

THE

# Historic

COMPETITION MOTORCYCLE CLUB OF W.A.



## HCMC MONTHLY MEETING

This Wednesday 17th February.

Important vote on whether or not we hold a State Championship or not, and if so what format, so come along and voice your opinion/have a say/vote, and see your new officials in action.

### 2016 EVENT CALENDAR RACE AND TUNING/RIDE DAYS

March 26 Saturday	COLLIE	Tuning/Ride Day
March 27 Sunday	COLLIE	Collie TT
April 24 Saturday	WANNEROO	Round 1 Club Championships
May 21 Saturday	COLLIE	Tuning/Ride Day
May 22 Sunday	COLLIE	Round 2 Club Championships
July 2 Saturday	COLLIE	Tuning/Ride Day
July 3 Sunday	COLLIE	Round 3 Club Championships
August 7 Sunday	WANNEROO	Round 4 Club Championships
September 4 Sunday	WANNEROO	Round 5 Club Championships
October 8 Saturday	COLLIE	Tuning/Ride Day
October 9 Sunday	COLLIE	Race Day
November 12 Saturday	COLLIE	Tuning/Ride Day (To be confirmed)
November 13 Sunday	COLLIE	Race Day (To be confirmed)

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WELCOME TO THE HCMC 2016 COMMITTEE MEMBERS *By Pres Bob Humphreys*

**Bob Humphreys... President**

**Glen Ottley... Vice President.**

**Brian Richardson.... Treasurer.**

**Steven Corsini....Secretary.**

**Carrie Gardner...Race Secretary.**

**David Gapes....Publicity.**

Committee:

**Mark Lang-Hughes**

**Chris Mercer**

**Steve Crane**

**Marc Cartier**

**Kree Prout**

**Andrew Orford.**

Annie Tregger remains membership secretary.

The committee is already shaping up to be a strong and cohesive team.

Joining our Elite Life Members is Bill Hargrave.

Bill's tireless work over the years has earned him his award.

Thanks from the Members to all the above for taking up positions.

**23RD ISLAND CLASSIC** *By Pres Bob Humphreys*

A big contingent of WA riders and helpers were in attendance at possibly the biggest and most prestigious Historic Motorcycle event in the World! Running over 4 days now because of the amount of Historic classes, plus throwing in the Team events has made the smooth running of the programme nearly impossible.

Again the races were cut to 3 laps with Saturdays events running over to Sunday morning (maybe dropping some classes on a yearly rotation would be a solution??) Even so, we all had a great time!

The crowd attendance was up by 4%. even Fridays wet qualifying had a lot of spectators.

Our competitors and results:-

**Andrew Orford**

**Michael McGowan ...unlimited p4. 11th**

**Chris Gammidge**

**Mark Ackermans**

**Tony Logan... p5 premier 19th, p4 350. 5th**

**Peter McNickle**

**Neil McNickle... p4 350. 12th.**

**Nick Miller...p4 350. 3rd.**

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**Chris Kirkby...p5 500. 11th. p5 350 . 12th.**  
**Phillip Honeycombe ..P5 minor 27th.**  
**George Todoroff**  
**Tony Hynes...p5 Premier 10th. 250 production 8th,**  
**Sandy Martin...p6 250. 10th**  
**Marc Cartier...p6 250 11th.**  
**Neal Grey ...p6 250 6th. p6 500 13th,**  
**Warren Davies**  
**Luke Hurst.... p6 250 8th**  
**Robert Fry...p6 500 18th.**

The Friday night dinner Guests were Lester and Steve Harris of Harris Frame and accessory fame, and Paul Smart. A very interesting trio.

Unfortunately Mark Ackermans and Chris Gammidge had a coming together with both receiving injuries, Chris had a helicopter ride to Melbourne, his comments after, were to praise the drugs supplied on the trip!!

Suellyn Luckett was a scrutineer on the weekend, which hopefully moves her to level 4.  
Well done Suellyn!

Congratulations to everyone, riders, pit crews, container organisers, garage organisers, people who drove over with their bikes, what a picture out pits were with all its signage, and members wearing our Island event shirts.

