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# The Good Oil

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## RIDE ON, ROSS

**Register member Ross O'Neill lost his life in a car accident recently. He was a very active participant at our South Australian classic racing events and will be missed by all. Whether it was Mallala, Mac Park, Collingrove or even Sellicks Beach, Ross was always at the front of the pack in his class. Farewell, friend.**

Pic Ian Roddie



Photo's in this issue are courtesy

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

## HMCRRSA OFFICE BEARERS 2013/2014

*PATRON: Mal Pitman*

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<b>Club Delegates</b>	vacant – 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> (first Tuesday of every month)
<b>Honorary Life Members</b>	Peter WESTERMAN (†Deceased) Richard RAKE Danny AHERN David MANSON Len SMITH Ken LUCAS "Doc" WATSON (†Deceased) Trevor HENDERSON Phil BAUGHAN Len DYSON (†Deceased) Les Bell	1998 1999 2000 2001 2002 2003 2004 2005 2007 2009 2013

### PRESIDENT'S REPORT

I start this on a sad note, having said goodbye to Ross O'Neill, an outgoing and enthusiastic member who lost his life in a road accident.

Those who attended the funeral heard tributes to a man who put so much pleasure into the lives of so many, as evidenced by testimonials from his extended family and friends.

To Jenny and the family, his sister Jane and brother in law Dan we offer our condolences.

Tonight we have a guest speaker from Peregrine Corporation to explain the Tailm Bend Motorsport complex. We are keen to hear of their plans, and how they can be of benefit to clubs like ours. With uncertainty over the long term future of Mallala, having an alternative venue can only be a positive.

The racing year has got off to a good start, with the Sellicks Beach weekend, then the

Classic Master of Mac Park and the Collingrove Hillclimb. As the penciller who records Club Points, and, jointly with Richard Metcalf, Les Diener scores, this becomes rather fascinating as the numbers roll.

We decided not to award Club Points for Sellicks, and I'll give a list for the two scoring meetings as soon as possible. For the "Les Diener", HMCRRSA scored more points than Atujara on the beach and up the hill, but, in what we would call "our" event, the Classic Master, our rivals got a small advantage.

We now have demonstration runs at Mallala during the Historic Car Championships, which should be a great weekend, then back to real racing with the "Seniors" at Mac Park.

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**Trevor Henderson, President**

## TREV'S TIDBITS: Evolution of the next era

I'm a Period 3 person, unashamedly but not blinkered, so for those of us either born in, or having started in, the "Classic" era, it's our time. Our current 500cc races show those days at their best, with Manx Nortons, G50s, Gold Stars, Triumph twins and a selection of modified roadsters. Not so sure of the status of 500cc Ducati singles, and several ESO's are on the cusp of eligibility. But there wasn't a lot of change during that time.

Enter the Japanese! Honda began to dominate the 125cc class, pushing aside the ubiquitous Bantams and making their presence felt in the 250cc and 350cc classes. Although Honda made limited numbers of over-the-counter racers, they didn't totally dominate, with an obscure Spanish two-stroke keeping them honest in 125cc, Aermacchi in 250cc, and Norton and AJS in 350cc.

Then a musical instrument maker believed they could create good tunes from two-stroke exhausts. Yamaha had arrived! Hesitant at first, then fast but fragile, a term also applied to Triumph twins, these twin cylinder screamers took over the 250 class by the mid-'60s and started to shake the foundations of the 350s. Unlike Honda, Yamaha readily supplied racers to every man, improvements filtering down from their works bikes.

Suzuki and Kawasaki racers appeared, but Yamaha held sway, and not only by weight of numbers. Once Yamaha had their 350cc twin on song, it began to dominate 500 and Unlimited classes, winning Daytona (USA) outright. UK tuners stretched the engines to 352cc, so they could enter and dominate the 500cc class. Then Yamaha made 500, 700 and 750cc fours.

Suzuki and Kawasaki were not spent, the former with a 500 twin and then the RG500 four, which became a privateer favourite, plus a racing version of the 750cc Waterbottle.

