

# FLAT CHAT

**OAKLEIGH MOTOR CYCLE CLUB INC**



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**September 2009**

## Notes:

Daylight saving commences on the 4<sup>th</sup> October and with it Thursday evening rides at the club  
If you are interested in being a supervisor contact Ryan Nothard.  
Photos in this issue courtesy of Chris Leighfield, and Greg Fraser

**REMEMBER:** O.M.C.C. meets on the 2nd Thursday of the month at 8.00 pm at their club grounds in Simpson Road, Clayton South (Melways Ref. 79 C10)

**OMCC Web site [www.oakleighmcc.com](http://www.oakleighmcc.com)**

### **OCTOBER**

4 Interclub Challenge  
11 Swapmeet  
18 Moto GP BBQ  
25 Mt Bolton Gate trial

### What's On

#### **NOVEMBER**

1 Grounds closed  
8 Barabool trial  
15 Working bee  
22 Extravaganza at OMCC  
29 OMCC AGM

#### **DECEMBER**

6 Sleepover

## Secretary's Report – October 2009.

It's Friday the 1<sup>st</sup> October and by the time you read this the Kerry Davis Memorial Interclub Trials Challenge at the OMCC grounds will be well and truly in the past. This year the visiting riders will no doubt be green with envy when they see the new veranda extension. Geoff Lewis and Rocky have done a mighty job and last week's working bee managed to complete a few finishing touches. With a bit of luck there will be a photo in this edition.

We had some earthmoving done recently to prepare for the splat wall and to dress up a few sections in readiness for the Interclub. Unfortunately it didn't stop raining so at the end of the day things were in a bit of a muddy mess. I'm hoping for a good spell of dry weather closer to the 'Strav' (aka Extravaganza) so that we can get the splat wall up and the rest of the earthmoving done in fine conditions.

Arrangements for the 'Strav' are proceeding well. We have a full complement of sponsors on board (thanks to Mark Beechey) and all the dealers, apart from Montesa, will be in attendance.

I want to record the terrific work done by Samuel Mularczyk in putting together the Strav flyer and poster. By now the poster will be on the Trials Aust web site and will have been posted to all Vic motorcycle clubs as well as other obvious targets. Stan Mularczyk also deserves a nod as he was instrumental in getting the cooperation of the go-kart club for Strav parking and organized the team that repaired the go-kart gates opposite our own entrance so that we could use that as a convenient entrance and exit.

There are of course a host of smaller but no less essential jobs to be done and the usual suspects have been lined up. As well as this, all members are asked to heed the call at the next working bee on 15<sup>th</sup> November (the weekend before the Strav) to assist with the final clean-up etc.

Try to make it to the next monthly meeting on the 8<sup>th</sup> and consider putting your hand up for some committee work next year. Almost all of the existing committee members have been in place for some years and a couple of them are getting restless.

### Rob Murdoch



A glimpse of the OMCC extension, during the Interclub Challenge presentations



OAKLEIGH MOTORCYCLE CLUB

PRESENTS THE

**SHERCO**

# MOTO TRIALS

**EXTRAVAGANZA**

WITH THE **SPLAT CHALLENGE** SPONSORED BY

*Pete's  
Garage*



PHOTO: K8TOGRAPHY  
POSTER: UNIKDESIGN.NET

**FEATURING:** AUSTRALIA'S TOP FEET UP RIDERS / TWIN SHOCK RIDERS, WOMEN, JUNIORS & SIDECARS / SPLAT CHALLENGE / TRADE DISPLAYS - SHERCO, GAS GAS, BETA, SCORPA, XISPA & CLAKE / BIKES FOR SALE / TEST RIDE A TRIALS BIKE\*

**SUNDAY NOVEMBER 22ND, 2009**

GATES OPEN 9AM AT OMCC GROUNDS, SIMPSONS RD, CLAYTON (MELWAYS REF 79 C10)

ADMISSION BY GOLD COIN DONATION  
FOR MORE INFORMATION, VISIT [WWW.OAKLEIGHMCC.COM](http://WWW.OAKLEIGHMCC.COM)

THANKS TO: SUSPENSIONS R US / SPLASH BACK EFFECTS / BRM SERVICES / PRO MCT / METALSTRIP  
FRANKSTON YAMAHA / TOP GEAR MOTORCYCLES

Children under 14 must be accompanied by an adult. No animals except for the sight impaired.  
\*Must have Vic Ambulance Membership, calf length boots, motorcycle helmet. A \$10 fee applies.



## TIMETABLE OF EVENTS

### Saturday 21st November:

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8:00 AM Gates open for officials, sponsors, trade.

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### Sunday 22nd November 2009.

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7:30 AM Gates open for competitors, officials, sponsors, trade.

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9:00 AM Gates open to the public. Scrutineering, rider briefing, section inspection, practice.

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9:30 AM Public announcements. Commencement of Come-and-try. Entries accepted for Splat competition.

