
The Good Oil

Volume 30 Number 2 February 2022.



Spectators at the 2021 State Titles Mac Park 2 January 2022. After months of covid restrictions the turn-out was very good.

Photos here and within of the State Titles supplied by Rob Lewis

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
	Andy McDonnell	0458 553 966
	Geoff Kelly	0412 073 338
	Kris Rowen	0413 516 820
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

February for me has meant getting bikes sorted in readiness for the next track day, followed by the Classic of Mac Park, then 3 weeks later, the 2022 Australian Historic Titles. It sounds like entries are strong, they closed on Friday 11th Feb and the Classic Master of Mac Park closes on the 16th Feb, I think. The Mount Gambier Club have a huge March and will be grateful for anyone who is able and willing to help at that event.

One of our club's more colourful members, Paul Walker has had an exciting month dodging a bullet, as a few of us have. He was away with Mandy and his cousin down the southeast, when it became apparent that he'd had a heart attack and was flown back to Adelaide and rushed to Flinders for a triple bypass. This has him fixed up for the short term and once fully healed, for the long term. Great that they could get you sorted Paul, we still have stories to share and laugh at.

On that note, the weekend just gone saw the PCRA run their big event at Sydney Motorsport Park, a venue at which Paul, I and others have occasionally spent good times together. The meeting this year was badged, "Old Bike Australasia Classic Challenge", an interesting choice of words for the event - one could almost believe it was classic racing, which is how it was devised when Bob Blyth gave it its beginnings. In those days the Period 3 500's provided the pukka event, and this attracted some classy riders from Australia and abroad who took it very seriously. This weekend saw just four Period 3 500's take to the grid and one of them had a failure, and even the owner's top shelf spare bike had a similar issue. These bikes got to race with a few other classes concurrently, as had to happen. They were not alone, with fields for some of the other classes being quite woeful. It's hard to believe, but all the sidecars ran in the same race, yeah P3,4,5 Historics in with F1 and F2. With the Historic sidecar lads being quite vocal at their lack of opportunity to ride, I was surprised to see no P3's, just two P4's and two P5 sidecars on the timing sheets - gee, not good! The fields for pre-Modern and P6 were strong enough. The club had gold coin donation for spectators to help encourage people along. I hope it has worked out for the club, but it highlights that what I am really interested in is real strong in SA and Victoria, and for that I am grateful.

On the home front, we are currently talking to track owners of Mallala and The Bend regarding options for track days for the club. We hope to run one in October on Friday 7th as part of the Festival of Motorcycling as we did last year.

One event that we have been invited to be part of is the Historic Weekend at Mallala 23rd & 24th April. We have done it before and we have a good spot, so we will support it again. The intent is to make this free to club members. A great day has been had in the past and I have already said to SCC that we expect two goes on track each day!

Good luck to all racing at the Classic of Mac Park in a few weeks' time.

Our good friend Rob Lewis has sent some pics on CD to us which got to me too late for last month's Good Oil so I hope with some help we can get a few of his pics into this issue.

Danny Ahern #327



DUCATI OWNERS CLUB SA PROUDLY PRESENTS



ITALIAN MOTORCYCLE SHOW



SUNDAY 27th MARCH 2022 WIGLEY RESERVE GLENELG
CLASSIC AND MODERN ENTRY FROM 9:00 AM JUDGING 1:00 PM
PRESENTATIONS 3:30 PM BIKE ENTRY \$5 (DOCSA MEMBERS) \$10 NON-MEMBERS
CONTACT GREG SHERIDAN FOR DETAILS 0459 197 264 SPECTATORS FREE

REFRESHMENTS, DISPLAYS AND MERCHANDISE ALL DAY

aprilia

Benelli

bimota



CAGIVA

DUCATI

MOTO GUZZI

Minutes of HMCRSA Committee Meeting 1st February 2022

The meeting opened at MSA Hall at 7:45pm. Present were Danny Ahern, Chris Hayward, Dean Watson, Geoff Kelly, Andy McDonnell, Kate Clarke and Trevor Henderson with apologies from Paul Walker, Kris Rowen, Neil Watson and Bob Balestrin. As per Danny's agenda these items/ points were discussed:

