



Drip Feed

**Feeding news and information to members of the
Vintage Motorcycle Club of Aust. (NSW) Inc.**



April—May 2020

Printpost Publication Number 100005137

VMCC EVENTS NOTICEBOARD 2020

We invite members of all clubs receiving *Drip Feed* to participate in VMCC events. Our rides are suitable for pre-1948 (girder fork) machines and smaller engine bikes. To satisfy RMS conditions. VMCC members without a Log Book planning to attend other clubs' events not listed *below* should advise a Registrar. For more details and entry forms for rallies and other events contact: the VMCC Secretary.

IMPORTANT NOTICE

DUE TO PUBLIC HEALTH RESTRICTIONS ASSOCIATED WITH THE CORONAVIRUS (COVID-19) PANDEMIC, ALL SCHEDULED VMCC EVENTS INCLUDING MONTHLY MEETINGS HAVE BEEN CANCELLED UNTIL FURTHER NOTICE.

Note—The proposed future events listed below will only proceed when Government restrictions on social gatherings and travel have been lifted and the VMCC formally advises members the event is proceeding. Cancelled events previously scheduled for April—June 2020 are not listed.

July

- Sat 4th—Sun 5th. Hunter Valley Weekend, Dungog. *Ian Coulston 0412 798 052*
- Weds 15th. VMCC General Meeting, 8pm Vikings Club, Dundas.

August

- Sun. 16th. VMCC Jack Borradaile Memorial Run, The Oaks. *Ian Richardson*
- Weds 19th. VMCC General Meeting, 8pm Vikings Club, Dundas.
- Sat 29th—Sun. 30th. Bulli Motorcycle Weekend (AMCA) *Antony Gullick*
- Sun 30th. VMCC South Run, Loftus to Bulli Motorcycle Weekend, return.

September

- Weds 16th. VMCC General Meeting, 8pm Vikings Club, Dundas.
- Sun 20th. VMCC Americana Run, Maraylya. *Hans Sprangers*

October

- Sat 3rd—Mon. 5th. Parkes Rally (non-VMCC)
- Sat 17th—Sun 18th. Girder Fork Rally, Cooma (non-VMCC).
- Weds 21st. VMCC General Meeting, 8pm Vikings Club, Dundas.

November

- Fri 6—Sun 8th November. VMCC Annual Rally, Mudgee. Based at the Mudgee Riverside Caravan & Tourist Park right in town on the Cudgegong River. Accommodation options include villas and cabins, caravan/mobile home and camp sites. T: (02) 6372 2531 to book. Book promptly. Includes rides to Steins Winery, Rylstone/Kandos and Gulgong.



Continued next page ...

OTHER EVENTS, non-VMCC affiliated

Note: Before attending the proposed events below, check with the organiser to confirm it is proceeding.

- 8th National Douglas Rally, 4-8th October 2020, Colac, Vic. Register your interest now. Contact Jonathan Hepner 0438 513 812 E: douglas.rally@hepner.id.au
- Brisbane to Broome veteran ride, 20 June—13 July 2022. Expressions of interest needed. Details, John Wightman E: jonathan44wightman@gmail.com
- 13th National Veteran Rally, 17-22 October 2021, Manjimup, WA. Expression of Interest now open and deposit payment. E: shaz.muzza@westnet.com.au M: 0429 418 854

SWAP MEETS 2020

To be advised.



President Hans Sprangers riding his 1911 F.N., Veteran Day, Maraylya.

Photo used with Permission © 2020 Jenny Fawbert

DRIP FEED April—May 2020

Drip Feed is the official journal of the
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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

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COVER PHOTOGRAPH

Nurses leaving Blackfriars Depot in Chippendale, Sydney, during the flu epidemic in April of 1919. Is the bike a Royal Enfield?

DRIP FEED DEAD-LINE:

Submit to the Editor by 18 May for June-July issue.



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.

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

- ALL MEETINGS CANCELLED UNTIL FURTHER NOTICE -

ORIGINS OF THE CLUB The VMCC was formed at a meeting held at the Hollywood Hotel, Sydney in July 1955. The meeting was convened by Ray Corlett and followed shortly after a display of old motorcycles at Burling and Simmons showroom and a run for vintage machines organised by the ACU of NSW. Founding members were Jack Borradale, Norm Burling, Reg Challenger, Norm Cooper, Ray Corlett, Jack Ehret, Rus Eve, Laurie Gallop, Terry Hay, Roy Honey, John Mola, Ernie Marr, Sandy Marshall, Len Masser, Joe Moore (Jnr), Dick Mortimer, Harry Noad, Kevin O'Brien, Joe Parks, Barry Ryan, Paddy Ryan, Len Simmons, Don South, Laurie Sykes and Vic Fortesque. The first Chairman was Norm Cooper and the first Honorary Secretary Treasurer was Jack Borradale.

LIFE MEMBERS

1956 - Arthur New (dec.)
1956 - Sid Napier (dec.)
1961 - Paddy Ryan (dec.)
1962 - Jack Borradale (dec.)
1964 - Harry Wheat (dec.)
1968 - Harold Braund (dec.)
1968 - Ray Corlett (dec.)
1973 - Sid Haynes (dec.)
1975 - Bill Sewart (dec.)
1976 - Harry Burroughs (dec.)
1977 - Harry Beanham (dec.)
1978 - Dick Mortimer (dec.)