#### **STATE TITLES OR NOT?** *From the Treasurer – Brian Richardson*

At the 2015 AGM in December, the members present considered the issue of holding a state championships in 2016, and the additional costs incurred due to the MWA awards night levy/fee of \$100 per award. A vote on this matter was deferred until the new club officials were in a position to present additional information to the membership, in order to reach an informed decision. To that end I provide the following information.

#### **2016 Club Race meeting costs**

The club has for a number of years subsidised the race meetings to a large degree. This has seen a gradual erosion of our working capital as reported on by MLH at the 2015 AGM. Therefore, in order to minimise losses, the 2016 Committee propose to increase entry fees as follows....

#### **Wanneroo:**

The 2016 Committee propose increasing the entry fee for Wanneroo meetings to \$190. On the basis of 70 entries @\$190, and using Bill Hargraves race day cost calculator, we would lose approx. \$452.50 per meeting. In the schedule for this year there are 3 Wanneroo meetings which equates to a loss of approx. \$1357.5 for the year.

#### **Collie:**

The 2016 Committee propose increasing the entry fee for Collie meetings to \$160, and the tuning day to \$70 (racers) and \$120 (non-racers). On the basis of 45 entries to the Saturday tuning day @\$70, 20 entries for the tuning day @\$120 (non-racers), 60 entries to sun race day @\$160, and using Bill's race day cost calculator we would lose approx. \$627.50 per meeting

- In the schedule for this year, there are 4 Collie meetings with one in November yet to be confirmed, so assuming 5 Collie meetings equates to a loss of  $5 \times 627.50 =$  approx. \$3137.50 for the year.

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Total loss for year at these entry levels and entry fees = \$1357.50 + 3137.50 = approx. \$4495

## State Titles

There is a suggestion that holding a state titles meeting increases the basic costs of e.g. track hire, officials etc, however for the purposes of this calculation, I have assumed that the incurred costs are as per a normal race meeting. It should also be noted that the club could offset some of the losses by looking at increasing our income, e.g. by charging entry, sponsorship etc.

If we hold a state titles at Wanneroo, as above, on the basis of 70 entries at \$190 and using Bill's race day cost calculator, the club would lose approx. \$452.50.

If we hold a state titles at Collie, it's a bit more complicated to calculate as there are a number of variables: e.g. is it a one day meeting or two day? Do we have a Ride day on Saturday? For Historics only or open to all? Entry numbers harder to predict.

Let's say for example we held a state titles at Collie, with Saturday as a tuning day for historic bikes only, and Sunday as a race day. The entry fee for the tuning day would be \$70, the entry fee for race day would be \$160, and assuming 45 entries for the tuning day and 60 entries for the race day. Using Bill's race day cost calculator the club would lose approx. \$ 2997.50.

## The MWA Awards night Levy/Fee:

At the 2012 state titles I think we had sufficient entries for 7 classes qualifying for a state championship. These were :

- P2ULTD
- P3S/ULTD
- P4J
- P4ULTD
- P4SC
- P5J
- P5ULTD

7 Separate classes, 1ST, 2ND, and 3RD in each class receive an award = 7 X 3 = 21 Awards.

The MWA awards night levy/fee is \$100 per award, which equates to an additional cost of \$2100, over and above the cost of holding the meeting. It is noted that Rick Gill of MWA suggested the club may be able to negotiate a discount on transponder hire in order to make this more palatable.

So to summarise, if we held a state titles at Wanneroo, we would lose \$450 plus the MWA levy of \$2100 = \$2550. If we held the state titles at Collie (with Saturday as a practice day), we would lose \$2997.50 plus the MWA levy/fee of \$2100 = \$5097.50

*Note there was a suggestion that the club could spread the MWA award levy/fee across all entries, i.e. potentially \$2100 divided by 70 entries for Wanneroo or 60 entries for collie, would increase the basic entry fee by \$30 for Wanneroo (up from \$190 to \$ 220) or \$35 for Collie (up from \$160 to \$195).*

## CLUB TRAILER IS STILL FOR SALE/CLUB CONTAINER

The club's yellow track equipment trailer, the 6x4 enclosed tradies trailer is still available for \$1000 or near offer. All enquiries to Mike Smith 0403 545 049, and that we are seeking expressions of interest for the possible purchase of the club container.

