

# DRIP FEED DEC-JAN 2022

FEEDING NEWS AND VIEWS TO  
MEMBERS OF THE VMCC NSW INC



Annual Rally, Molong Railway Station  
for Lunch stop Pic Zoe Davis age 11

# 2021-22 NOTICE BOARD



Note: Details may change due to COVID-19 and other circumstances.

All events start at 10am unless specified.

VMCC Meetings: Every 3rd Wednesday of the month (except Dec-Jan).  
8pm, Vikings Sports Club, 35 Quarry Rd, Dundas.

Sat 4, Sun 5 DEC – Froudy’s Big Merino Run, Goulburn (Graham Froud)

## JANUARY 2022

Sunday 9 January Vintage Preferred , Douglas Park Rick Nabkey

We 26 January Australia Day , various events

## FEBRUARY 2022

Sunday 6 February Veteran and Tiddlers Day, Maraylya , Peter and Gail Scott

## MARCH 2022

Sunday 13 March West Run (Kurrajong Area), Richmond Hans Sprangers

## APRIL 2022

Sa 9 April – Su 17 April VMCC Bathurst EASTER Rally (Lee Wright + Committee)

Fri 22- Su 24 April VMCC-Veteran Only Rally– COWRA (Antony Gullick,Ian Coulson)

# Editors Desk



Well our year is closing and it has been a trial and testing for all, from boredom to frustration it has been a time of extremes, while some of us have kept busy around the house others were out in the community helping those in need at risk to them selves ,it has shown the best side of humanity for the

most part. The New Year promises to be more free and we can get back to what we all love, a great ride with good people and the breeze in our faces. I'm personally looking forward to the Vintage Races in Sept , I'm working on a 1928 Chev speedster and all going to plan ( ha ha ) will be there, hope the club is well represented in the motor cycle section.

I'd like to organise a side car specific run in the new year, as you will see in the pics from our annual rally , I love that i can bring my kids along and get them involved in my obsession. So if you have a side car and would like to participate in such a run let me know , And I will put in the work. So stay upright, pass on your passion and will see you out on the road, Ray

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Drip Feed is the official journal of the

**Vintage Motor Cycle Club of Australia (NSW) Inc.**

Published bi-monthly

Disclaimer: The VMCC of Aust. (NSW) Inc. does not accept responsibility for the accuracy of any information or advice published in Drip Feed. Any opinions expressed are taken to be personal to the writer and are not necessarily those of the Editor or the VMCC of Aust. (NSW) Inc.

[www.vmccnsw.org.au](http://www.vmccnsw.org.au)

## We are the GIRDER FORK RIDERS

Established in Sydney in 1955 the VMCC's purpose is preserving, restoring and riding motorcycles and sidecars made up to 31 Dec. 1947. This is the girder fork era of motorcycle design, before telescopic suspension became almost universal. The girder fork era includes the **veteran** (up to 31 Dec. 1918), **vintage** (1919–31 Dec. 1930) and **post vintage** (1931—31 Dec. 1947 including military) periods. Our events cater for these machines.

The VMCC meets at 8pm the third Wednesday of the month, except December and January, at the Vikings Sports Club, 35 Quarry Rd, Dundas NSW.



## Origins of the Club

## LIFE MEMBERS

- |   |  |   |
|---|--|---|
| 1956-Arthur New (dec.)  | 1982-Alan Hinshelwood  | 1991-Col Everingham   |
| 1956-Sid Napier (dec.)  | 1982-Don Liddle OAM  | 1993-Arthur Payne (dec.)  |
| 1961-Paddy Ryan (dec.)  | 1983-Reg Challenger (dec.)   | 1994-John Jeremy (dec.)   |
| 1962-Jack Borradale<br>(dec.)1964—Harry Wheat<br>(dec) 1968-Harold Braund<br>(dec.) 1968-Ray Corlett (dec)<br>1973-Sid Haynes (dec.)<br>1975-Bill Sewart<br>(dec.)1976—Harry Burroughs<br>(dec) 1977-Harry Beanham<br>(dec.)1978—Dick Mortimer<br>(dec) | 1985-Jack Reis (dec.)  | 1996-Bill Green   |
| 1980—Bill Sanderson (dec)<br>1982-Rob Hart (dec.)   | 1987-Norm Gullick (dec.)<br>1987-Neil Lewry (dec.)<br>1988-Alan Chate (dec.)<br>1988-Stuart Campbell (dec.)<br>1989-George Keats | 1998-Dick Firkins (dec.)<br>2002-Ken Frazer (dec)<br>2008-Laurie Deller |
|   | 1989-Andy Douglas (dec.)<br>1990-Jack Forrest (dec.)   | 2016-Peter Scott  |
|   | 1990-Len Masser (dec.)<br>1991-Graham Froud  | 2016-Gail Scott   |
|   |  | 2018—Lee Wright   |
|   |  | 2021—Brian Harris   |

# Office Bearers

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Brian Harris, Rick Nabkey,  
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# MEMBER CONTACTS

To enable easy communication we invite members to provide their details to the Editor for inclusion below.

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## **FORMAL CORRESPONDENCE** VMCC

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## **WEBSITE** [www.vmccnsw.org.au](http://www.vmccnsw.org.au) **Follow us on FACEBOOK**

**MEMBERSHIP FEES** Annual membership  
renewal is due at AGM in November. Full

Members \$50, Family Members at same  
address \$30. New Members \$55 (incl. \$5  
joining fee). Application form on  
website [www.vmccnsw.org.au](http://www.vmccnsw.org.au) or contact the  
Secretary

**BANK DETAILS** NAB, BSB 082124 Acc. No:  
509175487 Put your NAME and PURPOSE in  
the description.e.g.'Subs' for membership  
renewal,'New' for new member,'Rally'etc.  
Send the associated forms to the appropriate  
Club officer as shown on the form.