1980 - Bill Sanderson (dec.)
1982 - Rob Hart (dec.)
1982 - Alan Hinshelwood
1982 - Don Liddle OAM
1983 - Reg Challenger (dec.)
1985 - Jack Reis (dec.)
1987 - Norm Gullick (dec.)
1987 - Neil Lewry (dec.)
1988 - Alan Chate (dec.)
1988 - Stuart Campbell (dec.)
1989 - George Keats
1989 - Andy Douglas (dec.)
1990 - Jack Forrest (dec.)

1990 - Len Masser (dec.)
1991 - Graham Froud
1991 - Col Everingham
1993 - Arthur Payne (dec.)
1994 - John Jeremy (dec.)
1996 - Bill Green
1998 - Dick Firkins (dec.)
2002 - Ken Frazer (dec.)
2008 - Laurie Deller
2016 - Peter Scott
2016 - Gail Scott
2018 - Lee Wright

OFFICE BEARERS 2020

PATRON

Don Liddle OAM 9631 7971

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Matthew Goodwin 0423 503

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Matthew Goodwin, Antony Gul-

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Graham Goodwin, Lee Wright,

Phil Powell

HISTORIAN and TROPHY CURATOR

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Eric Bourne 9888 1757

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Ross McDermott (Merrylands)

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Peter Scott (Seven Hills)

9624 1262

Antony Gullick (Padstow Hts)

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Hans Sprangers (Glenhaven)

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Sil Losito (Maroubra)

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

Alan Batkin 0418 601 122

Derek Page 0419 631 574

Bruce Utterson 0419 740 074

Clem Costa 0429 988 381

FORMAL CORRESPONDENCE VMCC Secretary, 8 Valley Road, Padstow Heights NSW 2211
M: 0415 284 620 E: info@vintagemotorcycleclubofaustralia.org.au

WEBSITE 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 or contact the Secretary

BANK DETAILS NAB, BSB 082128 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.



EDITORS DESK

What a year! Hot on the heels of the horrendous bushfires we now find ourselves in a pandemic. Over the past few weeks or so the novel corona virus has been given a name (COVID-19). Public health measures like travel restrictions, restrictions on gatherings and social distancing have been tightened prompting the Club to cancel all events indefinitely. In context, postponed Club activities are a mere inconvenience compared to the hardships many people now face and the health consequences for anyone who contracts this virus, especially for those that are now well beyond their youth. Seeing what is happening overseas, we must be very grateful to live in Australia.

Will there be another Drip Feed? The answer to this question lies with you. As there will be no meetings to record or Club events to report, I ask members to consider writing an article for the next issue of *Drip Feed*. For example, tell us about a project in your shed, a tale from the past, progress or otherwise you have made in your workshop during your isolation, send a photo, or tell us about your favourite bike or marque. Rick Nabkey was quick off the mark submitting the fascinating article in this issue about the Bleriot marque. Then, Antony volunteered to recount progress repairing a failure deep inside his marvellous Excelsior. How about submitting content too?

Life members found. Club historian Laurie Deller has been poring over the Club's records and discovered four life members whose names were not listed in *Drip Feed* (p4). They are: Harry Wheat (1964), Harry Burroughs (1976), Dick Mortimer (1978) and Bill Sanderson (1980). All are deceased.

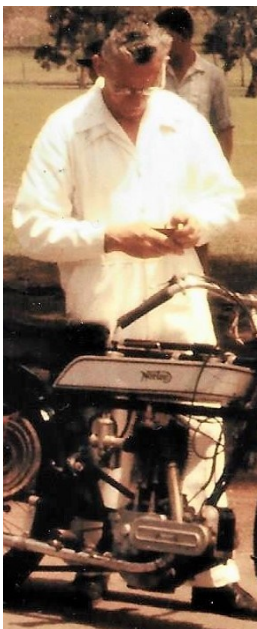
New machine examiners. On page 5 you will also notice the Club has approved four extra machine examiners. Early in February Peter and Gail Scott opened their home for a training seminar. Peter set a little test for the newbies and other existing examiners who were able to attend. He had made a number of safety-related 'adjustments' to one of his bikes for the examiners to find such as loose spokes, non-functioning horn, loose steering bearings and badly adjusted brakes. For one more obscure test, he kindly left a split pin on the ground near the front wheel as a clue. Then followed a discussion on the key elements of the inspection and how these apply to girder fork machines, and a review of the revised inspection documents. Peter also related examples of some 'horrors' he has seen during bike inspections over the years. The morning concluded with a fine lunch prepared by Gail. A most informative and enjoyable morning for the machine examiners and of benefit to members. Thank you Peter and Gail.

Don Liddle OAM recently did his age riding test. This took place on the wettest Sunday in February. Don was prepared with his wet weather clothing however, most of the younger riders at the training centre were not. Don successfully completed the test riding his HD sidecar outfit.

Beaut photos You will notice some very nice photographs in the issue taken by Jenny Fawbert during our Veteran Day run. Jenny is the Council of Historic Motor Club's (Bush Council) webmaster and an accomplished photographer. She noticed the bikes riding by and quickly grabbed her camera to capture the images and generously consented to me publishing them. Thank you Jenny.

Stay safe, stay healthy.
Graham Goodwin.

LETTER TO THE EDITOR—Yesterday's Album Photo



In the photo on page 19 of the previous *Drip Feed*, Paddy Ryan can be seen fiddling with something.