Kawasaki had the H1-R 500 triple, an evil-handling beast that Ginger Molloy rode to 2nd in the 1970 World Title, then the H2-R and KR750 triples, that had a great run here and in the UK with Mick Grant. We can't forget their Tandem Twins, developed from an MZ design, that dominated 250 and 350 races in the late 1970s. And then Honda made two-strokes!

I guess that those who hated two strokes were pleased when Superbikes arrived, and politics brought four strokes back to the Grand Prix classes. So, sad as I was initially at the Japanese takeover, I'm glad our Historic Racing allows the aforementioned machines to take their place on the track and not just remain in a museum.

**Thumbs Up and Change Right  
Trevor Henderson # 55.**

## Guest Speaker Thursday 20<sup>th</sup> April

### Paul Trengove of The Bend Motorsport Park

The intent is for an 8pm sharp start with Paul's presentation. It will give us all an insight as to how the Taillem Bend Motorsport Park is progressing as well as their outlook for this fantastic new facility. See you there, should be good.

**Danny Ahern  
Vice President, Comp Secretary**

**Draft Minutes of the General Meeting of the Historic Motor Cycle Racing Register of SA (incorporating annual club trophy awards) held at the MSA clubrooms on Thursday, March 16.**

**The meeting opened at 8pm.**

**Apologies:** Chris Hayward, Joe Ahern, Aaron McDonnell, Les Bell and Mike Wooster.

**Visitors:** Les and Royce Rowe.

**New Member:** Daniel DeBlasio was welcomed in his absence.

**Minutes of Previous Meeting:** Moved for acceptance by Danny Ahern, seconded by Phil Baughan and carried.

**Business Arising:** Nil.

**Treasurer's Report:** A comprehensive report of the Club's finances was given.

**Competition Secretary's Report:**

- Sellicks was well reported in the Good Oil, David Kernich's article being a welcome addition.
- The Classic Master of Mac Park was a good meeting, with an entry of 100 bikes.
- The International Festival of Speed has 500 bikes entered.
- Broadford is on before Easter.
- The Sporting Car Club has invited us to demonstrate at Mallala, a Rec. Licence being the only cost to members. BBQ and shades will be taken.
- Next month we will have a guest speaker to inform us about Tailem Bend, with some Ducati members present. This will start at 8:00pm, prior to our meeting proper.

**MSA Delegate's Report:**

- The Pre-Modern road racing class will have a 2006 cutoff until 2020, when it will revert to a 15 year rolling cut-off date.
- MSA Manager Malcolm Bulley is keen to raise the status of all championships.

**General Business:**

- Phil Baughan was initially pessimistic about Mount Gambier Club, who were uncompromising about the situation of running P3 700 in with P4, 5 and 6 Unlimited. Although this mixed bikes with drum and disc brakes, it wasn't as bad as it looked on paper, and Phil picked up a couple of awards.
- Dan Ahern agreed with the previous point, having concerns about mixing some classes.
- Laurie Fox got his way with the sidecar handicap, normal rather than sealed.

**Meeting closed at 8:25 pm, with Royce Rowe giving his presentation on racing in the Isle of Man.**

## Minutes of the Committee Meeting of the Historic Motor Cycle Racing Register of SA held on April 4 at the MSA clubrooms

The meeting opened at 7.30pm

**Attendees:** Trevor Henderson, Dan Ahern, Paul Walker, Chris Hayward, Neil Watson, Dean Watson, Bob Balestrin, Stuart Penn, Tony Tildesley

**Apologies:** N/A

**Visitors:** None

**Minutes of previous meeting:** Proposed Trevor, seconded Dan. Unanimously accepted.

### Treasurer's Report:

- Bulk of balance has been invested into the term deposit account
- A few sponsors from State titles are still to pay.
- It was agreed that these businesses would be contacted again, in order to retrieve these payments.
- The actual expenditure re the 2016 state titles discussed. Closer scrutiny of expenditures re the 2017 titles event will determine the costings including the riders entry fees.

### Secretary's Report:

- No correspondence received other than notification of the change of contact address for our web designer.