**GROUP EMAILS** To receive emails with details  
about coming events, including any late  
changes, provide your email address to the  
Secretary.

# President's Report December 2021

Last night our Club held its 66<sup>th</sup> Annual General Meeting. There was a good turnout of members on the night. At the AGM all positions in the Club are declared vacant. Fortunately most positions have been filled again by the person holding that position. It makes life for the Committee a bit easier if all are willing to be re-elected.

The Club will be introducing a "Cloud" based registration and inspection system. Machine inspectors will be able to enter the machine details directly into a "Cloud" based spread sheet. Only authorised Committee members will be allowed access to the database. The system will eventually do away with the paper registration files which were managed so capably by Col Everingham for nearly 30 years. Before the introduction of the recent logbook system one had to notify a Registrar of a run outside the scheduled Club events. Col Everingham (a Life member) was recognised for his outstanding service with a warm round of applause. He is an inspiration to all of us and at 95 years of age he deserves a break. He will continue to assist the registration process until the new system is introduced.

Two of our Committee members have left Sydney or will leave in the next few weeks. Graham Goodwin has moved to the South Coast but will continue to serve albeit mostly remotely. Our Vice President Matthew Goodwin is moving to Albury with his young family. He also is prepared to continue to remain on the Committee and will remain in Zoom contact for the meetings. We owe it to his expertise that we now have good Zoom facility at our monthly meetings. As travelling in Sydney and outside becomes more and more difficult, to be able to attend the meetings by Zoom is a good alternative if you want

to provide input in the running of the Club.

The Club also recognised Brian Harris for his contribution to the Club. Not only as the Regalia officer but also for the distribution of Drip Feed, the calendars and the annual membership cards. He was made a Life Member and presented with the appropriate batch.

The Club relies on volunteers for everything that is happening. We are fortunate to have a group of dedicated members willing to roll up their sleeves and getting things done.

Two members have agreed to come on the Committee to help with activities and provide much needed input into the running of the Club. We welcome Ray Gosling and Kon Helidoniotis.

A small committee has been formed to help Lee Wright with the organisation of the annual Bathurst tour in the week before Easter. In addition two Bathurst regional members (Don Sinclair and Peter Robinson) have volunteered to help us with much needed local input. The various routes will be updated. They will source a caterer for the Easter Saturday BBQ and help organising the daily "Happy Hour" which is such a vital element of the Tour.

For next year the Events have been set and will be published on the Calendar and of course in Drip Feed.

The Committee and myself wish you and your family a Happy and healthy festive season. We are looking forward to a full riding year in 2022.

Hans Sprangers, President





This KJ that old Arthur Constantine is sitting on has for a long time been a resident of Australia. I bought it around 40 years ago in San Francisco from an old Californian copper named Ernie Pretor. I found his name in the AMC mag and called on him one day and became real good friends with him for many years later. He was a real old character. Anyway I bought the KJ from him when he decided to thin out his small collection. It is easily recognisable by the pommy switch on the handlebar, the double spark plug holder below the gas tank on the right side, the footrest cleats, different than any others i've seen and the oval rubber brake pedal, lights and so on. I sold it to someone in Sydney but I'll let the owner himself say who he is. I hope one day he will bring it back to how it was.

**John MacDonald**





## THE CYC/CYS SAGA

This matter originally came about following a query by a member regarding insurance issues for a motorcycle fitted with a sidecar and registered with the CYC shape code.

(Commonwealth shape codes show CYS for bikes with sidecars and CYC for solos while State codes show CYC for both).

Contact was made with the Policy Department of the RMS in December last year and continued into this year.

An attempt was made by the Policy Department to have the code altered by the local RMS Registry Office when Registrations were due but this has not been successful.

Having scanned the large volume of correspondence received from them, I feel confident that the following three points indicate that **the code CYC should be used on all registrations**.

1. The RMS site shows no shape codes
2. The CTP Green Slip site states CYC is for all motorcycles including those with sidecars.
3. There is no effect on claims in respect of vehicle shapes if involved in an accident as this is covered by the CTP insurance paid at the time of the registration.
4. I forwarded this summing up to the Department a week or so ago for comment but have not had any reply.

For those who have had the code changed, I would say to just stay with it pending any new developments as I don't see it creating any problems.

I know that this would have been of much concern to those who have gone to the trouble to make the change and in one member's case to pay the cost of reregistering, but I hope that this will be the end of the matter.

Colin Everingham Registration Officer.

# A ride through the hills of Orange

## Annual Rally November 2021

Our Annual Rally is a big event and well organised by the local members of the Orange district lead by Mark Turnbull, I had not been to the district in over 30 years and was glad to come back to a very green and verdant country side, My offsider, official photographer and apprentice is my Daughter Zoe, aged 11, we brought our 1924 Indian Scout special with side car, a project we have both built up together from a pile of left overs, damaged and broken parts.

We squeezed the bike into the back of my brothers van and headed off Thursdays evening for a sleep over in Blayney, a damp and foggy drive through the mountains. Friday was an over cast and gloomy morn but after a great breakfast at a charming cafe ion Adelaide St we finished our trip into Orange and to get a low down on the town and surrounds. We spent a morning Op shopping, finding some spare spark plugs ( always a good idea) and a stroll through the CBD of a very prosperous town .



Our Intrepid Photographer and youngest rider Zoe Davis

We grabbed a pie n sausage roll for lunch and headed up to MT Canobolas to meet those going for the Friday run up the mountain, only to be stopped by a tree down across the rd and a heavy misty fog enveloping the surrounds, council cleared the fall and we got to the top ahead of the riders with a stunning view of the interior of a cloud. then headed down to the afternoon tea rendezvous at the lake Canobolas Cafe, in the beautifully set out park and damn , with a hot cup of tea and hot chocolate awaiting the arrival of our riders to which Zoe enthusiastically started to photograph.



