined track days with the Ducati Owner's Club. The first outing is at The Bend on the Eastern Circuit. I am guessing that by the time you read this the electronic paperwork would have been both out to you and back, filled in and paid for. Please do take notice of the instructions as the pits are not as sprawled out as we have got used to. It is a mid-week affair; Wednesday 28th April (no Fridays available). Our second outing is Friday 8th October at Mallala and, like last year, will be a part of the Festival of Motorcycling. As I write I am still trying to make contact with our friends at the Sporting Car Club to broker a deal with them at their "All Historic" weekend, one week before the Anzac weekend. Once we know details, I expect that we can get all the necessary information out to you.

Another small possibility for us all to race is that there is a small chance, although this week might ruffle the concept, that HMRV may run their State titles at Mac Park. If it happens the likely date is one week after Easter.

For something a bit different, the mouth-watering photos in this issue are from James McIntosh, (the son of Ken McIntosh, Norton and frame guru) who was at Pukekohe earlier this month.

Anyway, consider yourself up to date; anything urgent will be emailed to you.

Keep them bikes polished!

Danny Ahern #327



**Off they roar! GP1 351-500 cc, Pre-63 Clubmans, Modified, Factory,
Classic70's**

2021 Pukekohe Classic Festival

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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** 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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Clarke's Comment – January 2021

I crossed paths with Cindy Kempton at the SA Historic titles running at Mac Park just after New Year. I am sure you all know the dates. She observed that there hadn't been a Clarke's Comment for some time, waxing lyrical about how she enjoyed them, and indeed has a full set - in hard copy. My response was that having not been active for a while, I had nil of relevance to say. Then I stuck my head up, and behold, historic racing was still there. Two things stood out: the changes to Mac Park amazed and pleased me - what an enjoyable venue! the other, also pleasing, was a much more relaxed and polite attitude amongst competitors. I gave away scrutineering because I had had enough of rude and sometimes aggressive behaviour from those in the line. Fair to say it was far from everyone, but there were enough to make me think, "why do I do this so you can enjoy racing?" Just watching, there were many smiles, jocular conversations and a gratitude for those looking out for them ensuring their safety. Pit lane in its entirety seemed more relaxed too, although a select few haven't quite learned yet how to close the throttle on the way back to their digs after the race. Further, few have dark hair anymore, and many walk with an impediment of some sort. However, people can be rebored and fitted with some new parts - I have just retired from 43 years of working with surgeons putting them in. We must take care using titanium in new hips, lest the new owners walk in circles because one side is lighter than the other! Smell is one of the strongest and longest lasting senses imprinted in the brain. Thankfully, methanol, castor oil and whatever they burn in 2-strokes still feature. The waftings from hot old machinery are unique and release some sort of pleasurable hormone in the brain that is borderline addictive. And as the quality of hearing deteriorates, it's just as well they are loud so I can still hear them.

There, Cindy - Clarke's Comment, and also for others who may find it mildly entertaining.

Nick Clarke

Minutes of HMCRRSA General Meeting 21ST January 2021

President Danny Ahern opened proceedings at MSA Hall on the dot of 8:00pm with a warm welcome to Lee Kernich, our longest-serving member at 44 years. It was also good to have Kim Anderson, who'd produced an early Good Oil this month and was able to be present. No visitors tonight, but there were 15 members and apologies from Kate Clarke, Claire Harmon, Otto Muller and Andy Pitman. Members who'd made the effort to be at Mac Park gave insights into the weekend. Andy Mac took his wife and bikes and had a great time, whilst Chris Hayward said it felt like a meeting of old. John Inkster was pleased to win a race or two. Paul deviated with an amusing story and Dean Pitman had a happy ride. Phil was in his usual mid-pack spot, felt the scrutineering went well after a late start and praised Andy on the grid and the guys on the gate. Geoff Kelly had a very good Friday and Saturday, having a PB on the Norton in Qualifying and commended everyone for their care after his accident. Kim Anderson noted how good the viewing area was on the mound by the new entrance where the MX track used to be and how elegantly Cooky and Peter O'Neill outrode their rivals. Greg Kennedy enjoyed his rides. Bob, Neil and Dean enjoyed each other's company and what racing they saw, Dean adding that the sign-in was a bit slow. Danny noted that scratchings don't come up on Ridernet, that transponders issued showed 111 riders and around 150 bikes, and that Rob Lewis again came up with goodies for the "Ken Blake" placegetters. Danny has arranged a meeting with the Mt. Gambier President and Committee at their next ride day to discuss a few issues

that came up at the State Titles. Minutes of the last meeting were moved for acceptance by Phil, seconded by Andy and carried with no business arising.