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9:55 AM Junior riders assemble at section 1.

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10:00 AM Junior elimination (or "Knock-out") lap – four sections.

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10:35 AM Classic/twinshock riders assemble at section 4.

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10:40 AM Classic/twinshock elimination lap (reverse order – sections 4 to 1.)

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11:15 AM Expert riders assemble at section 1.

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11:20 AM Expert riders elimination lap.

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12:00 AM Presentation to "knocked out" riders and reminder of following events.  
Sidecar demo; women's trials demo; pushbike trials demo.

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12:55 AM Junior finalists assemble at section 1.

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1:00 PM Juniors' final lap.

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1:25 PM Classic/twinshock riders assemble at section 4.

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1:30 PM Classic/twinshock final lap.

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1:55 PM Experts assemble at section 1.

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2:00 PM Experts final lap.

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2:30 PM Splat competition

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3:30 PM Presentation of awards.

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4:00 PM Come-and-try ceases.

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4:30 PM Gates close. Pack-up commences. All out by 6.00pm.

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*(Subject to change without notice depending on conditions on the day)*

Moto Trials Extravaganza made possible by Sherco, Pete's Garage, Frankston Yamaha, Top Gear Motorcycles, BRM Services, Metalstrip, Pro MCT, Suspensions R Us and Splash Back Effects.



# COMPETITION ENTRY FORM

**Note: Applications close Friday 23rd October 2009.**

The Selection Committee  
Oakleigh Motor Cycle Club  
PO Box 3097,  
Moorabbin East, Vic 3189

I wish to apply for entry as a competitor in the forthcoming Extravaganza at the Oakleigh Motorcycle Club, Simpsons Road, Clayton South on the 22nd of November, 2009.

I have read the Competition Conditions and the Timetable of Events and if selected I will be fully committed to participating in this event.

I understand that I will be advised whether my application has been successful or not and that the Selection Committee's decision is final.

*Applicant name:* \_\_\_\_\_

*Grade (circle your choice):* Expert - Classic/Twinshock - Junior (under 16)

*Postal address:* \_\_\_\_\_

*Email:* \_\_\_\_\_

*Telephone:* \_\_\_\_\_ *MA Competition Licence #* \_\_\_\_\_

*Date of Birth (if junior competitor):* \_\_\_\_\_

*Applicant signature:* \_\_\_\_\_ *Date:* \_\_\_\_\_

*Brief summary of your motorcycling experience:*

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### **Trials:**

- Three classes will compete on the day. They are Expert; Classic/Twinshock and Junior (under 16 yrs).
- Five riders will compete in each class. Applications will be accepted (see separate application form) from riders who have competed in at least one round of the 2009 Victorian Trials Rider of the Year (TROY) series. Three riders in each of the selected classes with the highest TROY series placings will be selected as the 'core' riders. Two further riders will be selected as 'wildcard entries' and a 'reserve rider' will also be selected.
- No entry fees are payable.
- The competition will be run over two laps of four sections. After the first lap, the two lowest placed riders will be eliminated. The remaining three riders will compete over the same four sections for final places.
- Cash prizes will be awarded as follows: First \$200; Second \$125; Third \$75
- Riders in all classes will 'five' any section not completed in 90 seconds.
- Actual times in all sections will be recorded and in the case of a tie the rider with the lower aggregate section time will be awarded the higher placing.
- In all other respects, scoring will be as per GCR's
- Riders and reserve riders must ensure that they are present at the site and ready to present their bikes for scrutineering in accordance with the timetable.
- Riders will have to complete the standard Motorcycling Victoria Indemnity form at the venue before participating. Junior riders will require the signature of a parent or guardian.
- Minders are permitted but must be equipped as for competition. Reserve riders can act as minders.

### **Splat Competition:**

- Entries for the "Splat" competition will be accepted on the day.
- The "Splat" wall will start at a height of approximately 1.2 metres and will be increased progressively in 200mm increments to 2.8 metres. A small 'kicker' will be provided.
- Competitors get two attempts at each height increase. Failure on the second attempt results in elimination from the competition.
- Prizes of \$200; \$125 and \$75 will be awarded to the top three competitors.
- Competitors bikes will be scrutineered and competitors must have protective clothing as required by the 2009 GCR's
- Only Trials bikes can be entered.



**Oakleigh Motorcyle Club**  
**SWAP MEET**  
**Motorcycles Only**

**Date 21 October 2007**  
**Club Grounds, Simpsons Rd Clayton**  
**Melways reference 79 C10**

**STALLS \$15- Entry \$3-**



**Trials Demonstration by Club Members from 10.00am**

**HOT FOOD WILL BE AVAILABLE**

**Contact: Ryan AH 9726 5992 Or Stan AH 9553 1151**

## **GROUNDS WORKS October 2009**

**Birth Announcement - We are proud to announce that we have 3 spring lambs this year. So Supervisors, the Sheep count should now be 9.**

**Thursday Rides** – Hi Folks, Daylight savings starts nice and early this year on 4 October so get ready for those Thursday Night rides sessions you have all been waiting for.