- . Paul is awaiting surgery in Flinders Hospital. Chris and Dean will arrange a "pick-me-up" for him with our best wishes for a speedy recovery. Not only the Watson MAC Velo needed a bit of attention.
- . The State Title post mortem was done as a "round the table" with input from all. Kate was pleased with the atmosphere in the Race Office, receiving great help from Michelle, Mandy and Ben. Sign-on worked well and Chris Peake was good value. Dean, Neil, Bob and Andy Burford worked well at the ticket box, most patrons were very understanding and food brought by Kate was most appreciated. 5 minute and 2 minute rider call-ups worked well, and the ambulance did not need to enter the track. There was an issue with Revolution Timing which was resolved, and those wanting lap-by-lap times needed only to ask. A fault with the track lights in one race, which then should have been re-run, disadvantaged several riders. Danny said the light problem had been ongoing and dreaded an incident at the Nationals. We need to see the Clerk of Course and Steward's reports, informing Road Race Committee who are responsible for safe racing. The Covid issue was a non-event with 95% of riders wearing masks at the briefing. Geoff was thanked for bringing his printer, and Phil Baughan was the "Responsible Person" on the Friday Practice Day. Bill Fielding thought the flaggies irrelevant.
- . Dean advised we did well financially, awaiting email responses with bank details to enable refunds.
- . There shall be rebates for members of at least 5 years' standing who rode at these State Titles, and we shall do a similar thing for the National Historic Championships at Mt. Gambier this coming April.
- . There will be a dinner and thank you for full-on, full time helpers.
- . Danny will get in touch with the Sporting Car Club of SA for their Anzac weekend event, to which we are invited. We will get the permit and pay the levies for what should be a great Club weekend .
- . Club Track Days will be best served by The Bend's East Circuit and Mallala. Danny will liaise with DOCSA re the Festival of Motorcycling, and as these days are during busy periods, everyone should think about possible dates. How about a stand-alone ride day for our Club and having an open track for half an hour? We will have further discussions on this topic at next month's Committee Meeting.
- . Regarding offering assistance to Mount Gambier Motor Cycle Club during their March events and at the National Historic Championships, they have their Race Office covered but need canteen helpers.
- . Computime is available for our next State Titles. As the MSA look like procuring timing gear from the 24 Hour Committee, would we be interested in a system operated by MSA staff? The cost to us would be \$15:00 per rider.
- . Other Business. Marg Trotter was interested in our blanket entry fee. All were in favour of welcoming James Burton as a new member. We discussed track records broken by Brett Metcalf and Lachlan Hill. Next month is Trophy Presentation Night. Kate spoke of articles re our meeting in the Mt. Gambier newspapers, Danny was pleasantly surprised to be asked about our feature races; the "Ken Blake", "Bob Jolly" and "LC Cup", when the journo contacted him on the journey home from Mac Park on the Monday. Danny will contact Rob Lewis regards getting him as a guest speaker at a general meeting. The meeting closed at 10:20pm.

Minutes of HMCRSA General Meeting 20th January 2022

The meeting opened at 7:57pm with Vice President Chris Hayward in the chair and 11 members present. Apologies were received from John Inkster, Danny Ahern, Otto Muller, Dean Pitman, Andy McDonnell, Luke Charleton, Neil Watson, Bob Balestrin and Greg Kennedy. New members Travis and Shaun Bancroft have been accepted, Chris explaining that we have to vet every applicant. Minutes

of the previous meeting were moved for acceptance by Phil Baughan, seconded by Paul Walker and carried. Under "Business Arising" Kim Anderson stressed that Phil Baughan needed to be thanked for giving up his ride again and officiating at the State Titles.