In the early days of our Annual Trial, all riders were issued with a used *Kiwi* shoe polish tin. The lids had a convenient size hole cut in them, which was backed up by celluloid forming a clear window. Two holes spaced at 180° apart were drilled in the lid and the body allowing copper wires to pass through on which were attached lead seals. A suitable amount of packing was placed inside on which sat your watch, which was set to official time. It was very awkward getting it in and out of your pocket as the ends of the wires and seals caught on everything. A broken seal meant disqualification. In the photo I think Paddy is flattening the seals and wires against the side of the tin before putting it in his pocket.

In those days' competition was taken very seriously and it was fierce.

Laurie Deller
February 2020 (via email)



PRESIDENT'S REPORT

We are going through some extra-ordinary times battling an invisible enemy which can strike without a warning. I am writing this message at the end of March so by the time it reaches you it might be somewhat outdated. But for sure, this crisis will not be over for some months.

Over the last few days I have been realising even more what life was for my parents in war ravaged The Netherlands during WWII trying to raise four boys. During 1944 and 1945 they endured a very cold winter, with no fuel, no electricity, hardly any food and an invader who was constantly looking for able men to be sent to the factories in Germany. There was also destruction of property by bombardments without any warning of where or when it would strike. My parents carried the scars from that time with them for the rest of their lives including losing my sister and two executed uncles.

In that perspective our lives are certainly upset, but compared to wartime we are still well off. There is enough food and we are not being shot at and our properties are not being bombed.

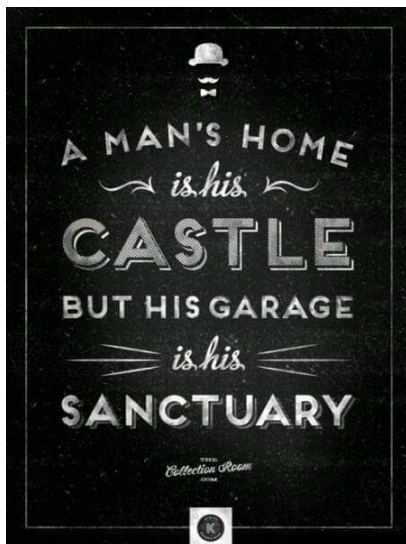
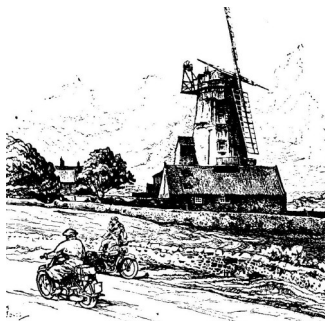
I organised a very pleasant run on Sunday the 16th of February for a small group of riders in the North West of Sydney (Richmond). Unfortunately, that has been the last Club organised event for some months as we have cancelled all Club events until things have settled down.

In the meantime I encourage you to stay in touch with your fellow members by phoning those you normally (or sometimes not normally) are in contact with. It is important for your friends to hear from you. It is also good for yourself to regularly have a conversation with a mate.

Many of us are over 70 years of age and we are urged to stay home and not go out at all. Hopefully you have some projects to keep yourself busy. Perhaps some long delayed painting of the house, autumn cleaning of the garden or even better, a project in the shed. I have started working on a WLA Harley which has been sitting in the shed for years. It needs engine work which I have avoided for a long time. Now is a good time to start on that and sort it out.

Make your own plans and set some goals for the next few months and work on it a little every day. When all the drama has passed you can look back and be proud of how productive your time has been. Keep well and ride safely.

Hans Sprangers.



VALE—JOHN FROGLEY

John Charles Frogley passed away at his home town of Parkes on 5 February 2020 following health complications arising from diabetes. He was 69 years old. He was buried at Parkes Lawn Cemetery on 11 February.

After working as a technician with *Telecom* John ran a deli / sandwich shop in Parkes, known locally as 'Frog's shop'.

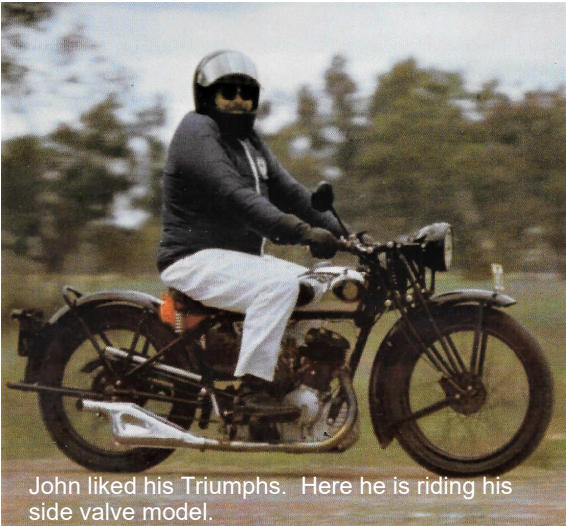
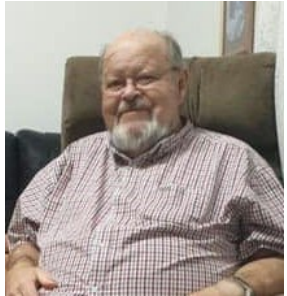
John was a motorcyclist all his adult life. He developed an interest in old machines and joined the VMCC around 1977. He was instrumental in organizing the National Veteran Rally at Parkes for the VMCC in 2013 and assisted

at our annual Rally at Cowra in 2015 as a corner marshal and driving a backup vehicle. He was also an

active member of the Parkes Antique Motor Club and assisted in running their annual rally which was very popular with VMCC members in years gone by. He often rode a late 1920s O.H.C. A.J.S. John was also involved in the Central West (Orange) Branch of the Classic & Enthusiasts MCC and attending many rallies in recent years with good friends John Packham (of Molong) and George Pratt (Parkes) most usually riding his favourite bike, a spring-hub Triumph Thunderbird.