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## **CLUB PHILIP ISLAND CONTAINER COST etc** *By Tony Logan*

Hello Bob, firstly thankyou very much for your fantastic help at the island changing over to the wets for race three – You and Paul were GP team stuff !

In the interest of being completely open about the costs for the container - Please find following expenses that I have paid and received for the island. Its important to me to ensure the club has records of the cost should people ever question where their money is going.

It was just easiest for me to make all payments and then seek reimbursement from those in the container. Cost for 2016 is \$450 per bike. Actual cost is \$440.00 but I am charging extra to buy a carton of beer for Travis, His work place and Rory who helped enourmously with loading and unloading.

We managed to reduce the price last year down from \$650 per bike down to just under \$500 in 2015 – and in 2016 to \$450.00 as the result of Rory, Travis and myself taking control of this. Speaking with Sean Oliverover at the Island – it might be possible to take over a 40ft container next year at approx the same cost – at the very least – less than \$500 per bike – It will depend on numbers of course, but Sean has contacts he can at least question.

For the future, I could have done a much better job in communicating with members throughout the year about us definitely taking a container to Phillip Island – this communication needs to be improved and put up on our web site and mentioned in each newsletter through the year I think.

If the committee agrees – I would like members to be advised the cost per bike will be \$500 max – but will probably be less - and that there will definitely be a container travelling to PI in 2017. The job Bill did in securing the four pit garages all together made the weekend extra special and there should be no reason why we cannot get these again. I intend to arrange even more signage for us for 2017...

### **FOR NEXT YEAR**

It is intended the container will be loaded on the weekend of 15 January 2017, and delivered to the island on the Tuesday – a day earlier which will allow people to have a great deal of time to set up/work on their bikes. (NOTE WE MIGHT NOT HAVE PIT ACCESS THOUGH) . Container will be back in Perth the weekend immediately after the race meeting. Using the container allows members access to the track and their bikes earlier than those towing bikes who cannot get access until the Thursday morning.

Club members who are racing should have first chance for spots in the container. Others are welcome to transport a bike either or both ways if for example they buy or sell – the cost for this should be set at \$500 and will be a bit of an offset for overall costs. Maximum dimensions for bike crates should be 800 deep, 1250 high and 2300 wide. Smaller is fine – bigger is not ok. With these dimensions we can fit 14 bikes in a 20 foot container – further reducing the cost.

The above is suggested only – happy to be directed by the committee on other thoughts/ideas.

Cost follow FYI were....

30day High Bay Container hire and delivery to/from Redcliffe - \$715.00

Hiab Redcliffe Pacific Rail Kewdale. Pacific rail - Redcliffe - \$506.00

Perth – Melb Rail head - \$403.30

Melb Phillip Island /Phillip Island Melb - \$1300.00

Melb rail head - Perth - \$2351.47

Sub total: \$5275.77

Received (by Tony at PI) - Neil Gray charged \$500 to new owner of bike for additional bike taken over

TOTAL for 12 bikes – Cost per bike Perth to Phillip Island & return - \$440 each bike

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SAUSAGE SIZZLE HERO'S!







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## **P6 250cc CHANGES** By Mark Lang-Hughes

The HCMC have been a major contributor to revision of P6 20 Production Rules with MA over the last couple of years. With the recent changes made to these rules, that now align with the Club's requests, the club will now run two P6 250 classes. The classes will be combined in the same race event. The two classes will be:

- Period 6 250 Production, and
- P6 250 Lightweight.

Each class will be run in compliance with the Motorcycling Australia 2016 Manual of Motorsport (MoMS). Relevant rules may be found in Section 11 of the MoMS as referenced in the following link:  
[www.ma.org.au/fileadmin/user\\_upload/Documents/MOMS/2016\\_MoMS/2016\\_MoMS\\_27.01\\_Website.pdf](http://www.ma.org.au/fileadmin/user_upload/Documents/MOMS/2016_MoMS/2016_MoMS_27.01_Website.pdf)

***A brief overview of the requirements for the P6 250 classes is provided below:***

**P6 250 production: Must have a P6 250 production log book. (note. Existing log books for some current competitors may need to be resubmitted to MA for updating).** – The bike must be as per the log book (paint etc may be varied). Some changes from the photos can be accepted for minor components or components where the MoMS has been updated since log-booking. These include, Rim size (to be compliant with MoMS), exhaust (to be compliant with MoMS), exhaust end-cans, footrests & rear-sets, rear shock, paint, chain guard, engine protection plates). This class is aimed at period road registerable bikes that are largely unmodified.