As the evening drew in we headed off to check into our BnB at a lovely local Cherry farm "The Pinnacle Studio" I found on line , Wayne and

Karen are very warm welcoming people and made me a spot in the shed to park the bike and Zoe was wrapped with feeding the calves and playing with Lola the Chicken dog ( not all farm dogs herd sheep!)



I awoke at my usual 5am to a crisp but sunny Saturday a stark contrast to the previous days. After arousing Zoe and a light breakfast we saddled up and chugged into orange to the start of our Saturday ride and a natter with all the entrants for the weekend, as is my want I

approached and talked with any one I saw, caught up with a few of our regular members whom i hadn't seen in months and to my surprise a tall slightly graying guy approached me and said " I see you've moved from 4 wheels to 2" My befuddled brain took a minute to recognise Mick Hall one of the locals of the Orange classic bike club, whom I had helped build his house 24 years ago in Mossvale, he was referring to me not being in my 1928 Chev ute. Its a small world brought home often by such chance encounters.



As 10 am approached we marshaled for the debrief and headed off around the Orange by pass to the quieter back roads and our first stop of the day. Cudal for a cup of tea and a regroup, then turning north we wandered through the fields with grass so high even the wild life was hard to see.,



" Ha you wouldn't catch me on one of those slow things"



Hmm Janice i can see your problem  
you have lost your driver"



Age n beauty leading the way  
1917 Harley, Ross McDermott



And they all lived happily  
ever after.....



Only 2 minor incidents Antony had the Carby come loose on the Nimbus and our Scout lost another set of plugs, I suspect maggy condensor issues. But we motored on into the very well preserved town of Molong, for a lunch break at the many cafes and Pub, very good food at the pub, Zoe knocked back a schnitzel the size of the dinner plate, then a stroll around town we discovered the Cobb and Co Stables Museum, a window into the era of travel before our machines , unfortunately it was not open so we peered through the windows and made a note to return .



As the crowd milled eager to hit the road again, we arranged the bikes for a photo Op, welcome to the 21st Century and the pic, tag and post age, to keep our club relevant we need to get out what we do and what we love. The Center pic you find in this mag can be used as a poster or place it some where others can see it. I'm a big believer in leading by example and showing by doing, The more socially visible we are the more bikes will come out of the cob webs and dust.

On the road back to Orange, we were following in the van and I saw Jo point to something on the road, "Stop Dad lets see what it is" Zoe exclaimed so i pulled over and we got out to find a shocked and some what deafened little turtle, with out hesitation Zoe snatched it up from a certain fate as road pancake and ferried it down into a near by creek after i had to explain we couldn't take it home as its a native and that at the end of a 2 day stint in the van the smell would be horrendous. This was the highlight of her weekend, as she is a great animal lover and conscientious person who looks out for others at all times.



The group rumbled on into Orange, back to rally HQ at the Canobolas Caravan Park, To wash, wet the whistle and wander on to the Ophir Hotel for the Presentation dinner, and what a great venue, big, bustling with people, great food in large portions and a play ground that many of the adults were envious of! Much of the usual nattering about the ride, the bikes and the places we'd seen. A great finish to a beautiful day in a picturesque distict. So I encourage you all to book in for the Easter rally in nieghboring Bathurst, the wet weather has spruced the whole area up to its scenic best, the locals can use your tourst dollars and more freindships and memories will be made and for me that it what it is all about.

Ray Elbourne and Zoe Davis

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- BOWDEN LEVERS
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## NOT QUITE SUNNY SUNDAY – VMCC Annual Rally

Very wet weather greeted rally-goers travelling to the Annual Rally in Orange, with only a select few riders braving the conditions for the run to Lake Canobolas on Friday afternoon. Fortunately, the weather was warm and sunny for 'the main event' on Saturday, making for a very pleasant ride out to Molong for lunch. It was great to catch up with everyone again.

That night at the annual rally dinner (excellent food at the Ophir Hotel), many riders were anxiously reviewing the weather forecast for Sunday. It was not looking good at all, with predictions of widespread thunderstorms and 100% chance of heavy rain developing. There seemed to be a collective decision to cancel the run to Millthorpe.

And that night it rained. However, Sunday dawned cloudy but dry with the odd faint patch of blue sky. Matt Goodwin was keen to get some more miles under the wheels of his 1950 sprung hub Triumph Speed Twin after a recent cylinder head refresh and not having ridden my 1911 single speed Rudge ('Beryl') for ages, we decided to give it a crack. We met at rally HQ to find no other riders. A quick phone call to rally organizer Mark for directions had us on our way via the Spring Hill Road with support crew Sue and Jennifer following in the van. Still dry, we happily motored into Millthorpe and enjoyed coffee at the Railway Station café where we met up with Barry Graham who gave Matt some useful tips on his Triumph (Jack Graham Motorcycles were Triumph agents).

We also met a local named Tim Guinness who sent me the attached photo of his great aunt and grandfather on a veteran bike. The motor looks like a battery & coil ignition Minerva, around 1906-07 at a guess. The 'tank' appears to be very wide, probably to house the battery.



With low, grey clouds looming and the wind picking up, we headed back to Orange. About half way we stopped to swap bikes. I gave Matt a quick introduction to 'Beryl's' controls and away he went at a cracking pace. This was his first real ride on a veteran motorcycle and I think he will be back for more.

Entering the outskirts of Orange we stopped and loaded Beryl back into the van, ... still no rain. We were lucky.

Around 3pm the rain fell, good and proper, accompanied by thunder and some hail. But by then Sue, Jennifer and I were well on our way home via Trunkey Creek and Crookwell. Orange recorded some of the highest rainfall in the State that afternoon.

Our sincere thanks to Mark Turnbull for organizing a great rally and to the corner marshals for keeping us all heading in the right direction. We were all fortunate that Mark was able to arrange pleasant weather for Saturday, well done Mark!