The Secretary read an email from the Norton Owner's Club praising our meeting. He and Danny attended a Sellicks Beach meeting last night, receiving leaflets for it and The Levis Club's "Show and Shine" on Sunday February 7th. The Sellicks Beach Pre-Scrutineering Day is at ACUSA Park on February 14th, from 10am to 3pm. Treasurer Dean detailed costs from the State Titles and the Speedway Night that was run to thank last year's helpers. We still have our Term Deposit, but no Profit or Loss figures from the State Titles yet.

The Competition Secretary announced that the Classic Master of Mac Park entries are out, and the Festival of Speed, for which Danny will organise a shed, is on the 3rd weekend in March. We shall be invited to attend the Sporting Car Club's "Historic Mallala" weekend around Anzac Day. With no Friday possible, Wed 28th April will be our next Track Day at The Bend's East Circuit.

GENERAL BUSINESS. Some thought Feature Races deserved 5 or 6 laps rather than 4, although it could be a problem when riders are lapped. Maybe we could separate the "LC Cup" and "Ken Blake". Dean Pitman said "back-to-back" was hard on 2-strokes, and Phil wondered where the gaps promised at Riders Brief went. All agreed with the set event for Saturday's last race. How do we get bikes we don't normally see to boost numbers at our next Ride Day? Less laps for less cost? We have always heavily subsidised members, and they need a licence! Perhaps letting them put bikes on display? Dean Watson said we struggled for numbers even when we offered Victoria Park at no charge with a bbq thrown in. Sellicks numbers are good, with 500 P3 requiring heats, and it could be run without Victorians. Full refunds if Covid forces cancellation. Ticketing is being done differently this year. Lee asked about bound copies of "comics" that had been done by Bob Broadbent. The meeting Closed at 9:10pm.



**A beautiful array of Snortin Nortons, post-war and a little younger -
Pukekohe**



Ginger Malloy, in his 80's at Pukekohe, but perhaps wishing he'd brought along his Bully's.

Vale Ray Mann

“Man about the house”! was the response that every phone caller got when they rang the very generous and cheerful Ray Mann. He had a lot of friends from the many circles he moved in. I used to pop in and see him at his house in Beaven Avenue Broadview. It was around the corner from a laminating and print shop that he ran with his beloved Julia - who also used to swing for him on his R60/2 BMW sidecar in club races. He also tried to field a Norton model 18 but it earned him the nickname “Rufus” - it seemed to suffer from less than exemplary preparation.



Ray Mann punting his Beemer around Mac Park in the 1990's

He would have been one of the oldest men on the track then - he was in his late 70's when I first met him at their shop in 2008. He was laminating a bike-related picture for me and when I mentioned that I was going to Phillip Island he offered me his racing suit. Just like that! He was well over 6 feet tall and the suit had a recent modification. Due to his expansion in girth he had been to a tailor to get a large extension in the belly region. It was a very generous fit for me, but it also had a huge BMW decal sewn on the back, and since I had owned as many BMW's as Guzzi's I was pretty pleased with the appearance.

He loved a chat and I sometimes took him to a café for a cake and coffee, but at home he always pulled out a fresh packet of cheese crackers to go with the cups of tea. He took me to the Classic

Owners' Club, which I joined for the Historic Registration, and helped me with the paperwork for my old Guzzi for many years.

He had a substantial workshop attached to his house and a small bike collection which included BMW's, a 1927 Douglas, and an early moped. He also worked with wood at a local Men's Shed and drove a van which enabled him to pick-up material for projects and then to deliver the finished toys, cheese boards and so on to buyers. He was very engaging and had no trouble finding donations of material to keep his chapter busy!

He had been a member of HMCRRSA while racing, and into his eighties was an active member of the Veteran and Vintage Club as well as the Classic Owners Club and was a keen rider on the mid-week rides. In earlier years he rode a solo BMW on these outings, but later on, as deteriorating lung function made mounting and dismounting a substantial effort, he took out a Beemer with a sidecar.

Ray passed away at the Modbury Hospital on January 28 this year. My lasting memory will always be of his huge smile and generosity.