**P6 Lightweight(250): Must have a P6 log book (this may be production, GP class, 250 – various annotations have been made by MA – hopefully this will be more consistent in future):** This class is open with respect to bike make, model and modifications provided they are proven to be compliant with period bikes and components used are pre Dec-1990. The bike must still be as per the log book (paint etc may be varied) – some changes from the photos can be accepted for minor components or components or where the MoMS has been updated since log-booking. These include Rim size (to be compliant with MoMS), exhaust (to be compliant with MoMS), exhaust end-cans, footrests & rear-sets, rear shock, paint, chain guard, engine protection plates). This class is aimed at GP class bikes, period (ie pre-1990) specials and/or highly modified production bikes.

Changes made to a bike in any period class must be compliant with the relevant GCR's in the 2016 MoMS. Changes of significance may result in exclusion from Racing (as determined by the Chief Scrutineer in consultation with Race Control) and the competitor will be referred back to MA for review of the bike and update of the logbook.

Competitors should be aware that the year of manufacture of a specific bike does not necessarily determine eligibility for Period 6. The bike may be eligible, as long as the represented Make & Model of bike was available / made before Dec 1990. ***MA will determine this eligibility.***

New riders in any historic race class (especially period 6) please ensure that you submit the full details of what you propose to ride or build to Motorcycling Australia for comment before committing to building or purchasing a bike. A form is available from MA for this specific purpose. See the following link:  
[www.ma.org.au/fileadmin/user\\_upload/Documents/Historic\\_Log\\_Books/2016/Historic\\_Interim\\_Approval\\_Application\\_v3\\_2016.pdf](http://www.ma.org.au/fileadmin/user_upload/Documents/Historic_Log_Books/2016/Historic_Interim_Approval_Application_v3_2016.pdf)

***NOTE. IF RACING IN ANY CLASS, YOU CANNOT CROSS ENTER INTO ANOTHER CLASS COMBINED IN THE SAME RACE.***

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## OFFICIAL FACEBOOK SITE

The committee have agreed to change the Unofficial Facebook page to an Official page.

The administrators are Lee Crosby and Kylie Blackburn

The Moderators are Rory Reibel, Michelle Gapes and Marc Cartier.

### **Historic Competition Motorcycle Club (HCMC) WA Facebook Page Rules**

**Mission:** The preservation and regular usage of Historic Competition Road Racing Motor Cycles & Sidecars in Western Australia and to promote historic motorcycle sport.

- #1: There will be no swearing in this group – ever. It also includes any statement that the group admin deems inappropriate in nature.
- #2: Do not advertise your business on this group. We are not interested in your career, only in your opinions and relevant information as per the group guidelines.
- #3: All opinions will be treated with mutual respect, unless they violate the aforementioned rules. Treat your fellow Facebook group members with that same respect.
- #4: If a single individual starts a discussion that all other members disagree with, it may, at the discretion of the group admin, be considered trolling. Trolls will be booted out of the group.
- #5: If a member personally attacks another member with words that are harmful, threatening or not in-line with our mutual respect policy, that member will receive a warning. Three warnings and you're out.
- #6: Please stick to the mission statement of this Facebook group. Irrelevant content does not belong here it belongs on other pages. \*\* List to be developed by Admin over time.
- #7: Do not post graphic or disturbing photos, videos and other media in this group. If you are not sure about the content that you want to post, email the group admin [Lee or Kylie].
- #8: If someone mentions you by name please respond directly to that person on the same post. If the comment is inflammatory please report it to the group admin.
- #9: Think before you post! This is Facebook, one of the biggest sites on the internet – what goes up can never really come down. Respect the privacy of others!
- #10: Be aware that posting more than 5 discussions on the same day needs to be justified to the group admin, or it will be considered spam.
- #11: It is considered impolite to repost or draw attention to the fact that a group admin or another member has deleted your comment.
- #12: If you are going to comment, we would prefer it if you could try and add valuable discussion to the conversation. Be friendly, be fair and use common sense.
- #13: The Facebook group admin is entitled to deny entry to any member they choose. They are also allowed to boot out members that don't comply with the house rules.
- #14: For any [specific] club inquiries please refer to the club website address. This is just the Facebook group, not the clubs business itself!
- #15: When you share attachments in our Facebook group please make sure that your settings are on 'public' or no-one will be able to see your attachment.
- #16 Blocking FB group Admins is not allowed, you will be booted from the group if you block any Admin.