Tim offered the following information about the photograph:

*'My grandfather Hector McPhie was born in 1900, we think he was about 5 or 6 when the photo was taken. My great aunt Lyndal is a little younger. The bike belonged to a photographer in Toowoomba QLD*

*named Rickard/Rickards and was reputed to be the first in the area. It was constructed from a kit of parts by a blacksmith. Great old photo of a well maintained and polished veteran bike.'*

Graham Goodwin

THE GREAT SOUTHERN

# MOTORCYCLE ONLY SWAP MEET

**Sunday 6 March 2022**

**Gates open 6.00am**

Uncovered Sites - \$25

Covered Sites (bookings required) - \$35

Shoppers and onlookers - \$5



VENUE  
4770 Braidwood Rd,  
Tirrannville NSW 2580



**Hosted by Classic Riders'  
Club of Goulburn**



**Strictly Motorcycles and  
Motorcycle related items – NO  
TRASH OR TREASURE**

Catering options available for the  
purchase of food and refreshments  
at the raceway.



For further details and **covered** site bookings,  
please call **CRCG secretary Dale on 0422 367 011**

Stall Holders set up from 12.00noon (not before) on  
**SATURDAY 5 March 2022**

Prices include Saturday overnight camping for vendors  
For Buyers and visitors, entry permitted from 6.00am  
**SUNDAY 6 March 2022**

**NO DOGS ALLOWED, NO OPEN FLAMES/FIRES**

Covid Safe, QR sign in conditions will apply





**2021 Annual Rally Orange District, Saturday lunch stop Molong**





# ENTRY FORM

Vintage Motorcycle Club of Australia (NSW) Inc

## EASTER BATHURST TOUR

For Veteran, Vintage and Post Vintage motorcycles  
and sidecars (up to 1990)

**Sunday 10 April – Sunday 17 April 2022**

Entrant Name ..... Passenger.....  
 Address ..... Postcode.....  
 Mob Phone\* ..... Email\* .....  
 Club .....\*(we must have your mob# and email for communication)  
 Motorcycle 1..... Year.....Capacity.....  
 Motorcycle 2..... Year.....Capacity.....

Intended days of riding (tick box)      Su    Mo    Tue    We    Thu    Fri    Sa    Su  
 Volunteer to do back up on                                  

	Number required	Cost
Entry Fee \$ 75		\$
Saturday night BBQ - \$30 p.person (Children under 10yrs free) BYO drinks		\$
<b>Total</b>		\$

**For daily lunch catering purposes only-** Please indicate below. No payment in advance for lunches.  
 Pay on the day at the venue (except Monday and Wednesday) Please cater self for dietary requirements.

Rides	No. of meals	Rides	No. of meals
Sunday 10 <sup>th</sup> - Trunkey Creek		Thursday 14 <sup>th</sup> - Sofala	N/A
Monday 11 <sup>th</sup> - Carcoar Dam		Friday 15 <sup>th</sup> - Tarana	N/A
Tuesday 12 <sup>th</sup> - Burruga		Saturday 16 <sup>th</sup> - Milthorpe	N/A
Wednesday 13 <sup>th</sup> - Chifley Dam		Sunday 17 <sup>th</sup> - Perthville	N/A

**Payment: Electronic payment EFT: VMCC Acct #2, BSB 082 429 Acct : 538 738 058**

*Put your name and Bathurst Tour on the description*

**Please return completed form : Email scanned copy to : [lee.wright@bigpond.com](mailto:lee.wright@bigpond.com)**

Or mail to : VMCC Easter Bathurst Tour , 54 Spurwood Road, Warrimoo NSW 2774

**Entries close 20 March 2022**

**DECLARATION . All entrants must sign.** The historic vehicles I shall be using conform to the registration requirements. I undertake not to hold the Vintage Motorcycle Club of Australia (NSW) Inc , its Committee or representatives responsible for any damage to or theft of vehicles or possessions, or any injury sustained during the course of the event.

Entrant's Signature ..... Date .....





# EASTER BATHURST TOUR

Veteran, Vintage and Post Vintage motorcycles  
Sunday 10<sup>th</sup> - Sunday 17<sup>th</sup> April 2022

Rally Patron : Don Liddle

Based at the NRMA Bathurst Panorama Holiday Park  
Sydney Road , Kelso , NSW (phone 02 63318286)  
Bathurst Tourist Information Centre (phone 1800 681 000)

## Information and Schedule

Now in its 48<sup>th</sup> year, the "Easter Bathurst Tour" was convened on behalf of the VMCC by Don Liddle OAM for 40 years. The Tour runs for a week over different daily routes in the scenic Bathurst area. We encourage the riding of the oldest bikes. Most days are suitable for Veteran machines. To enter, your bike must be at least 30 years old.

Runs are between 100-120km per day.

- Sunday 10<sup>th</sup> – Trunkey Creek Lunch at the Trunkey Pub (PAYG). Fuel at Perthville
  - Monday 11<sup>th</sup>–Carcoar Dam Lunch in the shelter overlooking the Dam,  
Hot Dogs by the New Castle MC(Free); Fuel at Mandurama
  - Tuesday 12<sup>th</sup> -Burraga BBQ Lunch at the Burraga Golf Club (PAYG); Fuel at Burraga
  - Wed 13<sup>th</sup> -Chifley Dam Coffee and Hot Cross Buns at the dam (Free) Fuel at Perthville
  - Thu 14<sup>th</sup> -Sofala Lunch various venues in Sofala (PAYG) Fuel at Wattle Flat
  - Fri 15<sup>th</sup> (Good Friday)- Tarana 75km (short). 115km (long) via Oberon for coffee.  
Lunch at the Tarana Pub. Fuel at Oberon.
  - Sat 16<sup>th</sup> -Milthorpe (via Blaney) Lunch at the old railway station in Milthorpe(PAYG)
  - Sat 16<sup>th</sup> 18.00hrs: BBQ dinner (pre-order on Entry Form)) at the Caravan Park (BYO drinks)
  - Su 17<sup>th</sup> - Perthville 60km Lunch at Perthville (PAYG)
- DAILY BRIEFING at 17.00 Rally HQ , outside Cabin 121 (Free limited drinks)**