John is survived by wife Colleen and four children Rachael, Rebbecca, Josh and Ben.

Rest in peace, John.



John liked his Triumphs. Here he is riding his side valve model.



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VMCC COMMITTEE MINUTES— 19/2/2020

Attendees: Phil Powell, Ian Coulston, Hans Sprangers, Lee Wright, Brian Harris, Rick Nabkey, Antony Gullick, Col Everingham. Apologies: Graham Goodwin, Matthew Goodwin
Correspondence In: Entries for the Veteran rally. Invitation to Dubbo Bike Rally 2nd May Notification of pre 1930 rally. Letter from the Guggenheim requesting bikes for an exhibition.
Correspondence Out: Numerous emails about upcoming events. Email about the passing of John Frogley.

Bussiness: New Members; Sean Sherry and Michael Jordan. Hans has organised the March Rally. Veteran Rally is all organised and we are hoping to get a few more entries. Bathurst is all organised, but entries are quite down on various years. Hans has been doing a reccy for the annual rally at Mudgee and it seems to be most appropriate. Business New Sydney–based examiners have now completed a training day, completed the application and are aware of the registration guidelines. The machine examiners will be printed in drip feed.

VMCC GENERAL MEETING MINUTES - 19/2/2020

Meeting Opened: 8.03 pm. Apologies: Graham Goodwin, Matt Goodwin, Richard Czereba. Visitors: Nil. New Members: Sean Sherry, Michael Jordan.

Minutes as printed in Drip Feed, accepted.

Correspondence In: Entries for the Veteran rally. Invitation to Dubbo Bike Rally 2nd May. Notification of pre 1930 rally. Letter from the Guggenheim museum looking for bikes for the exhibition in Queensland. Card from Graham and Jenny Froud thanking members for their support and offers of support (bushfire).

Correspondence Out: Numerous emails about upcoming events. Email notifying members of John Frogley's passing.

Financial: Opening balance \$30,422.00. Closing balance \$30,189.00

Recent Events: *Vintage Preferred* run in January, around about 14 machines. Ian Coulston organised the event. Had a little bit of rain, Hans broke down for a change. Sil's seat post snapped much to his discomfort. *Australia Day CARnival* show; much less attendance, both by vehicles and spectators. It was very hot and generally uncomfortable. Con thought that a change of venue and formula is needed. *Veteran Day* was postponed for a week due to bad weather. There were 7 bikes and everybody made it around except Hans.

Coming events: The *North West Run* is being run by Hans. This should be a cracking run on some great roads. Antony has reported that all the runs for the *Veteran Rally at Cowra* are all organised and entries are at around 20 so far. Lee reports that the *Bathurst Easter Tour* is all organised, but entries are quite a bit down. Hans has been organising logistics for the *Annual Rally at Gulgong*. We need to contact the Newcastle clubs to let them know the dates and times. The runs will be 6th,7th and 8th of November. Friday will be a short run, Saturday longer and Sunday a shorter run to Gulgong.

Welfare Report: Tony Blain is gravely ill. (Passed away on 20.2.2020. Ed) Ross McDermott is making a recovery.

Hans gave a report on the members who had bushfires close to their houses. Andrew Butcher and Graham Froud. Carl Silversword also had fires very close to his house, but also came through unscathed.

Business More *machine examiners* were needed as we had lost a number in recent years. There was a training day at Peter Scott's. Graham Goodwin has revised the old checklist and drafted new guidelines. Each examiner needs to fill out a form giving their credentials and background outlining why they are appropriate for the position so the Club can assess the application and appoint new examiners. Ian Coulston has found a motorcycle sized fire extinguisher that can be carried in a back pack. Hans alerted members to Howard Burrows new *Facebook* page about vintage motorcycle literature.

Regalia: Post Valentines day sale.

Meeting Closed:

EVENT REPORT — VETERAN DAY, MARAYLYA. 9 Feb. 2020



After all the rain and flooding that cancelled this run the previous weekend, it was a pleasant change to have a perfect day to get our veterans out for an almost drama-free run. We had ten riders with eight veterans (that is bikes and riders some of whom feel to a greater or lesser extent like veterans themselves). The riders were: Peter (1913 Rover), Laurie (1911 Norton), Lee (1914 Precision), Ian (on Peter's 1912 Rudge), Richard (1912 Bradbury), Gra-

ham (1911 Rudge), Hans (1911 F.N. single) and myself (1912 Triumph) with corner marshals John (1937 Rudge Special) and Robert (BSA M20). Rick and Matt were in the backup vehicle.