#### Appointment of Administrators and Moderators:

- Nominations received by the HCMC WA Committee, reviewed annually or as required.
- Committee select personnel by consensus.
- Administrators and Moderators will be current HCMC WA Members.
- No less than one Administrator or Moderator will be a current HCMC Committee Member.
- If there is no appointed or proxy Administrator in place the page will need to be closed.

Members are asked to please abide by the above set of rules.

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## ITEMS FROM MAUREEN HUMPHREYS....

### ***Fundraiser for Island Classic Attendees (The Bunnings Barbie!)***

As reported previously, the club held a fund raiser barbeque at Melville Bunnings on the 3rd January to support those racing at the 2016 Island Classic. After refund of the \$750 cash advance, the barbie raised \$1224 plus a \$98.60 collection for juniors, resulting in a total of \$1322.60 .

The Garage costs at Phillip Island were paid in advance by the club and were I believe \$1720. \$1720-\$1322.60 = \$398 owed to the club, to be divided up and repaid by all attending. Bill Hargraves committed to collect and let us have the money in February. No doubt this was a big help to all attending the Island Classic, in trying to rein in our spiralling racing expenditure! What is it "Team Africa" stands for again?

### **Commentary at Collie**

Note that the club President has indicated his willingness to undertake race commentary duties on collie race days. With this in mind, if you have any background information or insight about riders or race bikes that you think spectators might be interested in, then please give him a heads up prior to the racing. The more info he has to draw on the better..... Plus, it could be funny.

Social event – A bit on the side: Side-carists BBQ February 27th 2016 By Alan Warner

As previously advised: open to all riders, passengers, and would be's and their partners of course. I will provide the venue naturally, and some basic salads and bread rolls, anyone coming will need to bring their own meat and drinks and some chairs will help as well. My mobile is 0407 886 141 so that people can contact me and let me know they are coming.

### **Race Licence renewal**

In case you don't know, MWA have their "Ridernet" system up and running on their website. Once you have logged on, you can renew your race licence online by following the prompts. My recent experience with the system was largely positive, although I found it a bit clunky at times. Give it a go if you have access to the interweb. Towards the end you are asked to pay via credit card and once submitted you receive your temporary license, pending the proper one being posted out. Its all too easy. By the way, a full Senior National Licence this year is \$300 (same as last year) however they sting you an additional \$9.60 processing fee when using your credit card!!!

### **Up and coming Events**

Noted that the Northam swap meet is coming up again on the 21st February – a good day out.

In addition the 20th March is shaping up to be a busy one. The Vintage club have their annual Cannington swap meet first thing in the morning, and the annual Jap bike show is also on at Burswood Park, Burswood – this year celebrating the Suzuki Katana.

### **HBF COVERAGE INFORMATION ITEM**

Apparently HBF do not cover for helicopter transfer to hospital. At least in Victoria.