**All rides commence on Ashmore Drive** (in front of the NRMA Caravan Park) *Please be aware of the traffic when assembling in the morning before the ride.*

**Veteran, Vintage and slower bikes start at 09.00AM** . Other bikes start at 10.00AM

**Entries close 20 March 2021.**

Late entries may be accepted , but must check in at Cabin 121 by 09.00 AM

**Rally check in.** Rally packs will be ready to collect on the veranda of cabin 121 at any time.

Due to increasing costs , packs will not be mailed anymore.

**All meals are Pay as you go (PAYG) at the venues.** (except Monday and Wednesday lunch)

The Saturday night BBQ will be at the Caravan Park (Shelter)

**Pre-order your Saturday BBQ on the entry form.**

**Back-up vehicles will be provided.** If you can do a day of Back up, please note on your entry form. We offer \$100 per day fuel and meal allowance for the back ups There are no corner Marshalls. Just follow the route sheets provided in the rally packs.



# REBUILDING THE DOUGLAS 2 3/4 hp .T.S FLAT TANK TWIN

By Ken Terry (April 1986)

After dismantling it is probably best to start with the crankshaft:

1. Check the bigend journals for ovality scoring etc and if in tolerance go ahead. If not, grind the journals. A 3/4 "wide grinding stone is necessary and they are not very common. You may have to search around a bit, or send the job to Perth.
2. The bronze bigend bearings should be set up at around 0.0015" to 0.0025" clearance. Use Plastigauge to establish this accurately. You can and probably will spend hours stuffing around with bigend shims before you get the clearance right. If you can't get good clearance then you will have to make new bearing shells and start again. Naturally you will have to use new bearings if you grind the crank.
3. DO NOT use the old Douglas bigend bolts. They are too old and fatigued. They are also a bastard size, actually 17/64 "x 26TPI (cycle). However, 1/4 "BSF (26 TPI) Allen head cap screws can be used, they bite into the threads in the conrod. As these cap screw are the highest quality tensile fasteners you can get they will never let go. Put them in as tight as you can use LOCTITE (red) I think it is No 262. Also use the old Douglas lock nuts, again with LOCTITE, and as tight as you can get them. There is not much room for spanners.
4. Now go to the cylinder barrels, and these are going to dictate what happens next. They are sure to be tram tracked by the gudgeons and pads, so you are going to have to bore them. Remember the original bore size is 60.8mm. After spending a month searching for a suitable replacement piston I eventually found the answer. Suzuki LJ80 4WD car pistons. They have the correct compression height and are available in 62 mm Std. + .25, +.50, +.75, 63mm. Very nice to get rid of the scores in the barrels. They need some modifying though. More on that later. Honda 750/4 pistons go 61mm through 62mm, but the compression height is about 3mm too low. For an engine with bugger-all compression anyway, this was not acceptable to me. If you get rid of the scores by boring to 62 -63mm

the rest is easy. If not then I do not know where you go. You would have to be lucky to get the barrels out far enough to sleeve them. Anyway what to do about pistons if you do. Don't use the old Douglas pistons. They are too old and just about dead with metal fatigue. They are too heavy anyway for those tiny old conrods.

Never the less when you have solved this problem proceed as follows –

1. If there is any fins missing braze on replacements cut from suitable sheet steel. Clean up the mess by grinding and filing, then give the whole lot a good bead blasting, it does wonders. The blaster also cleans out the carbon from the head, valve chamber and ports better than anything else.
2. The valves and guides are sure to be knackered, and Datsun 120 Y Valves do very nicely (second hand of course). They are a metric size above the Douglas valve stems and you can ream the old guides to suit. The valve heads are too big but the valve refacing machine will look after that. I do not recommend using the old "hole and pin"



method of securing the valve spring collars. We tried it and promptly broke

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a valve stem at the hole. Apparently the new valve steels aren't suitable for this method. We then modified the Datsun collars to suit the Douglas barrel shaped springs and regrooved the valve stems in the appropriate place to take the Datsun split collets.

This works well and doesn't look out of place.

1: Carefully remove the valve guides from the cylinders and ream them in a lathe to keep them concentric, sizing them to suit the new valve stems. Re install the guides and re-cut the valve seats, piloting the tool in

the newly reamed guides and using modern seat angles. By the way the Datsun valves are different for inlet and exhaust. Make sure you use the right valve in the hole.

1. Now machine the valves to suit the recut seats and modify the stems for length etc.
2. Bore the cylinders to suit the new pistons. We set them up to about 0.003" clearance at the skirt thrust face. These Suzuki pistons are a semi slipper type and can run this small clearance. Also they are a very high quality stable alloy. By the way, if the cylinder scores are deep on one side which is usually the case you can bore them OFF-centre a bit to reduce the oversize and still get rid of the score. We did this on one barrel very successfully.

The Suzuki pistons are about 100 grams each lighter than the old iron pots, so you have just got rid of 200 grams (about ½ lb) of reciprocating weight. This is much easier on those fragile little conrods, and it is really noticeable in the engine's pulling power and throttle response.

The next problem is the gudgeon pins. Douglas pins are 3/8 "solid. If your little end bushes are worn or the pins are in bad shape here is the answer. Valiant Hemi car engines do not have replaceable valve guides, they go to oversize valve stems. Valiant stems are 3/8 "standard and I think they go oversize in 0.005" increments. Valve stem steel is just about perfect for gudgeon pins being toughened and already ground and polished. Two Valiant valves and a bit of careful reaming in the conrods, and your right.