First supervisor to turn up is to sign on and complete the rider's log. If this supervisor leaves early he must ask another supervisor to sign on and then he can sign off. On several occasions this has not been done and some checks have been missed. We will be discussing the setting up a supervision roster for Thursdays with some of our new supervisors. Riders please contact a supervisor before coming if the weather is extreme.

### **New Veranda**

Well what a fantabulous effort by Geoff Lewis and Rocky Egan yet again. What can we say?? Well done and such good workmanship.

### **Kitchen Upgrade and Food Event Help**

We are in the process of upgrading our Kitchen and will be tiling the walls and floors and getting the Kitchen up to regulation standard. We will need a hand basin and a range hood for our stove so if you have any of these tucked away in their garage that need of a home please let me know. So you should see some improvement in the kitchen next time you visit. We have the Swap meet coming up on 11 October and the Moto Trials Extravaganza on 22 November and are looking for **help** in the canteen and other general help that will be much appreciated.

### **Working Bee 27 September 2009**

Wet conditions saw an average poor showing for the working Bee. The 10 attendees were Patrick Griffiths, Ryan Nothard, Rob Murdoch, Graeme Trounson, Peter & Sam King, Simon Edwards, Rocky Egan, Martyn Lewis and Zachary Mularczyk & myself. We persevered in the rain to do a fantastic gate repair while Simon rigged up some new downpipe. The guys followed up with some pot hole filling in the rain and Martyn got a good start on the kitchen sink tiling. Not to mention Geoff Lewis's effort to squeeze under the kitchen to reinforce the kitchen floor the Thursday before.

We had plenty of work that was not done due to lack of attendance. Please remember that if it is raining and you are a bit wimpy we can give you a soft job inside. Please we need help at these working Bees especially by those who use the facilities regularly and there are a lot. We email out a reminder about the working Bee but if you did know about it and want to let me know please email me.

Next Working Bee on 15 November 2009. Hoping to see a great turnout

### **Web Site**

Please keep an eye on our Club Web site. We have just changed the host and now have heaps of space and will be adding photos and Videos. Contributions for the web site should be sent to Samuel

We have details of the Moto Trial Extravaganza on it and it will keep you up to date on the latest and greatest events, calendar and news. Please also tell all your friends and family about the event as we need to make this a great success.

**Stan Mularczyk**, Grounds Co-Coordinator.

## 2009 Australian Trials Titles

If somebody asked you to do anything you want for 1 week, what would you say?

How many of you would say "I'd spend the time trials riding at Pacific Park"?

Well that's exactly what I did this year for the Australian Trials Titles.

I was lucky enough to get 1 ½ weeks off work so off I went to Pacific Park on the Tuesday morning. All day was spent travelling to Sydney with an overnight stay at Gouldburn.

Arriving at Pacific Park, I was greeted by a few others from Oakleigh MCC including Pete & Sam King, Mark Beechey and Stan & Zac not much later. A few minutes setting up the caravan and off I went on my first ride with Sam King. For anybody that has ridden here, you will know that it would be one of the best places to ride in all of Australia. The terrain, hills, rock, logs and scenic view of the Hawkesbury river is just amazing. Top this off with mid 20 degree days and how much can a person take?

During the next few days, we were greeted by more Victorian riders including Scott, Hillary & Pam Stephens, Matthew & Brooke Lonie, Alex & Tim Coleman, Scott Owen and few others that slip my mind. After 3 days of practicing, I was ready for the 2 days of trials action. As I choose to do the relative easy lines of the Veterans class, my mind set had to be turned on in trying harder to keep the feet on the pegs.

We had 3 laps of 15 sections each day. There were only a few sections that gave points away but I still managed to loose 6 points. This class has many good riders and trying to stay within the top 10 is quite hard. At least we had 6 hours each day so time wasn't a problem.

Day 2 was much the same but the sections were a bit harder but still within the C+ range. Section 14 & 15 were 2 sections that really made you concentrate with awkward tight turns and a few hops of the front wheel between rocks to get it exactly where you want it.

Laps of 8, 1 and 5 brought my position back down a few spots to finally finish in 9<sup>th</sup> spot.

Fitzzy was the next placed Vic in 17<sup>th</sup>, Owen Hutchinson 18<sup>th</sup> & Keith Jobson 19<sup>th</sup>. A few other Vics were not far after.

In respect to other classes, well I'm certainly glad I didn't attempt Masters. Simon VB being an A grader lost 174 points and finished up 3<sup>rd</sup>. I doubt that there would have been many sections that I could have done. Even our best Vic B grade rider John Rees lost 280 points to finish 8<sup>th</sup>.