### President's Report:

- It was agreed that more would be done to promote and encourage club members to attend monthly meetings. Use of guest speakers etc will be increasingly featured.

### General Business:

- Following discussion it was agreed that the Secretary would write to the Mount Gambier club re the 2017 state titles seeking a comprehensive schedule of costs. From this, the Club will be better able to manage projected costs and profit for this event.
- Discussion around the available processes and methods available for rider entries. It is likely that Pay Pal will be increasingly used by riders.
- 'Yellow Jacket' re the LC Cup discussed. It was agreed that a permanent logo will be affixed featuring Jon Gutte's name.
- It was also agreed that the Club would follow thru on an earlier proposal to purchase a 'paver' in the name of Jon at Mac Park.
- It was agreed that following discussion with MSA, the HMCRRSA would not actively participate in the proposed documentary featuring Jon.
- The Advertiser's notification re dropping the 'club notes' discussed.
- The injury and subsequent passing of member Ross O'Neill discussed. A minute's silence was held. It was then agreed that the club would

commission a motorcycle themed (HMCRRSA) tribute wreath. Paul agreed to co-ordinate this. The date and venue for Ross's funeral to be confirmed.

- The Sporting Car Club's upcoming event on April 22, 23 at Mallala discussed. HMCRRSA riders will ride two four lap 'parade' sessions each day.
- 16 -18 bikes have been nominated from club members.
- Dan raised the matter of encouraging more club members to consider becoming accredited race officials. This is one particular area where the club is lacking.
- Paul Trengrove from Peregrine Corp will be attending our next monthly meeting. He will be delivering a power point presentation on the new Tailern Bend race complex and it was agreed that a strong turn-out of club members is particularly important for this meeting.
- Website development discussed. It was acknowledged that much of the content is not up to date and more attention will be made to ensuring timely updates are made.
- A run-down of the officials for the 2017 state titles discussed. These positions have now been confirmed.
- A review of the recent DOCSA/HMCRRSA ride day concluded that it was considered by both clubs to have been a very successful event. Dan noted that our club still struggles to attract sufficient volunteers for these ride days.

**Meeting closed 9.45 pm**

## FROM THE COMP SEC: Season's end for me

Well for me it is season over. Autumn and Winter will be used to freshen up bikes and get the new acquisition up and running.

This month saw me go to the now named International Festival of Speed (formerly the Barry Sheene Festival of Speed). I got to catch up with many friends and got to do heaps of laps. Peter and Janice Lodge were over from NZ with their rider Nick Cole and his dad Graham. Ken and Deb McIntosh along with son James were over the ditch too. Always good to catch up with all these guys who were part of the big USA trip in 2011 and always over in NZ when I have had a few trips there to race.

Poor Nick got caught out early in proceedings getting off line at turn 5 where water was running across the track (as it was in a few places), Nick's mishap seeing him spend some time in hospital before being flown back home to be mended properly. That same corner and conditions caught out Bob Rosenthal on a similar ES2 Norton rocketship. Rosie was riding Geoff Clatworthy's bike and luckily for Rosie it 'just' hurt his foot, which with ice, guts and determination saw him race all weekend. Well nearly, I'll explain later. The injury then saw Rosie stand down from the Broadford Vic Titles event two weeks later.

The huge deluge the day before the practice day saw less than excellent conditions at Sydney Motorsport Park as it is now called. The main problem was that there were 4 or 5 spots around the track that had flowing or sitting water and I can tell you we all had slides. The Clerk of Course in his riders brief had said the track was all looking good! I reckon he had been looking elsewhere myself.

Dan Gleeson and Jane rolled up during the practice day and we were pitted alongside of each other. The turnout was nothing short of huge. The Italian theme had Giacomo Agostini head the bill with an MV to parade at speed. Others to join in were names like Steve Parrish, Croz, Magee, Bayliss, Pierfrancesco Chili, Jeremy McWilliams, Piero Laverda, Gianfranco Bonera, Maria Costello. The V6 Laveda was there and circulated all weekend. Numerous Grand Prix bikes, their owners and mechanics soaked up the atmosphere and did some seriously quick laps. Jeremy Burgess ended up spannering on the 4 cylinder Suzuki and had it humming before long. It was a pleasure spending some good time with JB. Others in his garage constantly seeking advice and opinion on what they were doing on the bits of racing history.