Now for your new pistons, because the Douglas has offset conrods the

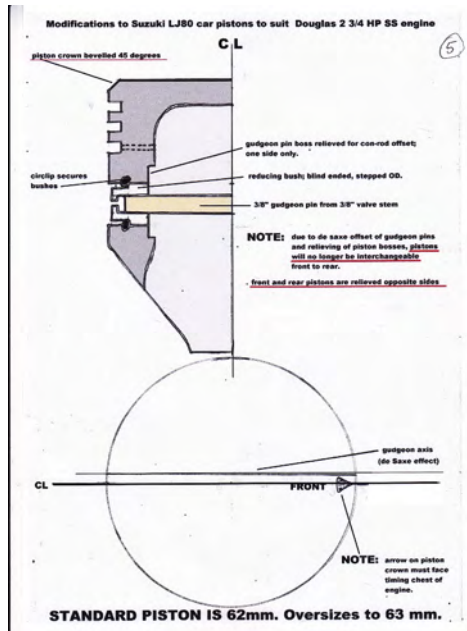
pistons have to be modified a bit. think the drawing tells the story better than words. You will have reduce the short side of the little end of the rod a bit too.

Particularly if you rebored off centre at all. The drawing shows how the bronze piston bushes were made blind ended and double diameter. This way the bushes are held in by the Suzuki circlips, the gudgeon pins become fully floating and are retained, endways, so they cannot touch the cylinder bores. I should have patented this idea because it solves about 3 problems all in one hit. Don't

forget the holes in the bush ends, these allow oil in, expanding gas out and a pin punch in if you ever need to dismantle the assembly.

Further points:

- I. The arrows on the piston crowns MUST face the timing side of the engine because they have offset gudgeons. This means that you will have special Front and Rear pistons from now on, unlike the Douglas ones. Mark them accordingly to avoid mix up in the future.
- II. On advice from others I did not fit the oil control rings. I do wonder if this is a good idea now. If you use a bit of Stroker oil in your petrol, about 100:1, as I do the valve stems are looked after. I am still undecided about this.
- III. You must definitely chamfer the piston crowns as per the drawings; this is for the front cylinder which, believe it or not, is a different shape from the rear one. It is caused by the boring oversize and the shape of the front cylinder head. Chamfer both pistons to keep the weights the same to preserve engine balance.



I  
to

If and when you have replaced the ball main bearings and you are ready to try a loose, dry build up. Do one cylinder at a time, looking through the crankcase to check alignments, and that you have some clearance or float between the between the little ends of the rods and the pistons bosses. I forgot to mention, make sure your rods are not twisted or bent before assembling them to the crank. They are rather easy to distort, both in and out of true.

O.K! Now do a plasticine test on the piston crowns to ensure you have clearance at the head at TDC. If no clearance you will have to skim the crowns or put compression plates under the barrels. I don't think this will happen, I got plenty of clearance.

We are now ready to assemble the engine, but before that I am going to indulge in a lengthy discussion on the Douglas oiling system. Lack of understanding of this simple system must have wrecked more Duggie engines than anything else.

Oiling, or lack of it, destroyed my engine in the '85 Beverley, and I have researched the problem in depth to avoid it happening again.

The engine works like a two stroke. Pistons go out causing suction in the crankcase, pistons come in causing pressure. Outside there is the oil pump which transfers oil from the tank to the sightfeed. That is all it does. From the sightfeed the engine sucks in oil every time the pistons fly outwards.

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# 8<sup>th</sup> Bi-Annual Australian Douglas Motorcycle Rally

20<sup>th</sup> - 24<sup>th</sup> March 2022 (Riding days 21<sup>st</sup> to 24<sup>th</sup>)

Colac, Victoria



Rally Secretary  
Jonathan Hepner  
26 – 28 Brentwood Way  
Waurin Ponds, Victoria Aust. 3216  
0438 513 812

Email: [douglas.rally@hepner.id.au](mailto:douglas.rally@hepner.id.au)

Dear Douglas enthusiast,

Please find attached our Registration Sheet and accommodation details for the 2022 Douglas Rally.

We have planned 3 days of rally riding and the fourth day for the more adventurous ride along the Great Ocean Road, with a pub lunch at Wye River, before heading home. (Or staying an extra night)

We have arranged for the Rally base to be at:

Baronga Motor Inn  
35 Murray Street, Colac East, Victoria. 3250  
Phone: 03 5231 2100  
Website: [www.barongamotorinn.com.au](http://www.barongamotorinn.com.au)

Please book by phone. When booking, be sure to let them know you are attending the Rally as they have removed most of the rooms from the usual online booking platforms until the 16<sup>th</sup> March.

Otway Gate Motel (03 5231 3244) is almost over the road from Baronga Inn so will be most convenient if Baronga is full.

If you wish to use a caravan park there is one very close. Central Caravan Park – Colac. A very basic park at the showgrounds. 03 5231 3586 (In fact, all accommodation in Colac is a basic standard).

The Rally Secretary is happy to provide booking assistance for International attendees.

Or on the outskirts of town (4.5km away), **Colac Otway Caravan and Cabin Park – 03 5231 5337**

Also available in Colac along the main street.

**Colac Mid City Motor Inn – 03 5231 3333**

**Colac Central Hotel/Motel – 03 5231 5777**

Some tourism links for your information.

[www.visitotways.com](http://www.visitotways.com)

[www.visitapollobay.com](http://www.visitapollobay.com)

[www.greatoceanroad.org.au](http://www.greatoceanroad.org.au)

[www.otwaycountrytocoast.com.au](http://www.otwaycountrytocoast.com.au)



There are 4 main elements in the engine system;

1. The inlet clack valve between the crankcase and the sightfeed.
2. The two brass shield between the crank cheeks and the main bearings.
3. The seatings in the main bearing housings in each crankcase half.
4. (The trick one ) The ball and spring in the timing side mainshaft of the crankshaft. These are held in by the hollow pan head screw that retains the crankshaft timing gear on to the shaft.