In the open solo class, we were well placed with Trevor Campbell, Dylan Rees and Tim Coleman getting 5<sup>th</sup>, 6<sup>th</sup> & 7<sup>th</sup> respective. Tom Scott rounded off with 10<sup>th</sup> place and Alex Coleman finished a very respective 13<sup>th</sup> place.

Mark Beechey did an amazing effort to finish 2<sup>nd</sup> in Post Classics against an A grader of Toby Coleman. They also did the same lines as Veterans.

Our best placed Vic Junior rider was Ollie in 4<sup>th</sup>, close after Sam King in 6<sup>th</sup>, Zac in 8<sup>th</sup>, Tim Lewis 9<sup>th</sup> and Ben Hutchinson in 12<sup>th</sup> also doing the same lines as Veterans.

Our girls did a great job with Hillary Stephens getting 3<sup>rd</sup> in Junior Woman's.

The titanic battle was between Felicity Harvie and Ina Halls, getting 5<sup>th</sup> & 6<sup>th</sup> place on 6 and 7 points respectively.

Our Juniors between 7 and 12 years old had Sam Jobson in 10<sup>th</sup> place in his very first Oz titles. I'm sure his dad will be chasing him in a few years just like Sam and Pete King.

Monday morning was soon upon us with most of us on the road by 8 o'clock.

So how good was my 1 week away riding and camping? Bloody great.

A big thanks goes out to all the Vic & Oakleigh guys who also made the trip to NSW and a special thanks to Mark Beechey for all the fire wood and great music.

Cheers

**Peter Wines**



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WHY NOT CONTACT ME FOR A QUOTE? Chris Leighfield 0458 260 857 – Lyndhurst Victoria

## Red Plate Dates

OMCC General meetings 2<sup>nd</sup> Thursday in each month, at 8 PM.

If you wish to go for a ride outside these dates you must phone John Bowen on 97723019 (H) 9776 9816 (W) and arrange for a club permit.

Failure to adhere to these requirements may result in disciplinary action as per section 7c of the Oakleigh Motor Cycle Club constitution.

## Another batch of OMCC Riding Jerseys has arrived.

Newer members have been coveting the blue & silver OMCC Riding Jerseys, seen at events over the past couple of years.

The same fantastic quality shirts - with the vented sleeves and now available in high-fashion stylish red & silver for the club trendoids out there. More sober members will appreciate the traditional blue & silver design which is also available.

Numbers are limited and the kids reckon the red ones will go really quickly.

Sizes to suit the full range from 9 year old juniors through to full-size Experts.

\$50 for Senior sizes (XXL, XL, L) & \$40 for Junior sizes (S & XS).

Contact Peter Wines for all your outfitting requirements...

## TRAIL RIDES

Geoff Lewis invites those interested in a trail ride to contact him: 03 59774032

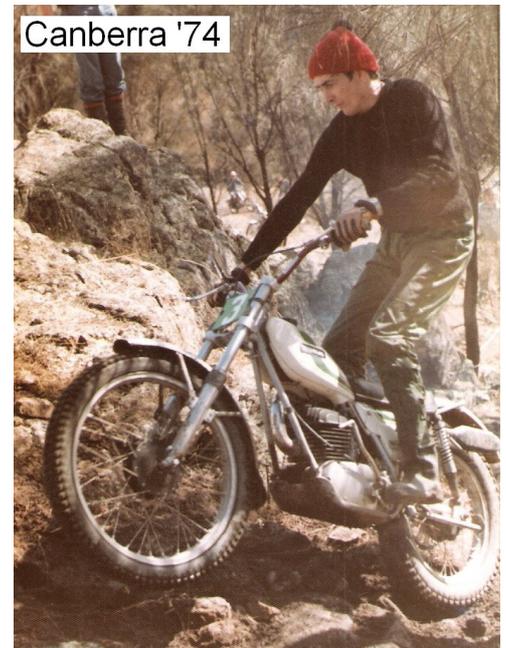
## ROAD RIDES

John Bowen is the club contact for road ride outings. A comfortably short scenic loop at a pace to suit your classic or smaller bike with extra for the faster bikes. Contact John on 97723019 AH.