Kim Anderson

Remembering Vic Willoughby

Some younger members of HMCRRSA would be unaware of the exploits and writing of the late Vic Willoughby, one-time Technical Editor of "The Motor Cycle" and prior to that, a successful motorcycle racer. I had the good fortune to hear him speak one evening in the early 90's when he'd come to Australia to attend Phil Irving's funeral at the behest of Rex Tilbrook. No longer bound to moderate his opinions as when he worked for "The Motor Cycle", he admitted a preference for Velocette, Vincent and later, BMW machines. He had raced Velos, notably the KTT350, and was the sole recipient of a Brooklands Gold Star for a 350 on petrol (awarded for a lap of over 100 mph while racing). He admired the Vincent twin for its long-legged ability to cover long distances at high speed without stress or safety concerns, and didn't like Triumph twins, believing vibration and indifferent handling limited use of the engine's potential. One parallel twin he did like was the 600cc Matchless Sports Twin on which he put 103 miles into the hour during a lunchtime blast around the MIRA test track. He admitted to anxiously awaiting the chance to ride the 650cc Matchless twin being developed but was disappointed with the vibration that the extra 50cc brought - even the chromed dome nut on the top of the steering stem vibrated loose and rattled down the road, an occurrence that didn't get into print at the time.

With some members querying the exclusion of methanol for Period 5 solos, but permitted for that era's sidecars, an experience of Vic's probably did little to explain the seemingly illogical approach to the issue. Vic was going to race his KTT Velo in the IOM, but the mandatory "Pool" petrol was rationed which meant that he would not have enough for his race as well as for the amount of practice needed by a newcomer. So, he took his Vincent to Stevenage for them to modify his carburettors for methanol and sent a 44 gallon drum of it to the Island by ship. He learned the course on the Vincent on methanol, then did limited practice and racing on the Velo on Pool fuel. I think there's a message there!

Vic wrote a number of books including "Classic Motorcycle Engines", "Winning Motorcycle Engines" and my favourite, "Exotic Motorcycles". This last title is a bit of a misnomer as the underlying theme is the actual experience of riding some very unique and quick machines.

From nearly 150 mph on George Brown's Vincent "Nero", Bob Burns' world record Vincent outfit and "Satan", another Vincent sprinter, to road racers such as John Surtees' 500cc MV Four, Ray Amm's Norton, NSU's Rennmax twins, Desmo Ducati's, BMW solos and sidecars and Moto Guzzi singles. Then there's the NSU "flying hammock" that set world records for speed and economy, a couple of old Broughs and much more. Those experiences would have been priceless. RIP Vic Willoughby!

Thumbs Up and change right,
Trevor Henderson #55.

Secretary's Report February 2021

I always enjoy the February General Meeting when we have our annual presentation of Club Trophies. The Peter Westerman Trophy, awarded to the member who has gained the most points over the previous year's events, was somewhat diminished by Covid this time, with fewer race meetings to score in, and with fewer participants able to compete. The winner will have scored all or most of their points in a particular period, giving a chance for others to score in other periods. Sadly, there won't be a "P.B.E. Rookie of the Year" this time - numbers of those eligible fluctuate wildly between a feast and a famine. "Clubman of the Year" goes to a member who has gone the extra yard, and we acknowledge, in the presence of our friends from Atujara MCC, the Club that has won the "Les Diener Trophy". Then, what better way to finish the evening than over a chat with good food, drink and company.

With the dust not long settled on our 2020 State Titles, your Committee has already put plans in motion for the 2021 event. The end of January Ride Weekend at Mac Park became the vehicle for President Danny to clear the air with Mt. Gambier MCC President Alex, both agreeing to the smoothing over of a few rough edges. Andy Mac then sat in on their AGM, gaining an insight into the future direction of Mac Park, where we will be at the end of this month for the "Classic Master of Mac Park". This should be another top meeting, and a fortnight later there is the "Sellicks Beach Historic Races" with which we have a connection. Danny and I have been part of their Race Committee, and Danny, in his usual efficient manner, has arranged for HMCRRSA members to handle scrutineering and running the pits. This is the third running of the event by the Levis Club since 2017 and they've done well, particularly in that difficult area of rounding up volunteers to help.

April 28th will see us running, along with DOCSA, our first Ride Day on the East Circuit, which is a tighter track and more suited to older bikes, at The Bend. With the Mac Park Seniors in May, that will give us a last gallop before winter sets in. In the meantime, ENJOY!

Trevor Henderson, Secretary.

Minutes of HMCRRSA Committee Meeting 2nd February 2021

The meeting at MSA Hall opened at 7:38pm. Attending were Danny Ahern, Chris Hayward, Dean and Neil Watson, Bob Balestrin, Paul Walker, John Inkster, Andy McDonnell and Trevor Henderson.