It is a true credit to Peter McMillan and his team at PCRA of NSW to consistently get a great gathering to celebrate together and race together.

There were well in excess of 400 race bikes. As is the case at this event, some groups get combined and some races end up with 50 plus on the grid. The Period 3 scene is not as strong as we see at Mac Park and Broadford but whilst the number were down the quality was definitely not.

Thursday night after practice had many of us go to the dinner that was to be MC'd by Alan Cathcart. The local flash Italian Club had room to accommodate the healthy crowd that was over 4 fold on the previous year's dinner. 450 people were there to listen to stories and good times had by some big name racers. I ended up sitting at a table of enthusiastic followers of things racing as well a couple of my more Ducati related friendships. Phil Allen was down from Bundaberg and sat alongside me as did Helga and Sue from DOCNSW.

Qualifying on Friday went well and soon it was racing. Dan Gleeson and I had rippa races in the group we were in and both worked our way up the 'rolling grid' that the NSWelshman make use of. Works well if you are going well but gee it's a long way back on grid if you have a DNF.

Both big Dan and little Dan managed PBs over the weekend. I personally ended up getting third overall in the Period 3 500 class. This was helped when on one race, 'Rosie' Rosenthal decided to

unravel his lanyard cord whilst on the front row of the grid and whoops pulled the cord out stopping the motor. Was always going to struggle with a push start with less than able marshals at hand. Unfortunately big compression needs big push and more! One frustrated rider missed a race over that!

The crowd in attendance was really huge. The club had sorted out how to get riders and their teams into the track and also get the punters in too. The self print ticketing system a definite improvement. Lee Kernich spent two days hanging around and getting the itch. Lee is always good to catch up with. I got lucky and procured a new toy. Grabbed a TT2 Ducati 500. Hope to have it up and running by say September. It is one horn bit of kit. This of course had me with a two-bike trailer and now three bikes to get home. The devised plan was the Clancy Clan would take my Manx G50 to Kilmore and I'd grab it two weeks later when going to Broadford.

I ended up getting away on the Sunday afternoon, making a good mile Sunday night which saw me then home by Monday evening and the end of a huge week.

**Danny Ahern #327**  
**Comp secretary**

**Our ambassador for the national titles at Mallala in 2015, Daryl Beattie, has been inducted into the Australian Motor Cycle New Hall of Fame. Read about his life and career in the current issue, on sale now. Here is what Daryl said on social media last week after the announcement:**



**Daz with the Prez in 2015**


*Thank you @amcn\_mag Hamish Cooper and staff for the Hall of Fame Inductee. Very surprised, it's been 20 years since retirement and I love the motorcycle industry and people more than I have ever done. The racing at its highest levels continues to be the best form of racing to watch and the great product we get to ride in production form is amazing!*



**2017 Dates**

Date	Event	Venue
May 27-28	Seniors meeting	Mac Park
	Historic Winton 2+4	Winton, Vic
Sept 23-24	All Historic 2+4	Wakefield Park, NSW
Nov 9-12	Aus Historic Titles	Wakefield Park, NSW
Nov 18	Interclub Ride Day with DOCSA	Mallala
Dec 30-31	SA Historic Titles	Mac Park
Last Saturday of each month	Mac Park Ride Days	Mount Gambier

**For Sale/Wanted**

<b>Wanted</b>	Single downtube frame to take 150cc Bultaco engine which is 375mm long	Trevor 83845284
	JAP 350 ohv inner timing cover and a 350 ohv cylinder head from the mid-1930s.	Bob Glynn 8263 9133
<b>For Sale</b>	I have a load of Spare Parts boxes to clear. \$1 each. 	Luke 8351 7971 Mon-Fri 8.30-5.00
	Club Shirts \$35, Caps \$15, Hats \$18, Mugs \$4.50, Cloth Badges \$10 and Stickers \$2.50.	Buy at next club meeting