## THE SPANISH YEARS 7 – 1974 Part 2

As was customary on Queen's Birthday weekend, the Yarra Glen Two Day Trial was held. This attracted a good local entry plus quite a number of Interstate riders from SA, NSW and Tasmania making a total entry of over one hundred riders. Given the spread-out nature of sections set on this property, delays were not significant at most sections. The first morning started off misty and underfoot the going was quite slippery. This was very much to my advantage, most other riders not having benefited as I had from a trials upbringing in a country which experienced far greater rainfall. At the end of the day, I had lost 40 points which suggested to me that section severity had been about right. Alan Kerney was following with 51 lost. There was however some dissension in the C grade camp with complaints that the sections were too easy. The second day was sunny and the sections featured quite a few logs. Whilst I didn't have the best of days, I did manage to keep ahead of Alan Kerney with Steve Johnson and Peter Paice further back. After the trial, Peter Paice enquired if he could have a ride on the Ossa to which I agreed. Some time later he returned, the right hand side of the petrol tank sporting a scratch which travelled vertically downwards across the green stripes. Peter denied emphatically that he had anything to do with it. Although it wasn't possible to obtain an exact paint match for the green stripes, an acceptable repair was effected. Shortly afterwards, we headed north once more for the Canberra Championships. This was my first visit to the nation's capital and I was quite surprised at the almost sterile appearance of the centre of the city. Not having a large central shopping area made it seem like a whole lot of small towns clustered fairly close together. Subsequent visits over the years have done nothing to change my initial impressions. Stromlo Forest, where the trial was held, made an instant impression. Rocky hillsides amongst huge pine plantations provided endless scope for section setting and the organisers had made good use of what was available. Shortly after unloading and having a warm-up practice, the organisers announced that the car park was to be relocated. Competitors, kitted out in their riding gear, got back into their cars, and drove up a narrow track to the new parking area, managing to control the pedals despite the size of their leather boots.

The day was fine and once more I got off to a good start. Riding around with Peter Paice, also now mounted on a TY Yamaha, I knew I had a slight advantage over him. The dark horse on this occasion was Frank Hull, another ex-patriot Pom. Peter had warned me to look out for him and his warning was well heeded. Frank always started off very well but usually managed to get into difficulties at some stage, squandering sufficient points to lose him the top position. This day was no exception and, despite the fact that Frank was never in front, he was within a couple of points of me until his customary mishap occurred. Going into the afternoon session, that left me with a clear lead and I finished a comfortable way in front. Peter was second and Frank third.



Another long wait for the next trial saw us at Mount Kembla, Wollongong for the South Pacific Championships held at the end of July. Once again we suffered the horrors of the Hume Highway and, following weeks of wet weather, this was strewn with potholes, the worst section being just North of Holbrook. The 6 cylinder Ford Cortina Wagon, only a couple of months old at the time was subjected to a very rough journey, the outcome of which was broken cords in all tyres. Free of charge replacement of these at the next service was one of the worst things that ever happened to that car. In those years, local tyre manufacturers were really struggling to produce good quality radial tyres, the Dunlop Company being no exception. Irregularities in rubber compound density caused differing force reactions to act through the tyre as it rotated. This resulted in atrocious balance and the tyre fitting and balancing stations seldom succeeded in getting it right first time. In view of this, tyres were specially selected for OEM (Original Equipment Manufacture) and the motor companies received rubber which had minimal problems. Removing my original tyres and fitting replacements was a disaster, the out of balance issues being unacceptable however the full impact of this was not realised until the next interstate journey, travel at relatively low speed not having highlighted the problem to a significant extent.

The day of the trial saw warm, sunny weather and the organisers had made a good job of the sections, set around the periphery of the speedway circuit. The property being set on a hillside gave good variation in possibility for sections, one side being hilly and wooded and the other one abounding in rocks. Riding with the highest level of concentration, after the first lap I found myself leading by a small margin from fellow

ex-pom, Frank Hull. As the day progressed, I managed to increase this lead, finally losing 8 points to Frank's 19 with Steve Johnson one point further back. At that time, Peter Paice, although the current NSW champion had not progressed to the level of consistency which he achieved a year or so later and finished well down the results. My awards were an engraved shallow cup in which was sitting a very nice Seiko automatic watch, electronic ones not having come on the market in those days.

Following the event, we once more savoured the horrors of the Hume. The journey back was almost totally in the dark and a constant procession of trucks heading towards Sydney had strong lights shining in my eyes for most of the way. At least it was easy to identify gaps in the oncoming traffic which enabled me to overtake slower moving vehicles. In those days, my open road travelling speed was 80 mph (127km/hr), quite easy to achieve given an almost total absence of amphotometers and radar, speed cameras not having been invented (thank goodness). In all my interstate travels over the years I received speeding fines on just two occasions, both on the open road. We arrived home from Wollongong at 2.00 am Monday morning, quickly getting to bed before a 6.30 am rise to go to work.

Two weeks later, the next Open Victorian trial was held at Lancefield. In complete contrast to Wollongong, the weather was atrocious, changing from reasonably dry and sometimes sunny periods to snow storms. The ground soaked up a great deal of rain and gradually degenerated to a deep bog. The creek level rose quickly, making the sections far more difficult than the organisers had originally intended. Criticism of the section setting appeared in Barry Barton's column in the subsequent Green Horror however I would defy him to have anticipated the change in the weather. Once again, this acted in my favour.