The meeting at Mac Park with Mt. Gambier President, Alex Trnovsky, focused on working together. Despite problems with certain people and bad communications with the tower, Alex wants it to work, and is in favour of our State Titles being a 3-day meeting. Andy sat in on the Mt. Gambier AGM, which focused on costs. Track hire is \$4,000 per day and camping fees will rise to \$15 per day due to the Covid requirement of daily deep cleans. 77 practiced on Friday 1st January and HMRAV may run the Vic. Titles at Mac Park. Trevor will draft a letter to Mt. Gambier Club, which he will circularise to Committee members before sending, seeking firm figures on track hire, lights and sheds over 3 days including practice. Our next Ride Day, on Wednesday 28th April on the 3.8km East Circuit at The Bend, may have to be capped at around 100. Preference will be given to Club members, then Atujara, helpers and friends. The pits are a tight fit and pop-up shelters will be needed. It will be publicised in the next Good Oil. At the "All British Day" at The Bend, \$15 gives use of the track. Danny will talk to Paul Taylor regarding a possible Mac Park Ride Day. Paul Walker will discuss becoming the custodian to guide Luke and promote our Web Page; Facebook not being in favour. An incentive to attract new riders and older members to Ride Days may be to offer 2 free short sessions. Pre-Modern riders and CAFNIX may be a possible option.

TREASURER's REPORT. Outstanding Sponsorship is around \$1,500, refunds were \$4,315 and we took around \$3,000 on the gate. Overall figures will follow, and Speedway reimbursements are in hand.

SECRETARY will finalise the MSA Board elections after he has collated Committee Members' votes. Paul will organise pizza, and Dean, drinks and 10/20/30 year certificates for the Trophy Night, Feb. 18th. We should encourage all solos up to P5 for The Sporting Car Club's Historic Mallala event on 17th/18th April. Chris is updating Ridernet which we currently can't use for new members. The Emergency Contact must include a mobile phone number. We will update our Membership Application Form to include all info required by Ridernet and may change our end of year from 31st December to 30th June. Life Members need to be put in every year. Danny will lodge a submission to the Historic Commission Rules Review to re-word the exclusion of 4-valve heads to read "only 2-valve heads unless originally fitted with more".

Meeting closed at 10:30pm.

MEETING # 2/2020

CLUB POINTS AFTER "MASTER OF MAC PARK"; 3RD & 4TH OCTOBER

No.	NAME	PERIOD	CAPACITY	RACE 1	RACE 2	RACE 3	FEATURE RACE 4	MEETING TOTAL	PREVIOUS POINTS	TOTAL
34	CHRIS HAYWARD	5	350	1st/25	DNF/0	DNS/0	DNS/0	25	0	25
45	NATHANIEL WILSON	5	250	DID	NOT	COMPETE	0	43	} 169	
45a	NATHANIEL WILSON	5	350	DID	NOT	COMPETE	0	56		
45a	NATHANIEL WILSON	5	500	DID	NOT	COMPETE	0	70		
53	ROBIN WILLIAMS	5	250	3rd/18	3rd/18	3rd/18	4th/17	71	0	71
55	TREVOR HENDERSON	3	125	DID	NOT	COMPETE	0	64	} 88	
55	TREVOR HENDERSON	3	350	DID	NOT	COMPETE	0	24		
74	GAVIN LEWIS	5	250	DID	NOT	COMPETE	0	0	} 0	
74	GAVIN LEWIS	5	350	DID	NOT	COMPETE	0	0		
82	ANDY PITMAN	5	350	2nd/20	1st/25	1st/25	2nd/20	90	0	90
106	CHRIS PEAKE	5	U/L	DID	NOT	COMPETE	0	66		66
134	GAVIN THUS	5	250	DID	NOT	COMPETE	0	87		87
310	GEOFF KELLY	3	500	DID	NOT	COMPETE	0	58	} 106	
310a	GEOFF KELLY	3	U/L	DID	NOT	COMPETE	0	48		
311	DAN GLEESON	3	700	DID	NOT	COMPETE	0	55		55
327	DANNY AHERN	3	500	DID	NOT	COMPETE	0	55	} 95	
327	DANNY AHERN	5	500	DID	NOT	COMPETE	0	40		

2021 Dates

Date	Event	Venue
27 th 28 th February 2021	Classic Master of Mac Park	Mac Park
13 th 14 th March 2021	Sellicks Beach Races	Sellicks Beach
19 th – 21 st March 2021	Festival of Speed (TBC)	Sydney Motorsport Park
17 th 18 th April 2021	All Historic Cars and Bikes (TBC)	Mallala
28 th April 2021	DOCSA HMCRRSA Ride Day	The Bend
11 th 12 th September 2021	Hartwell Seniors	Broadford
8 th October 2021	DOCSA HMCRRSA Ride Day	Mallala

For Sale/Wanted

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



Recent club birfdees: Joe turns 60 and celebrates with a bib to catch the dribble and all his favourite ... cakes. Cookie also recently turned 59. Congratulations chaps!

44th

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HISTORIC WINTON

22nd & 23rd May 2021[®]



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