Vice-President's Report: The State Titles were a success thanks to the volunteers. Phil had only two reports and looked to raise the bar with scrutineering, where Gary Ellem from Townsville helped and has offered himself for the Nationals. There were several Log Books in the wrong name; it must be re-issued if a bike changes hands. Chris Harding was advised that the race number issued when applying for a licence needs to be confirmed with Danny, Kim being advised that Danny allocates these numbers. Feedback from interstateers re the State Titles was positive. Phil asked if the font size of the scrutineering sheets could be increased. The office side worked well, thanks to Kate, Mandy, Michelle and Shannon. Chris Hayward was grateful for the welding help from Darren Trotter. Regarding the proposed Period 7, Phil stated that it, or something similar is catered for in modern meetings, and we couldn't fit it in our program. Classic Motocross is now divided into pre and post 1975. Phil said that Period 7 is being pushed by MNSW, but it was not a fait accompli. Trevor will draft a reply to MA and circulate it to the Committee. Neil Collins has had no success in encouraging older members to put a rider on their bikes. Phil noted that Period 3 500cc is sacrosanct, having tried to combine them with their Period 4 compatriots. There was no Secretary's Report this month. Treasurer listed State Title expenses of wine purchases, radio hire, Tailem Bend rider rebates, Snap Printing costs, Webb Plastics trophies and officials' fees. Receipts included entries, membership fees, sponsors and gate takings. Don't forget that three styles of headwear are available, see the Treasurer. General Business: Kim prompted a discussion on tyres, Avon being popular and several using Hidenau. A "130" section rear Avon for a TZ is approaching \$400. Phil favours Dunlop TT900, half the price of Avon but Chris doesn't like them. Costs of tyres would be more reasonable if 17" rims were allowed, and a wish to be able to use methanol in P5 was expressed. Phil was here last night for an Officials' Training Seminar, a very productive evening. Chris said a Levi Day coaching day is great value, and they give you lunch. The Classic Master of Mac Park will be a great precursor to the Nationals. There is a Champions Ride Day next month at The Bend on the 7km circuit, cost expected to be around \$400. Chris reiterated the need for bikes on display and/or guest speakers. The meeting closed at 8:50pm.

Secretary's Report February 2022

Welcome to the 2022 Annual Presentation Night, where we recognize those members who have done well in the last 12 months, both on and off the track. Despite Covid we were able to compete in 7 meetings in 2021, culminating in our State Titles at Mac Park once again. What is interesting is that all the individual awards, including our Period trophies, have a different name on them than in 2020. As the bloke who records the ongoing point scores, I can say that the State Title results have had a profound effect on the way the trophies were looking. A couple of last year's winners were unable to make the trip to Mac Park, letting others on to the podium. For 2020, with no eligible competitors for the Rookie Award, kindly sponsored by P.B.Engineering, it was not presented, but for 2021 we had a handful of names from which to choose. So applaud the worthy winner of this trophy, which can only be contested once by each competitor. We also welcome our friends from Atujara MCC to take part in the announcement of the winner of the Les Diener Memorial Trophy, an interclub competition between them and ourselves. So enjoy the evening, have a drink and a bite to eat and get ready for season 2022.

Clubs and competitors have been asked to respond to MA regarding their intent to create a Historic Period 7 on top of the 6 we already have. Whilst recognizing the inevitability of this, the next thought is how do we fit them into race programs that are already full? The Classis Motocross people have split their discipline into pre- and post -1975 as they are unable to run every class at the one meeting. All licence holders, assuming they have a computer, would have received an email from MA seeking

their views on the subject, and hopefully this will give MA enough feedback to make a decision. Maybe we could apply a “Pub Test”, the question being “do these machines look like historic bikes?” In fairness, I recall about 20 years ago the late Peter Westerman pointing to a TZ Yamaha at Mac Park and remarking “that’s not a historic bike, it’s modern”. Now such machines are firmly entrenched in Period 5. Organisers of modern race meetings run events for “Pre Modern” bikes, the types which would come under the Period 7 umbrella, and to my mind are mature modern bikes. They do assist by increasing the overall entry and, depending on Supplementary Regulations, filling grids in some races and aiding in obtaining a healthy “bottom line”. These organisers may not wish to lose the benefit of these entries by handing them over to Historic Clubs unable to find a spot for them.



Hand-shifters GO!

Trevor’s Titbits - A Trap for Unwary Players

My dictionary defines “net” as “an open-work fabric of meshes of cord, etc., piece of it used to catch fish etc., and cover with, or catch in, “net”, so could “Ridernet” mean, “a net to catch unfortunate competitors?” I’ve just, with Claire’s help, finally successfully entered this year’s Australian Historic Road Racing Championships at Mt. Gambier with 4 days to spare. I didn’t find this so-called “easy” system easy or user-friendly. I’d spent weeks attempting to enter the event, often being confronted with “try again later” and “no suitable events available” etc. So many times I had got to a point where clicking on “next”, or “enter an event” suddenly brings up another screen that has led to a dead end from which the only escape was to exit the whole thing, have a coffee and come back later. But we were ultimately successful, as stated previously, but only after the system sent us to the Mount Gambier Club’s website, where finally, things happened. Since then, people were still asking “how”

7

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**.