Eight laps were to be completed and the inclement weather and associated slippery sections saw many riders out of time when the 3.00 pm finish was called. The usual front-runners, except for Alan Kerney, all seemed to get through and it was Steve Johnson who took Alan's customary second place with a loss of 43, almost double my finishing score. Bert Rogers, a continual end of class finisher was in third place. Perhaps he had been spurred on by incidents before the trial. Bert and his son Robin were true enthusiasts, turning up to all the trials. On this particular morning, the local police observed Bert, who was never one to concern himself with trivial matters like speed limits, as he sped through Lancefield. They took up the chase and Bert was finally charged with travelling at 85 miles per hour. At that time, the Hume Freeway had not been developed and most competitors coming from Melbourne would approach via Gisborne, take the road through Riddell's Creek, travel alongside the Army Proving Ground at Monegeetta and then turn onto the Lancefield Road. Romsey was the only town on this road before reaching Lancefield. This was also a popular access route to the Hume Highway, those going to the Hume turning off in Lancefield, heading to Kilmore and then on to Broadford where they met the Hume. Consequently, amphotometers and radar guns were frequently set up in all small towns along the way. Romsey was a particularly well-policed town and it was nothing short of stupid to risk one's licence by speeding there.

My own club's trial at Elaine followed two weeks later. The weather was inclement to say the least and, in a trial which should have suited me, I had a disastrous day. At least Lenny Walker had developed the property to a level that solid access tracks and parking area avoided the issue which the previous year had beset the entry. I had a far from ideal day, finishing way down in fourth position, only the third time I had been beaten in an open competition since arriving in Australia. Barry Barton wasted no time in proclaiming that a shake-up in A Grade had been coming but not of the magnitude that this result portrayed. Steve Johnson was the eventual winner with 116 points lost. Roger Bowden, Alan Kerney and I followed him home on 122, 123 and 125 respectively. Putting things in perspective though, the task of trying to carry out most of the organisation, especially when weather or other adverse situations make this particularly difficult, does not auger well for maintaining the level of concentration required to perform well in the sections. My plan for these events was always to make the course difficult for A Grade, thereby giving me an advantage which hopefully would cancel out the effects of handing the organisation. Lenny was super supportive in his role of taking entries and helping with administration on the day however I was left to handle any issues whatsoever with the course and machine specifications and faults. Maybe this sounds like sour grapes on my part but forty-four



years later, this still rests in my mind as the reason for my poor performance. With the trials calendar having been compressed when compared to the long rests between open trials earlier in the season, it was only three weeks until the Victorian Championships, still held as a one-day event. This year they were at Lancefield, on a beautiful day and a huge contrast to that spent there just over a month previous. Despite the lovely weather, sections were significantly more difficult than those of the last event there. The Oakleigh Club had canvassed a good turn up of helpers which saw two people manning each section, one to observe and the other to punch carry cards. This kept things moving and the trial was finished in good time. A good mixture of sections was set, both on the steep banks and in the fast flowing creek. This creek was always an unknown, it's level rising and falling quickly as waters from the local hills passed through. Fortunately this property wasn't far from the top of the hills and consequently the creek missed the full force of all floodwaters.

The difficult course worked to my advantage and I had my revenge for being beaten in the previous year's event. Runner up was Peter Paice, twenty points in arrears and previous winner Alan Kerney finished third.

Chris Leighfield



Geoff Lewis and, you guessed it, a CZ, at a recent twinshock practice day

# THE PROJECT By Chris Leighfied

## 1. Wheel building and finishing the frame

Waiting for a suitable engine to come along gave me plenty of time to build both wheels. The original Bantam wheels were both 19 inch so new rims and spokes were required. I had already obtained the rear rim from the old bike and a front one was salvaged from an old wheel purchased from Mad Max. The hubs had to be painted before wheel building could commence and this was done with automotive acrylic pressure pack.

I started with the rear wheel, realising that some adjustment was required to the hub to enable the chain to clear the four inch tyre. A 12 mm wide sprocket spacer was required so one was turned up in aluminium, spigotting onto the sprocket mounting flange. This of course caused the brake plate to be recessed well inside the chain line. Accordingly, brake anchor and brake actuating lever were fabricated with large offsets to facilitate mounting. This turned out to be quite a task because the possible clearance between the brake anchor arm and the sprocket mounting bolts was very limited.. Fitting a smaller diameter rim necessitated a new set of spokes and these were obtained from Phil at Lightfoot Engineering. I'd previously purchased spokes for a Cub restoration from Phil and he had built a wheel for me when a new rim had to be drilled. The build went well and I used all the original spindle and spacer parts for mounting. I did however replace the felt bearing seals with lip seals, a very worthwhile improvement. The chain line and consequently the sprocket and spindle spacer sizes were decided by allowing sufficient clearance between the chain and the rear tyre for a chainguard to be inserted without rubbing on either component. Once decided, this also dictated the position of the gearbox sprocket so the engine lateral position in the frame was then confirmed. Once this was all decided, I built the wheel, setting the rim position so that it was perfectly central in the frame.