The cycle of operations is as follows;

1. Pistons go out, vacuum is crankcase, and clack valve (1) opens admitting oil to the crankcase. Ball valve (4) closed retaining depression in crankcase.
2. Pistons come in, clack valve (1) closes preventing blow back into the sightfeed, pressure builds up until the ball valve (4) releases blowing oil mist etc. into the timing chest where it oils the gears, and the surplus drains out through the hole in the bottom rear of the chest. Probably through an external pipe to oil the primary chain, and your pants.

It is important that the brass shields at the bearings are flat and true and that their seating in the crankcase halves are clean and true. If these are in good shape they maintain the crankcase pressure and stop the oil going through the bearings, particularly the drive side. They do have a hole in them to keep the bearings lubricated. Their fit is not all that flash, but apparently oil makes them seal alright.

The clack valve is just a tiny thin steel disc. If it is missing from the body make one from a piece of about 0.015" feeler gauge blade. Grind it round and polish it flat with fine wet & dry. The spring underneath it is so feeble



it hardly seems of value but it is. It should only just lift the disc against its seat. Test it by mouth, suck/blow. It should barely offer resistance on blow and seat well on suck (mouth on the sightfeed side).

Make sure the seating in the crankshaft is clean and free from carbon, sludge etc. and that a suitable size ball seats well on it. The spring here is a bit stronger because the ball is heavier than the disc. However don't make it too strong or it won't work and you will end up with a leaky engine.

Finally, there is an oil wiper at the top of each crankcase half. If they have suffered big end damage repair them (weld).

Make sure the cross flow holes are clear and aligned, and that the feed hole to front cylinder is clear and aligns. Also the drilling in the cylinder itself. Note there is a very tiny hole in the left hand weir, about the size of a needle, which apparently drips onto the left hand big end. God knows why. Make sure it is there and clear, particularly if you have done welding repair.

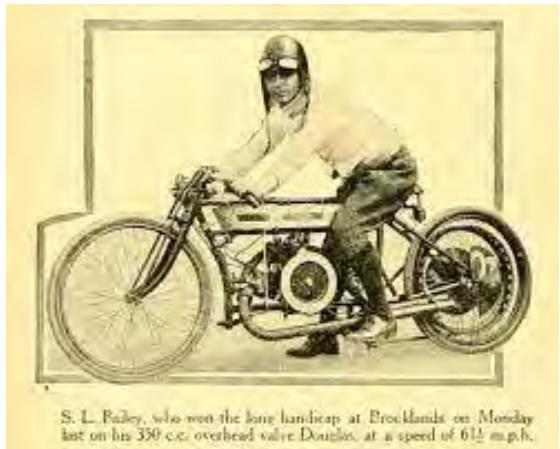
I assembled my engine with good thick gasket joining paper, about 1/32 "from memory, under the barrels, between the crankcase halves and the timing chest. I used gasket goo, only because it was all I could get on a Sunday, but it all worked out beautifully. ( I would now suggest checking crank and float etc. before going in here too hard.)

Some things to watch for and handy hints:

1. Check the mesh of your magneto gear. It can mesh too deep damaging itself and its idler gear. If necessary shim under the magneto using brass.
2. Carefully inspect the tappet levers where they rub on the cams. They are often scalloped. You can carefully grind this out going through the hardening, if you are lucky.
3. Anneal the copper rings under the valve caps to soften them and get a good seal, and smear the threads of the valve caps with Copper-Kote anti-sieze.
4. Prime the engine with about 50-60 CCs of engine oil before the first start up. When it's running give her plenty of oil for the first few miles. To hell with the smoke. I tend to run my engine a bit oily

after the blow-up I think ,Douglas recommended a pump full to last about 6-7 miles on normal running.

5. If you get frothing or blowback in your sightglass. STOP. Something is wrong in the clack valve. Fix it or you will be back at square one.



6. Make sure that the cap and glass of the sightfeed seal well onto the body, this is part of the vacuum side of the oiling system. It must not suck air. (hint) If the glass is missing or broken make one from a piece of clear helmet visor, it is just the thing and easy to work. I covered the piece with masking tape, draw the circle, roughed it out with tin snips and then finished it off on the grinder. Peel off the tape and there you go.
7. If you use the Suzuki pistons and buy them new, just buy the piston, ring set, and circlips. Let them keep the gudgeon pin. You can buy the parts on their own.
8. I painted my cylinders with a brew from the local hardware store called Epoxy Pot Belly Black. It is stove paint and I have found it to be very durable.

After the rebuild I had no trouble at all with engine tightness. Not a hint of the pistons nipping up even in the first few hours. I got going on New Years Eve, so all the running to date has been in fairly hot weather. After about 50 miles I could feel that the rings had bedded in and the power improving. I have done a couple of 50 – 60 km events so far and not a hint of trouble, so am gaining confidence all time. It is not a fast bike so I don't thrash it; I think if treated with respect it will prove a reliable performer.

Hope some of above will prove of assistance.

VMCC AGM 17th November 2021 Opened 8pm

Presided by Patron Don Liddle

Minutes read from last AGM, Moved: Carl Silversword

Presidents report.

Hans spoke of coping with an interesting year, dealing with covid, the anxiety of what was possible and not. Hans thanked the committee for their help in making this work. Zoom meetings have made things work well and membership has remained steady and even grown a bit.

This year into next there is now a Bathurst sub committee including Don Sinclair and Peter Robinson from Bathurst. Part of this will be making things more electronic and also having locals to be back up trailers.

Machine examiners will be using an online program that will be saved on the cloud. Ray has done a great job with the magazine - thanks Ray.