At 10a.m. we fired up our bikes and headed out on the run led by Peter on his Rover. Hans had some difficulties starting his F.N. and didn't leave with the main group but on our return, assured me that while we were out he got the F.N. going and headed off in the opposite direction for a few kilometers, turned around and came back again, still ahead of the main group. It seems this worked out well for Hans for on his way back he was photographed by a lady parked beside the road, making it look like he completed the whole run! (photo on front cover). Very dubious and questionable tactics I say.

Nonetheless, besides Peter overrunning the left turn onto Wolseley Road, we regrouped at Oakville reserve for a short break. No soup this time, too warm for that. At some point just after this Graham came up beside me pointing at my back wheel and indicating that I should pull over. After stopping I found that my rear brake shoe had snapped off at the pivot and was dragging on the ground. I couldn't believe it, another problem with this brake! Anyway, I secured it out of the way with a cable tie and some wire from my tool bag.





Left:

A big wave from the big guy Lee Wright on the Big Four.

Below:

Ian Coulston dodging wayward drones on Peter Scott's 1912 Rudge.

Graham expected me to put the bike on the backup trailer, expressing concern that I was going to continue riding with only

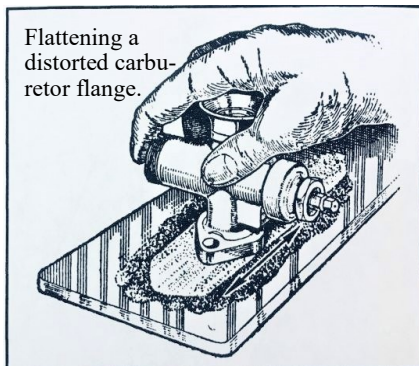
the front brake which everyone knows is even less effective than the rear. Basically, I had no brakes at all.

Apart from keeping a greater distance from vehicles, trucks, roundabouts and intersections, I managed with good management and luck to get back to Maraylya safety along with everyone else.

Thanks to Peter and Gail Scott for running this event again and supplying the tasty food for the BBQ, Lee for bringing the urn, the volunteer chefs and the . We all enjoyed a filling lunch, a good chat and pleasant weather. Another successful run.

Eric Steinhaus.

*All photos used with Permission ©
2020 Jenny Fawbert*



EVENT REPORT: COROWA SWIM-IN, 9-16 March 2020

The Corowa Swim-in is an annual event held in Corowa for a week. Military vehicle owners from around Australia get together for a week of activities in the area.

The main event is the taking to the water of Amphibious vehicles. The total attendance is about 200 vehicles and double the amount of people. Of the vehicles there are some Amphibious Jeeps, some bigger amphibious stuff like the Larc. The value of an amphibious Jeep is these days around \$150,000 ! So you do not see too many anymore as several have disappeared in "investment" collections. And are not used any longer.

There was not much swimming in the Murray River as the water levels were low.

This year was the year of the Military Motorcycle. So I took my Zundapp to ride on the Friday and for the parade on Saturday. There were about 20 motorcycles in the parade. Harley WLA's , BSA M20, Triumphs, Indian 741. Plus some ex german army bikes.

The parade on Saturday morning consist of all sort of vehicles (about 200) to drive through the main street of Corowa. The majority of vehicles are WWII vintage. With these days a large number of post WWII , ex-army Landrovers. From the town the parade continues to the showground were traditionally a massive Swap meet is held.

Being the year of the motorcycle, they led the parade this year. One of our members (Jim Carmody) rode an electric start green Royal Enfield.

Submitted by Hans Sprangers

CHAIN TROUBLE

On the last day of the Tassie Tour (see page 15) my BSA developed an inconsistent noise at slower speeds, like the chain striking the chainguard. Apart from the chain being a little loose, a quick roadside inspection found nothing unusual.

We completed the rally and back in NSW, I adjusted the chain and took the bike out for another ride with friends, about 100km. The noise remained. The photos explain what a closer inspection revealed. Graham Goodwin



EVENT REPORT—North West Run, Richmond, 22 Mar 2020



Eric, Brian and Don preparing to depart the café at Kurrajong.

This turned out to be the last Club event for a while at least as restrictions come into place to control the coronavirus.

A total of six lucky riders assembled at Smith Park, Richmond. As advised by the Government we kept our social distance of at least 1.5m. We had two Indian Scouts (1924 and 1929), a Triumph (1939), Indian Powerplus (1915), Harley JD (1918) and BSA M20 (1943) .

In addition, the Historic car club was represented by a Model T Ford and a Chevrolet. Jenny also attended in her F100. Ray Elbourne kindly provided the backup vehicle.

It was a beautiful day to ride, actually perhaps a little warm. At 10.00 am we set off to ride over the Hawkesbury River onto the back roads around Kurmond. I had used a run from about 10 years ago as the basis, but made adjustment to exclude dangerous crossings of the Bells Line of Road and fitted in a coffee stop at Kurrajong. The owner kept to the advise as to no more than 4 people to 10 sqm. We tried to be sensible and stayed apart as best as practical.

From the stop it was basically downhill around Grose Wold and Grose River and Grose-Vale Road back to Richmond.