The front hub also needed a little modification. Once again, the felt seals were replaced with lip seals and the spindle was replaced with a 12 mm diameter push-through part, fabricated in stainless steel to suit the new fork ends. New spacers were also required, these also being made in stainless steel. One thing which I always try to maintain is ease of assembly and disassembly. The main difficulty associated with fitting wheels is the use of loose spacers which have to be fed in just as the spindle is pushed through. On both hubs, I welded the spacer at the brake plate end to the brake plate, thereby leaving only one loose spacer on each wheel which required manipulation during wheel fitment.

New spokes for the front wheel were also purchased from Phil. His knowledge of wheels is such that in each case I only had to tell him which hub I was using and what size rim and he instantly knew the required spoke length. The forks had a cast-in rectangular brake plate anti-rotation boss rather than a drilled and tapped boss for a brake anchor strut. This called for a matching slot in the brake plate which would pass over the boss when the wheel was inserted. Consequently, the anchor strut was removed from the plate and a suitable slotted part fabricated which was welded on. This further contributed to ease of wheel installation.

Both wheels were built and tyres had been fitted by the time the engine was obtained. Very shortly after that, I obtained information that the flange spacing on the rear hub was insufficient to permit a sufficiently rigid wheel to be built for trials operation. Apparently it was customary to widen the hub. I

thought about this and decided that I should follow the advice. Consequently, the tyre was removed and the wheel disassembled. I decided to widen the hub by 24 mm and of course revise the wheel spacers to suit. This meant that the sprocket spacer would be eliminated and the cranked brake anchor arm and brake actuating lever would need to be remade as straight parts.

The back wheel was disassembled and the hub cut in the middle. The ends were faced up on the lathe and a spacer which spigotted into the ends to increase the width by 24 mm was fabricated. Two old bearings were fitted to the hub and the wheel spindle inserted and clamped tight to align the two parts of the hub. The spacer was welded in and the welds dressed to remove evidence of the joins.



The rear wheel, fitted with sprocket spacer and cranked brake anchor arm is finished. The front rim is ready. The rear wheel would have to be dismantled to widen the hub.

Fitting the hub into the swinging arm showed that some reduction in width was required. The left hand spacer was reduced in length to allow the sprocket mounting flange to move across to where the face of the spacer had previously been located. The other end of the hub was extended to take a speedometer drive. Since this would not be required in Australia, it was machined off and a housing created into which a lip seal was pressed. A new spacer completed the installation. Once the hub was completed, the wheel was built once more. At this point, the wheels were fitted into the frame and the rear brake rod and chainguard were fabricated. The chain tensioner was aligned. I had seen routing of the brake rod inside the frame tube as posing quite a challenge. It turned out to be so. Finally, by bending the end of the brake lever so that the rod attaching point was in a line just inside the edge of the tube, I managed to get a straight line to the actuating lever on the hub. Part of the outer face of the chainguard had to be cut away and the rod was located inside the guard.

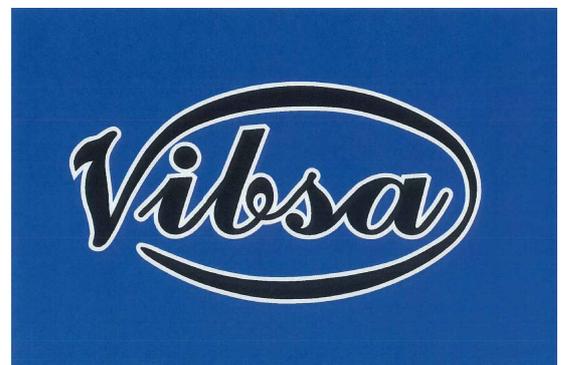


By this time, I had started to paint sections of the frame which were complete. There is a school of thought which says to build the whole bike and then strip it to do the paintwork. The idea behind this is to avoid chipping off new paint when doing fitting jobs as the build progresses. The frame was showing surface rusting on areas where cutting, welding and grinding had taken place and I didn't want to be faced with many hours of rubbing back before the painting process could commence. Consequently, I progressively painted sections which were complete. Once again, automotive acrylic pressure packs were used. This was the paint medium I had used for the Tiger Cub and, after several years of trials use, it still looked quite presentable. Consequently I had no reservations about employing the same process again.

Having obtained the 6E engine, I was now able to move forward and complete the frame. The original Bantam rear mounting bosses were retained and the front brackets were modified by welding spacers between them to permit removeable brackets to be attached. The Bantam engine has fairly conventional front and rear mounts but the frame also has a very large boss on the bottom tube which interferes with the cases on the Villiers engine. Consequently this was removed by a combination of hacksaw and angle grinder. Starting with the rear mount, brackets were fabricated to locate the engine in correct alignment for the chain and also high enough for the projecting bottom end of the gearbox to clear the bottom frame tube. The Villiers engine has a conventional third mount underneath the crankcases so, once these were in place, the position of the bottom location was determined and a bracket fabricated and welded to the frame. Having two mounts installed, it was relatively easy to fabricate offset brackets to suit the front mounting requirement.