The Bathurst rally the Headlight rally and the Annual; rally all went ahead and all went well. Parkes was called off and Cooma is in the balance.

Rick is organising the calendar

Annual rally is in Bermagui

Phil Powell gave a financial statement

Closing balance \$ 29,199.91 opening balance \$26,703.91

Main expense is the magazine over \$7000

Income \$9779.00- Expenses \$9991.63

Treasurers report accepted - Lee Wright

Phil reported that the club is in a strong and stable financial situation.

Called nominations for

President - Hans Sprangers

Proposed Matt Goodwin Carl Silversword

Vice Presidents: Ian Coulston, Matt Goodwin

Nom Antony Gullick, Ross McDermott, Ray Elbourne

Secretary - Antony Gullick

Nominated Brian Harris, Seconded John Martin

Minutes Secretary - Antony Gullick

Welfare - Peter Scott

Treasurer - Philip Powell

Antony Gullick Second Col Everingham

Public officer - vacant. Assistant Treasurer - vacant

Registration officer/ Assistant - Col Everingham

Registrars - Peter Scott, Ross Mc Dermott

Nom. Gail Scott, Matt goodwin

Restoration - Graham Froud

Spares and Liason - Richard Czereba

Editor - Ray Elbourne

Nom Phil powell, Hans Sprangers

Drip Feed distributor - Brian Harris

Nomination Carl Silversword, John Martin

Librarian - Rick Nabkey

General Committee Ian Coulston, Brian Harris, Rick Nabkey, Antony Gullick, Lee Wright, Graham Goodwin, Hans Sprangers, Graham Goodwin, Kon Helodanatis, Matt Goodwin, Ray Gosling

Nom Brian Harris second Gail Scott

Trophy auditor and historian - Laurie Deller

Regalia - Brian Harris

Judging - Lee Wright, Eric Bourne, Peter Scott

Machine Examiners. - Peter Scott, Ross McDermott, Antony Gullick, Sil Losito, Graham Goodwin, Hans Sprangers, Andrew Butcher

Nominated Gail Scott - Ian Coulston

Webmaster - Martin Riley

Nominated Hans Sprangers, Seconded Matt Goodwin

Facebook moderator - Antony Gullick, Charles Blades, Rick Nabkey

Brian Harris was unanimously voted in as a life member. Congratulations Brian, thoroughly deserved.

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## VMCC Committee Meeting

Date 17/11/2021

Attendees Hans Sprangers, Lee Wright, Phil Powell, Col Everingham, Lee Wright, Matt Goodwin, Ian Coulston, Brian Harris, Antony Gullick

Apologies

Correspondence In :

Amazing race Australia looking for contestants.

Notice of swap meet Goulbourn 6th march

General business

Had a zoom meeting with Peter Robinson, Don Sinclair, Antony Gullick, Hans Sprangers, Lee Wright to help with Bathurst. Have made some modifications to the week to make it more streamlined.

Looking at modifying the Veteran Day next year to change route to avoid some of the busy roads

Much discussion about the new online inspection forms. There will be training for the new system.

Steve Mordue has offered to take over Dungog. The meeting thought this was a good idea. Thanks Steve.



## VMCC General Meeting

Date: 17/11/2021 Meeting Opened: 8.40

Apologies: Richard Czereba

Visitors: 0 New Members:

Minutes as printed in Drip Feed:

Moved: Matt Goodwin

Correspondence in:

Letter for the amazing race looking for teams to be filmed

Poster advertising the Goulburn swapmeet

Out: Numerous emails to members regarding events

Financial: opening balance \$26,473.70 closing \$29,199.91

Moved: Matt Goodwin

Recent Events: Annual Rally, very successful and superbly organised by Mark Turnbull. Richard Czereba came off his WLA and suffered a few broken ribs. The weather held off for the Saturday run and had some rain on Friday. The Sunday run was officially called off but the weather was not as bad as predicted. Saturday night was a good dinner. Thanks to Mark for a great weekend.

Coming Events: Silverwater park rego day and awards

Froudies Goulbourn run. Two days of great riding.

Vintage preferred run Douglas Park, Sunday the 9th of January.  
Thanks Rick.

Welfare Report: Richard Czereba recovering from broken ribs,  
Andrew Butcher is recovering from a broken leg.

Arthur Squires has passed away.

Regalia:

General Business: Meeting Closed: 9.00pm

# FREE MEMBERS ADS

## For Sale

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\$350

Don Liddle, 0409041474



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## FOR SALE

**1940VELOCETTEKSS Mk2.** Complete and good condition. Previous club bike but not ridden for a year or so.

Goes well and rare model. \$17,000 ono.

**1947VELOCETTEKSS Mk2.** Complete and good condition. Last of the girder fork models.

Goes and presents well but not ridden for about a year \$18,000 ono.

**1954VELOCETTEMSS.** New main bearings, new rings, recent valve grind and magneto just reconditioned.

Goes well and a good bike that needs to be ridden. \$11,000 ono.

94 years young owner now unable to kick-start the bikes. Located, Budgewoi NSW.

Pleasering evenings onlybetween 5.30pm and 8pm.

Ron Falconer on Ph: 0450 028 827

# WANTED

Wanted Cam for Coventry Flying Eagle 1929 500cc  
JAP KOY Twinport.

Please see photos.

Contact Ross  
McDermott

Mob 0412826436



**WANTED:** Indian Scout, 1926,27,28,29, project or going.

Would prefer the bike to be barn find and pretty well complete.

Contact Eric 0430226349.

**WANTED** 'Square' ML CK1 magneto parts – the ML name

plate and the manual  
advance/retard mechanism.

Willing to purchase a complete  
magneto if that's available, or I  
have a restored 'Round' ML to  
swap if preferred.

Brad. Ph 0424 077 237. Pls leave  
a msg so I can call you back.





## Molong Sat 6th Nov 2021 Pics Zoe Davis