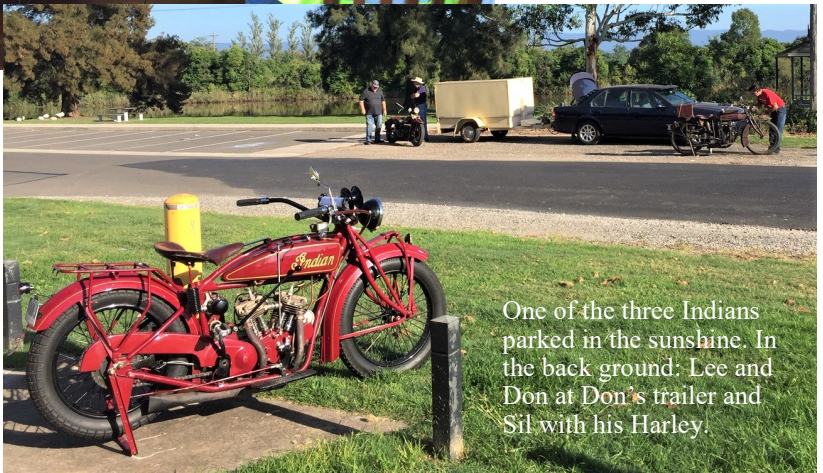
Total length about 65km. A pleasant and relaxing morning run no breakdowns.

I hope we can resume our scheduled Club runs soon.

Report and photos submitted by Hans Sprangers



Left: The last cuppa? Sil, Don, Eric and Lee 'social distancing' at the Kurrajong coffee stop. Shorty afterwards cafes were restricted to take-away only, groups restricted to two people and 70 year olds instructed to stay at home.



One of the three Indians parked in the sunshine. In the back ground: Lee and Don at Don's trailer and Sil with his Harley.

TASSIE TOUR 2020

This was the fifth Tassie Tour conducted by the British Motorcycle Club of Tasmania. The last 'TT' was run in 2017 and applications for 2020 were fully subscribed

Mid-1930s BSA rider enjoying the east coast views.



within 12 hours of release. You had to be quick.

The event was restricted to 100 machines made up to 1970, so understandably the vast majority of bikes were from the 1950s and 1960s, mainly larger capacity British bikes which easily handle the long-

er rides with a pillion passenger aboard. There were several BMWs and a sole Japanese machine, an original 1968 Yamaha 350cc twin. Oddly, there were no Indians. VMCC Vice President Matt Goodwin and partner Harley rode Matt's father's S7 Sunbeam as Matt wisely chose not to take his freshly restored but as yet untested Triumph Speed Twin. Sue and I rode our trusty BSA A10 again. This was our third TT on the 'Beeza' as my vintage Rudge restoration was not ready in time, and Mrs G does like a comfy seat. VMCC member Neil Parker, usually seen aboard an OK Supreme, was also on a Golden Flash.

I estimate that about a dozen pre-1948 machines took part ranging from a 1926 Model 18 Norton to a 1947 Harley Davidson (ridden from Urunga and back again), some BSAs, Rudge, Nimbus, HRD and Vincent models. I counted at least four Brough Superiors which I think were generously loaned to European and New Zealand visitors by Tasmanian salmon farmer Peter Bender. He also loaned a Vincent to



Brough Superior outfit

Old Bike Australia's editor Jim Scaysbrook, so keep an eye out for the article. I suspect Peter also loaned out some other Vincents and two 1950s Matchless

Models from his collection. Peter also provided the delicious salmon for a BBQ by the water at Strahan. A genuine and generous enthusiast.

After a half-day 'shake down' ride to Sheffield and back, the tour started from Ulverstone, proceeding clockwise via overnight stops at St Helens on the east coast, down to Hobart (2 rest days including dinner at Royal Hobart Yacht Club and optional ride),



Jason De Groot from South Australia riding his uncles' 1926 Norton Model 18



Handsome motor!

then on to Tarraleah in the central highlands, across to Strahan in the south west (another rest day), up to Stanley in the north, then east again along the north coast returning to Ulverstone.

Social distancing was in place for the farewell dinner at Ulverstone Rowing Club with 100 guests in the main dining area and the remaining 30 or so in a separate upstairs room.

Many riders had been on previous TTs. Ned from Coffs Harbour aged 92yrs has been to all five of them and rode a modern scooter this time, escorted by two daughters, son-in-law and other family members.

In total, we covered about 1,350 km over seven riding days enjoying mostly fine weather with intermittent light rain on the last day or so. Yes, there were some breakdowns with one or two bikes on the back-up vehicle most days. Unfortunately, having survived being backed over by a support vehicle, the S7 expired on the 2nd last day with what transpired to be a damaged timing gear. Peter Bender came to the rescue offering Matt and Harley a G12 Matchless 650cc to complete the rally.



1930 Rudge Special

I was discussing with Greg Boothey (WA) the great potential for the TT to be run for girder fork bikes only. The West Australian contingent are in the early stages of planning just that—a Tassie Tour for vintage machines. I have asked them to keep in touch.

The Tassie Tour 2020 was a relaxed, well organised rally, a holiday really, despite the building COVID-19 threat. Interestingly, Tassie stopped two cruise ships from disembarking passengers at Hobart at least a week before the Ruby Princess debacle in Sydney and was among the first states to close its borders. Tasmanians gloated that they had a moat and knew how to use it However, Tassie did not escape 'the great toilet paper rush of 2020!'



Well-travelled 1947 HD

The British Motorcycle Club of Tasmania is running the Tassie Tour again in 2022. So, if a relaxed old bike holiday around the Apple Isle appeals to you, set your alarm clock early when the Expression Of Interest is announced.

Graham Goodwin.

Photos—Jim Scaysbrook and Graham Goodwin.