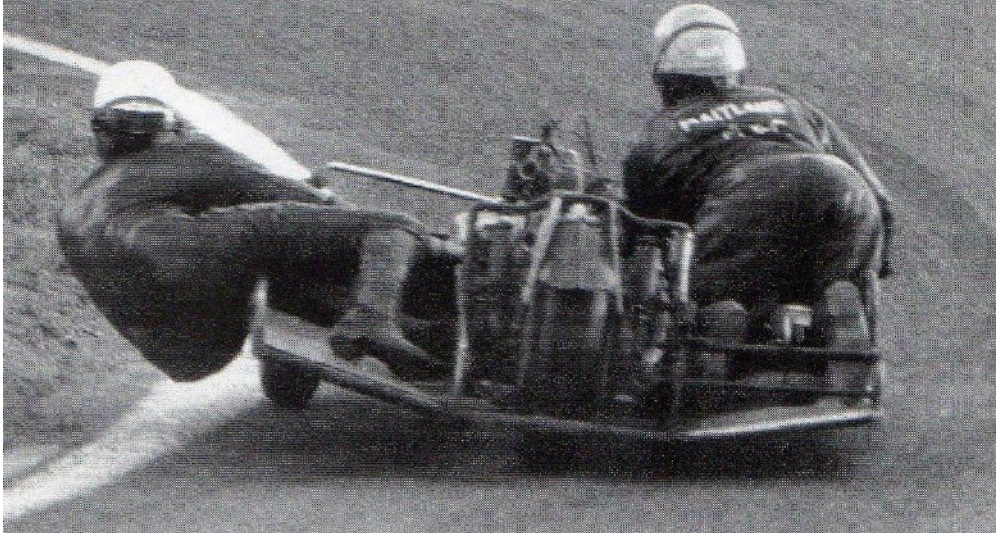
An injured rider got a \$10,000.00 bill for his transfer from the track at Phillip Island.

It's quite probable that HBF would not cover this sort of thing anywhere in the Eastern States.

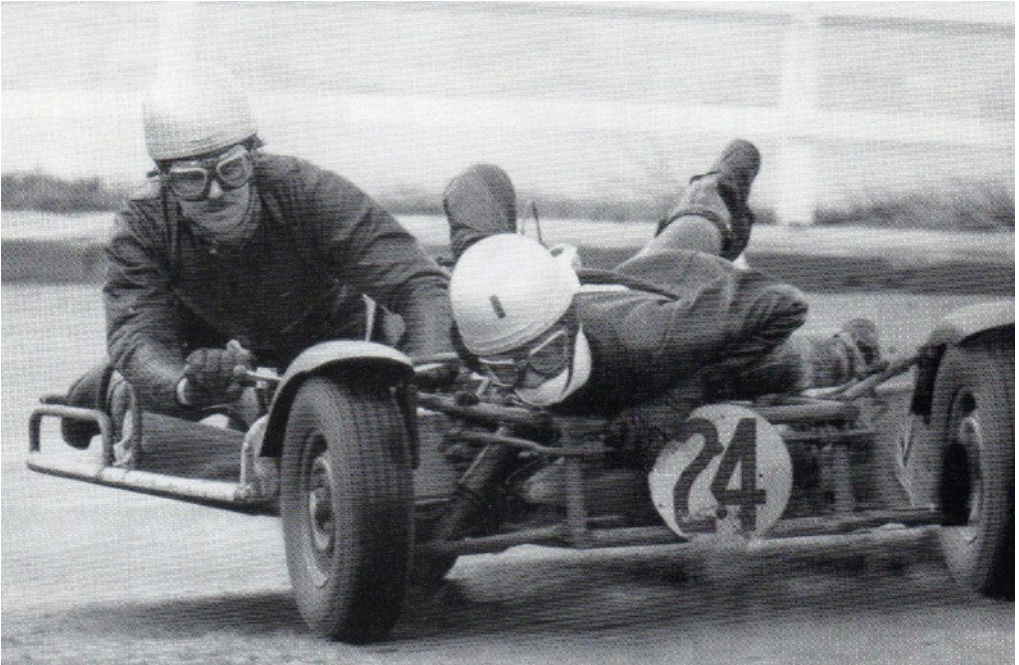
Riders need to check their insurance before going interstate!

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# John Dunscombe's "Flying Bedstead" Vincent



Built by John Dunscombe from Maitland NSW in the late 60's. John got the idea from a British machine built using a Mini Cooper complete front end. John's outfit was powered by a Vincent Shadow or Lightning engine. He had a number of both single and twin cylinder Vincent engines to pick from - also Suzuki waterbottle and other power plants - unique and still around!