I discovered that it was impossible to fit a conventional bolt to the bottom mount without first removing either the ignition parts, including the armature plate from one side of the engine, or the complete primary chaincase from the other side. Consequently, I made a bolt with a reduced head which had just enough clearance to permit it to be inserted together with a large washer from the primary chaincase side.

Once that was complete, the engine was bolted up tight and clearances checked. The first thing which came to light was that the top of the cylinder head interfered with the underside of the petrol tank. Raising the rear mount (and repainting!) eliminated this concern, however the petrol tap now interfered with the cylinder head. The tap was removed and most of the boss cut off. It was then blocked off and a new boss made which was inserted further rearwards on the tank. The tank now being complete, I decided it was time to paint it. Once again automotive acrylic primer and top coat were used.



I needed badges so I designed a suitable motif and asked one of my old riding companions, Mark Gross, sign writer par excellence, if he could make me a couple of transfers. He gladly obliged. These were applied to the tank and a few coats of clear lacquer applied to the whole unit.

**Chris Leighfield**

OMCC 2009 Calendar

As At: 7/10/2009 8:44:00 AM

JAN	4	11	18	25	
			Nick Suter Ryan Nothard	<b>GROUNDS CLOSED</b> 26 (Mon) Aust Day	
FEB	1		15 Working Bee 1	22 Masters Games Barabool Ryan Nothard	
	Mark Jones Alan Fagan	Graeme Trounsen Scott Stevens	Stan Mularczyk	Ryan Nothard Gary Siani	
MAR	1 (Sun) Simpsons Rd Club Trial OMCC WSBK	8 Tassie Titles 9 Labour Day	17	22 Barabool Club Scott Trial SMCC	29 (Sun) Three Bridges Club Trial OMCC Clive Halls
	Rob Murdoch	Geoff Lewis Ray Sherrin	<b>Greg Frazer</b> <b>Rodney Gordon</b>	Glenn Smith Peter Gruener	Chris Rogers Hugh Harvie
APR	5	11 - 12 GLENMAGGIE OMCC	19	25 (Anzac Day - Sat) 26 Twinshock & C 1 OMCC Grounds	
	Stan Mularczyk John Hughson	Easter JD1	Ryan Nothard Gary Siani	Martyn Lewis	
MAY	3 TOOBORAC TROY1 TCV	10 <b>GROUNDS CLOSED</b>	17 Gate 1 OMCC Grounds	24 ANAKIE TROY2 SMCC JD2	31
	Martin Hampson Ryan Nothard	Mother's Day	Gary McDonald	Peter Gruener Alan Fagan	Peter Wines Rodney Gordon
JUN	7 & 8 Queen's Bday Argyle 2Day Club Trial TCV 30 <sup>th</sup> Anniversary	14	21	28 AVENEL TROY3 OMCC	
	Mark Jones Ray Sherrin	14 Hugh Harvie Rob Murdoch	Chris Rogers Peter Wines	Mark Jones Ryan Nothard	
JUL	5	12 Anakie Club Gas Gas Gate Trial SMCC	19	26 SEDGWICK TROY4 TCV JD3	
	Geoff Lewis John Hughson	Stan Mularczyk Gary Siani	Brendon Smith John Bowen	Nick Suter Martin Hampson	
AUG	2 Gate Trial 2 OMCC Grounds	9 MT BOLTON TROY5 BRMCC D4	16	23	30 AUS CHAMPS PACIFIC PARK (TBC)
	Gary McDonald	Peter Gruener Glenn Smith	Rob Murdoch Scott Stevens	Rodney Gordon Greg Frazer	Gary Siani Ryan Nothard
SEP	6 <b>GROUNDS CLOSED</b>	13 Twinshock & C 2 OMCC Grounds	19-20 VIC CHAMPS	27 Working Bee 2 OMCC Grounds	
	Father's Day	Martyn Lewis	Ryan Nothard Martin Hampson	Stan Mularczyk Ray Sherrin	
OCT	4 I' CLUB CHALLENGE Simpsons Rd OMCC Bathurst	11 Swap Meet OMCC Grounds	18 MotoGP BBQ	25 Mt Bolton Club Gate Trial BRMCC 24 - 26 NZ Champs	
	Peter King	Ryan Nothard Stan Mularczyk	Peter King Greg Frazer	Graeme Trounsen Alan Fagan	
NOV	31-4 Trials Vic Youth Camp	8 Barabool Club Trial SMCC	15 Working Bee 3 OMCC Grounds	22 Simpsons Rd MotoTrials Extravaganza OMCC	29 AGM Thursday
	<b>GROUNDS CLOSED</b> Cup Weekend	Chris Rogers Gary Siani	Stan Mularczyk	Rob Murdoch	Hugh Harvie Peter Wines
DEC	6 Sleepover OMCC Grounds	13	20	27	
	Stan Mularczyk	Nick Suter Ryan Nothard			

School Holiday Weekends are shaded

Major Victorian Events (Observers present) are shown in bold