Ransacked public dunny. Desperate times in Penguin!

The British Motorcycle Club of Tasmania is running the Tassie Tour again in 2022. So, if a relaxed old bike holiday around the Apple Isle appeals to you, set your alarm clock early when the Expression Of Interest is announced.

Below: 1930 Norton Model 19



Above: HRD single



An Unusual Motorcycle

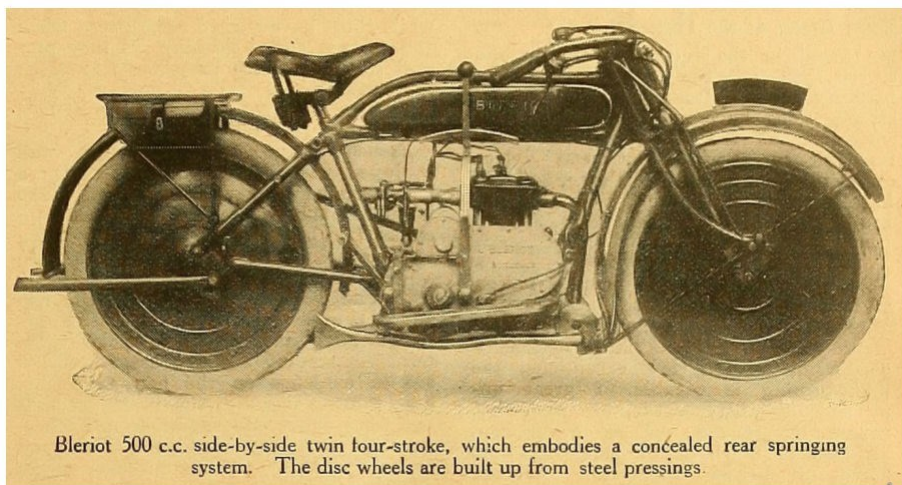
BLERIOT 497cc Twin Cylinder, 1919-1923



French inventor, engineer and aviator Louis Blériot (1872 -1936), developed the first practical head-lamp for motor cars and set up a profitable business making them. He went on to successfully develop one of the world's first monoplanes and in 1909, was the first to fly across the English Channel in a heavier-than-air aircraft. He became famous, establishing Blériot Aeronautique to manufacture aircraft, making his fortune.

After 1918, with the demand for aircraft slowing down at the end of WWI, Blériot Aeronautique took on contracts to build fishing boats, a motorcycle and a cyclecar with a 2-cylinder 2-stroke engine with shaft drive. The motorcycles would be manufactured in Paris, the cyclecars in their factory in England.

The motorcycle was introduced in 1919 and manufactured until 1923. It had some uncommon features including short trailing link forks, disc wheels, unit construction, adjustable rubber mounted handlebars and optional rear suspension. The 497cc engine was a side-valve parallel twin four-stroke, with a claimed output of 12HP at 3,000 rpm. It's unit construction incorporated a 3 speed gearbox. With final drive by v belt. Top speed for the solo was advertised as 46mph (75km/h). Later, sidecar models would be fitted with a twin cylinder two stroke 750cc engine from the cyclecar, thus including a reverse gear, with chain final drive. It was offered in Sport, Touriste and Standard versions, with optional rear suspension. The frame, fork, tanks and fittings were finished in light blue.



Blériot 500 c.c. side-by-side twin four-stroke, which embodies a concealed rear springing system. The disc wheels are built up from steel pressings.

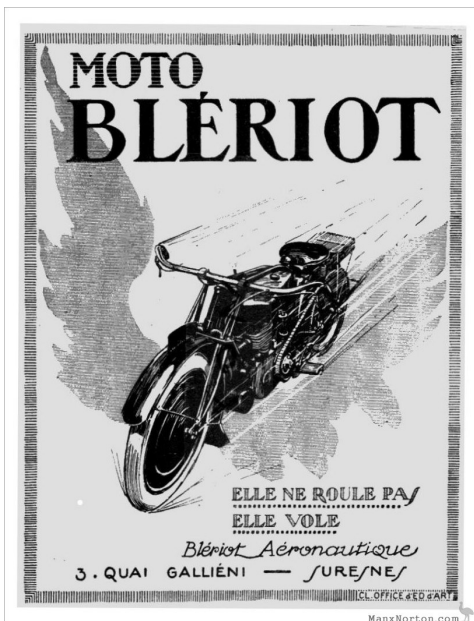
Description of the Bleriot 1919 Paris Salon exhibition.

Quite one of the most important features of the Show is the fact that the well-known aircraft firm of L. Bleriot have decided to enter the motor cycle market. Their production is well worthy of its originators, and though some may cavil at the type of engine selected, and the somewhat "stumpy" appearance of the complete motor cycle, there can be no two opinions as to the ingenuity of the design, or the excellence of the construction. The engine is a vertical side by side twin, having a bore of 60 mm. and stroke of 88 mm. (499 c.c), having both connecting rods attached to a common crank pin.