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**FOR SALE: CBR 150 junior race bike** comes with heaps of spares is competitive and ready to race. \$3500. Contact: Lloyd Pearce 0438 954 257

**FOR SALE: Period 5 Suzuki GSX1100**, Complete bike as I raced for 2015 season nothing taken off it or watered down 41mm forks (1 fork compression 1 fork rebound), billet triple clamps and fork brace, ohlins damper, yoshi style period correct 310mm brake rotors (will be a brand new set), billet brake carrier brackets on Brembo 08 calipers n braided lines Braced frame, 33mm Keihin crs with quick throttle, fresh engine for the nationals @mallala 4-1 exhaust, 3.5 front wheel 5.0 rear wheel, Gazi rear shocks, Braced swing arm with 25mm axle (17mm std), Stands n warmers included \$13000.00 - Rory R: 0407 446 721

**FOR SALE: Kawasaki GPZ900 P6 race bike**, log booked, good starting point for someone to go racing cheaply. \$2000 - Contact Chris: 0418 913 097.

**FOR SALE: Ducati bevel 2 in to 1 racing exhaust**, tuned length, high level, with muffler. \$200 ono. Rob Grainger 0403 015 090.

**FOR FOR SALE: The club's yellow track equipment trailer** 6x4 enclosed tradies trailer \$1000 or near offer all enquiries to Mike Smith 0403545049

**FOR SALE: Honda CBR 150 R Junior comp bike with some spares \$4000 . contact John Mattaboni 0439990687**

**Wanted - Triumph 3 or 4 plate clutch** to suit 1930's machine. Contact Annie on 9295 6142 or email 51speedie@iinet.net.au

**FOR SALE: Motorcycle, Quad Camping Trailer** 4 Fold away Bunks with Mattresses, rego till 29/04/2015, 7" x 5", fully lock up, Spare wheel steel rim , Alloy wheels, LED Lights, Tyres 95% tread, 2 x jerry can holders, 2 x ramps inbuilt storage, side awning with poles, inside shelving, bike tie down points, Carpeted, Rear doors become side table, \$4350.00 onvo.

Phone John 0439 998 758, Joshua 0437 878 976

#### FOR SALES:

- Bike shipping crate 200cm (w) x 72cm (d) x 130cm (h) wood complies with international standards \$200 ono
- DBT racing leathers, 2 piece, padded, Suzuki blue, approx women's size 10 (163cm & 62kg) \$100 ono
- Aero leather road jacket, black, padded, action back pleating, double front zipper, Euro men's 40 \$150
- Walden Miller leather road trousers, black, Ladies size 10-12 \$50

Contact Suelyn by email on ducalista500@hotmail.com

**FOR SALE: Suzuki RGT 250 1986**, complete and running, unlic - \$1500 ...also...

**Yamaha TZR upper & side fairings**, 2 sets, new. Contact Martin on 0413 435 187

**WANTED: Early Honda CB 500 fuel tank** and also side covers/panels to fit 1976 CB 550.

Marc Nesbitt PH: 0400 600 477, email: cram@westnet.com.au

**All Fuel Tank repairs** Ali, steel, stainless steel tank repairs, can make new fuel tanks for old classics, general Ali TIG welding. John Harris: 0404 215 944

**For all your fibreglass needs** - tanks, fairings, moulds etc. contact Rob Grainger on 0403 015 090 or email grainger1@iinet.net.au

**MACHINIST AVAILABLE:** machine work, turning, milling etc, by ski Fell on 9561 1754

**FOR SALE: Honda CR750 replica.** 836cc engine. 93hp at rear wheel. Engine built by Gavin Forbes. CR carbs. Running on 98 petrol. Marzocchi forks, White power rear shocks. Not much work done since build. Very fast and reliable P4 unlimited race bike. 3rd in Nationals in Perth and 6th in Island classic last year. Loads of spares, Fairing, Screen, Seat, full sprocket set. Too much to list. Bike looks and sounds awesome. No expense spared in build, over \$30,000. Ring for full specifications. **REDUCED \$3000 - NOW ONLY \$16,500** Nick Miller - P: 0417 911042