COPYRIGHT STATEMENT: Copyright to photos taken by HMCRRSA members are retained by their respective copyright holders. By attempting to abide by the “fair use” clause within copyright laws, where available, the source of any other photos will be indicated.

on Facebook, and Luke Charleton has advised that one must click on “All States” and “All Events” to bring up the Nationals. Here’s hoping that everyone can now get their entries in and accepted, not feeling like a fish trapped in a net.

Thumbs Up and Change Right

Trevor Henderson #55.



A “svelte” Murray Johnson (as Doug Duke announced), with plenty of time on his hands for a wave, rode well in the tank-shifters ranks.

A Rider’s Rant

With dwindling material being provided to the editor to fill the gaps between photos in the Good Oil, it was unilaterally to create a new monthly feature, “A Rider’s Rant” (that’s the working title anyway). This month’s reluctant raconteur hasn’t raced much so it will be very easy to raise the bar for next month, but the format will be similar for those who get a tap on the shoulder a week before the next issue.

GO. Why do you want to race? you have a lovely wife at home, and you’re broke.

Answer. Hmm, I guess I haven’t got a good answer. I do like to tear about making a lot of noise, something I can’t do at home.

GO. When did you start racing?

Answer. 2005, when I was 49. I was a late starter. That’s why I don’t yet have a pronounced limp or set off the X-ray machines at the airport.

GO. Why did you begin racing?

Answer. Can't remember; I guess it was the excitement of the organised recklessness. I wish I'd started sooner. I believe it keeps dementia at bay.

GO. Doesn't coffee do that?

Answer. Yes, but I already drink five a day. I want to go to the next level. And anyway, if it doesn't fix dementia, racing gives me the opportunity to ride without the need for a UBD or GPS (I'm always getting lost on the open road) – it's so much easier just following the rest of the traffic, and there's only one set of lights. Well, when I started there was only ever one set of lights.

GO. What bike/s have you raced?

Answer. Just one Moto Guzzi. They haven't got much power, so they are very reliable and don't wear out tyres much.

GO. People call Moto Guzzi's boat anchors, especially Ducati riders; what do you say to them?

Answer. I say nothing; Ducati riders are pretty one-eyed. They think they are so hot, so I just try to pass them. If I can't pass them, I throw my bike down the track and try to knock them off their perch, like 10 pin bowling. I did it at Mallala once trying to pass an 860 on the outside at turn 1. He ran wide, I hit the brakes (all bad), hit the deck and slid into his muffler but the rider thought the thump he got was the warning sign for an imminent engine seizure and he pulled out of the race. Unfortunately, when I picked my bike up, I discovered that I had snapped a sparkplug and couldn't resume the race to take advantage of his error.

GO. Do you have any special tactics for racing?

Answer. I sure do. I now try to get onto the track in time for the warm-up lap. It's hard to do with the chronic poor preparation I suffer from. I once arrived late for a race at Mac Park and started at the back of the grid. Being very keen to keep in touch with the pack, I took off like a cat with a cracker up its tailpipe but unfortunately it was my first race, and it was also quite early in the day. I lost traction at turn 4 and low-sided into the sand trap. The tank flew off snapping the petcock and a carby came off one of the heads which became filled with sand. Fortunately, my wife was there to help me pull the head off and clean the sand out of the rings. We got going later that day, but I made sure I got to the dummy grid in time for the warm-up lap after that.

GO. Are there any special racing tricks you've picked up over the years?

Answer. I've got a couple. I try hard to hang onto my pee. I've noticed that riders go to the dunny a lot, especially just before a race when they are in full leathers all zipped up. I grit my teeth and hang on. I believe it sends a strong psychological message to my competitors ... but I'm not sure how I'll go when my prostate packs up. The second trick is to tighten all the nuts on the bike. I was in a bracket race at Mallala one year, in which I'd felt an unfamiliar queasiness in the handling, and as I pulled into the pits a fellow racer thought I should look at my back wheel. I discovered to my horror that I hadn't done the axle nut up. Just before the meeting I'd taken the wheel to GC's for some new rubber, and I'd also forgotten to tighten the security locknut on the axle clamp. The wheel had so much slop in it that the diff was barely engaging the teeth in the hub. I don't know why the scrutineers hadn't pick it up. I guess they didn't realise that I am more stupid than I look. I often lose things on my social rides too. Last time I went out on my old road bike, a clevis pin fell out of the righthand front brake assembly. The brakes had seemed a bit weak, but it's often a long time between outings so I wasn't too alarmed. When I stopped for a drink and discovered the linkage dangling loose, I also noticed that both front axle clamp bolts were absent. Bad things come in threes.

