

AMCA BULLI MOTORCYCLE WEEKEND

27-28 August 2022

The Antique Motorcycle Club of America (Australian Section) motorcycle weekend was held at Bulli Showground after being cancelled last year over COVID19 concerns.

I met up with Matt Goodwin (from Albury) at Kiama on Thursday night, and we drove up to Bulli the next morning to set up the cameras, speakers and big TV screen before the main exhibition area started to get too busy. We eventually got everything working by mid-afternoon by which time most of the club and vendor stands were in place and the swap meet was unofficially underway. Fortunately, the swap and camping area inside the trotting/dog track had dried out reasonably well considering the persistent wet weather which was a relief as Matt and I slept in our vans, with Matt's parents from Cootamundra staying in their camper and good friend Mark Loiterton in a tent. I didn't see any bogged vehicles.

The key theme for the weekend was American board track racers and bobbers. There was a fabulous display of the highly prized





veteran Indian and Harley racers, both unrestored 'originals' and beautifully restored examples. The standout (and priceless) machine was a bright yellow 1913 ohc Cyclone (static display), one of only six known

remaining examples of the fast and fragile racers that were 'the' machine to beat in shorter races. There was also a 1936 Crocker, another iconic American machine which made a lot of glorious sound. I also spotted VMCC member John McDonald's factory Indian hillclimber.

Of course, there was plenty of other fabulous and rare bikes to see including a 1000cc v-twin JAP powered duplex steering OEC competition machine, a very 'hot' pre-war 500cc DKW 2-stroke twin road bike cum racer and fine examples of British and Japanese bikes and shiny, purposeful speedway machines. The rarest of all though, was a French 1898 De-Dion Bouton tricycle, something we just do not see here in Australia.

VMCC members brought along a nice assortment of bikes that seemed very popular with onlookers who are generally familiar with more modern machines. Barney Waters' stunning Harley and box sidecar in Bennet & Wood livery was



a real eye-catcher. Other members machines I recognized, apart from my Rudges, included Brad Martin's cammy Velo and v-twin New Hudson, Ian Coulston's veteran Douglas, Andrew Butcher's 1920 Model P Triumph, Con Helidoniotis' HD. Apologies if I missed anyone.

The event program included technical seminars on fuel tank liners, local piston ring and Indian engine part manufacturers. The board track racer seminars proved interesting and very popular, especially starting them up. Antony got quit a workout pedaling the 1912 Indian into life. Oh, the experience of open pipes and flames in an enclosed space! Imagine how the starting grid would have sounded back in those glory days!

The Motorcycles Through the Decades seminars, also presented by Antony on the roving microphone were a popular segment; people like learning about pre-WW2 machines and hearing them run. These sessions offered



an overview of how motorcycle design changed through the decades and involved a brief discussion with the owner pointing out some of the features of their bike typical or unique to the era, followed by starting the bike (except the DeDion tricycle). These sessions included VMCC members Ian Coulston (WWI Douglas 3.5h.p), Andrew Butcher (original paint 1920 Triumph model P), Barney and Matt Waters (1920's HD and sidecar) and myself (1911 Rudge) along with non-members' OEC v-twin or DKW making lots of lovely noise to the finish the session.

Antony Gullick is on the AMCA organizing committee for the event and in addition to roving mike interviews and MC for the tech seminars, was also the bike auctioneer. The Manshed auction of motorcycle parts took place in the upstairs auditorium and the bikes on the main ground floor exhibition area. There was a broad range of very nice machines on offer. Barney Waters' lovely little

Excelsior and David Brown's Panther were among the 17 bikes that found new homes. While most bikes sold for what I thought were reasonable prices, some bikes including an Egli Vincent and 500cc v4 Yamaha 2-stroke were passed in.

Of most interest to VMCC members and Rudge enthusiasts particularly were the late VMCC President 'Rob The Rudge' Hart's 1906 CCMC (Canada Cycle and Motor Company) and Rudge collection. Two of the Rudges and some of the Rudge parts found their way into VMCC members' garages and we look forward to seeing these familiar machines on the road and track again soon. The 'speedway' Rudge was passed in while the 1938 Ulster went to a



Victorian dealer, soon to re-appear for sale I suspect. From memory, the one-of-a-kind CCMC was purchased by a local bidder for \$35,000, and here there comes an amazing story. The CCMC was originally purchased in Bendigo, Victoria and was restored using all the original parts. Only the headstock frame badge was missing. At Bulli, the day before the auction a fossicker and collector from

Bendigo appeared with a CCMC frame badge in his pocket. The story goes that he had found the badge with a metal detector some years ago, keeping it in his collection of other found items. Seeing the CCMC advertised in the auction catalogue he brought the badge to Bulli with the intention of reuniting the unique item with the bike it came from ... for an extraordinary premium price as it turned out. A staggering coincidence however you look at it. I don't know if the successful bidder for the CCMC also purchased its badge. And I didn't come away empty handed, securing a Rudge at the parts auction, ... well, it was 'only' a bicycle.

Despite some patchy light rain on Saturday followed by fine weather on the Sunday, around 5,000 people attended over the two days. The Bulli event is a must for old bike enthusiasts as there is

always something of interest and lots of fabulous bikes to see. It is the perfect platform for the VMCC to come forward to promote itself, in fact we may well see some new members as a result. Bulli is a social weekend too because



there are always people you have not seen for years, for example, I bumped into Peter Hodges. For me, having moved out of Sydney 18 months ago and not getting to VMCC runs, it was great to catch up with so many people, and to contribute in a small way to the success of the event.

Congratulations to the hard-working AMCA members and other volunteers for a successful and enjoyable weekend.

Italian bikes will feature next year and already some guest speakers such as Ian Gowanlock and world superbike champion Troy Corser are keen to participate.

See you there next year. Graham Goodwin.





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