GO. Do you have any special or unique racing techniques?

Answer. I'd like to, but it's beyond me. I'm lucky to arrive at the start line in the right race. I started putting hundred mile an hour tape on the tank and writing the race and grid position on that. It looked like an essay with a noughts and crosses theme. Basically, I just take off and see what happens.

GO. When did you take a break from racing, and why?

Answer. I stopped in 2008. I fell off at the water tower at Mac Park, unsuccessfully trying to pass on the outside. The runoff area was rock then and pretty punishing on me and the bike. My vineyard was also sending me broke.

GO. What are your ambitions for the future?

Answer. I'd like to learn good race craft, like passing people on the inside of a corner.

GO. How would you like your bio to read if Andrew Bannerman had to say something about you?

Answer. I'd like him to say that I was a competent mid-pack tourist, well-prepared (this is in a dream I haven't had yet) and a very polite rider, except when Ducati's were about.

GO. When will we see you on the track again?

Answer. Maybe never, but I'll probably have a go at ride days learning with Davo and Levi. If that goes well, I might have a crack in period 4 Unlimited if it still exists when I get there. They may bring in an age limit that prohibits me. They will if they're smart.

For Sale/Wanted

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
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
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.



The TZ brigade; Lachlan Hill, Andrew Pitman and some old bloke!

CLUB POINTS FROM 2021 STATE TITLES MEETING # 7/2021

No.	NAME	PERIOD	CAPACITY	RACE 1 POINTS	RACE 2 POINTS	RACE 3 POINTS	RACE 4 POINTS	FEATURE RACE	MEETINGS TOTAL
5	ANDY BEDFORD	5	250	8	11	10	12	LC CUP 12	53
6	GREG KENNEDY	3	500	0	16	13	0	BOB JULY 0	29
26	OTTO MULLER	3	250	15	17	16	17		65
34	CHRIS HAYWARD	5	350	18	20	18	18	KEN BLAKE 20	94
34	CHRIS HAYWARD	5	500	20	0	0	0		20
35	PETER HELES	4	250	25	25	18	25		93
53	ROBIN WILLIAMS	4	500	25	25	25	25		100
53	ROBIN WILLIAMS	4	4/L	20	20	20	0		60
55	PAUL WALKER	3	350	12	12	DNS	DNS		24
55	TREVOR HENDERSON	3	350	DNS	DNS	14	14	BOB JULY 9	37
74	GAVIN LEWIS	5	500	7	9	9	9	KEN BLAKE 7	41
82	ANDY PITMAN	5	250	18	17	20	20	LC CUP 20	95
82	ANDY PITMAN	5	350	20	18	20	20		78
99	ANDREW BANNERMAN	5	250	9	0	9	0		18
310	GEOFF KELLY	3	500	16	17	16	16	BOB JULY / KEN BLAKE 15 9	89
310	GEOFF KELLY	3	700	20	0	0	0		20
311	DAN GLEESON	3	700	25	25	25	25	KEN BLAKE 5	105
312	DAN GLEESON	2	4/L	20	18	25	20		83
327	DANNY AHERN	3	500	14	0	15	0	BOB JULY 14	43
327	DANNY AHERN	5	500	13	13	13	13		52
688	CHRIS BULIS	5	250	11	10	11	11	LC CUP 11	54
913	MURRAY JOHNSON	3	500	18	20	17	18	BOB JULY 18	91
913	MURRAY JOHNSON	HANDSHIFTER						HANDSHIFTER FEATURE 18	18

Calendar 2022

Date	Event	Venue
26 th February 2022	Ride day	Mac Park
4 th – 6 th March 2022	Classic Master of Mac Pk	Mac Park
31 st March – 3 rd April 2022	Australian Historic titles	Mac Park
15 th – 17 th April 2022	SA State Titles Easter Cup & BEARS	Mac Park
6 th – 8 th May	Seniors	Mac Park
27 th & 28 th August	Tourist Trophy	Townsville



Trevor Henderson on his trusty Goldie and Keith Campbell about to pounce

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	Points	Total
Rider 1	Chris Haywood	63	34	Yamaha SR50	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	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			



Greg Kennedy on a nice clean G80 before it got dusty!



Danny Ahern hotly pursued by Les Toohey's 500 BSA Gold Star