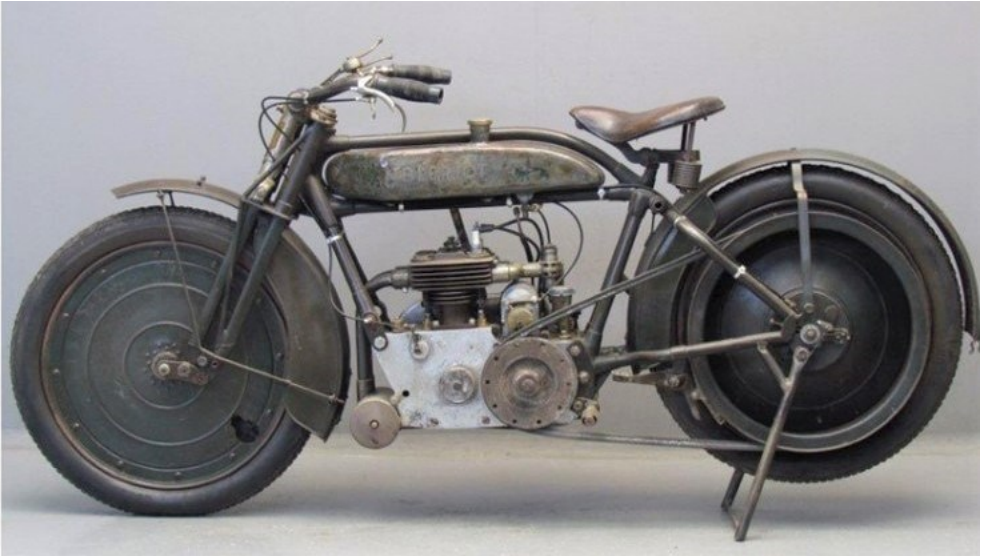
The two cylinders of the engine are mounted close together, the exhaust valve being set in front and the inlet behind, both being of exceptional size. The valve springs are neatly enclosed by split covers, held together by spring rings. Combined with the motor is a two-speed gear box, having both trains of gears in constant mesh, a selective clutch mechanism being employed to determine the ratio. The change is normally carried out by means of a lever, but when the high gear clutch is in use a pedal provides an alternative method of declutching.

Lubrication is to a large degree automatic, a considerable quantity of oil being carried in the engine base. This oil is splashed to all working parts, including the clutch box, draining back to the base, and replenished when necessarily through a sight feed drip. The final drive is by belt running over a very large front pulley.

The frame is a sound piece of work, suspended in front by coil springs through



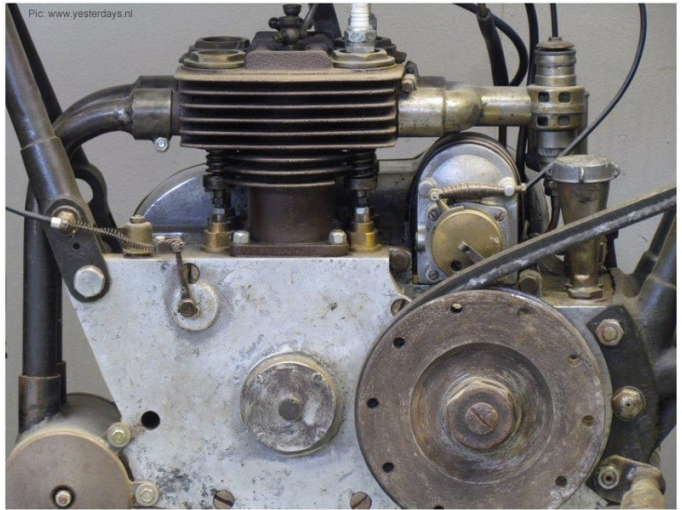
Left:
Louis
Bleriot



a trailing link action, and the machine can be supplied with or without a spring frame. This springing is so neatly arranged as to be almost imperceptible, all springs being enclosed in the rear down tubes, and the necessary link action occupies but a small space. Both disc wheels are shod with 650 x 65 mm. tyres, and the rear mudguard is extended over the top of the belt rim. Duplex tanks conceal the tank rails, and are joined on the lower sides by a combined tap and priming device.

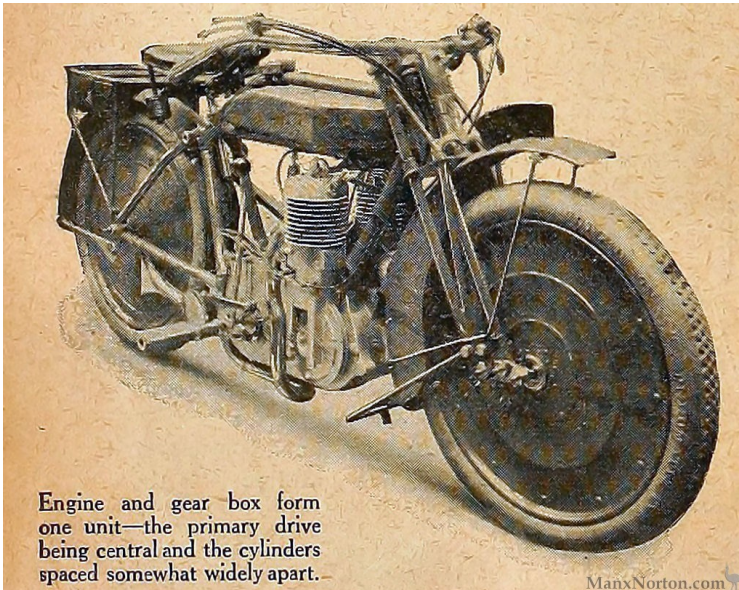


As is the rule on French motor cycles, both brakes act on the belt rim, one above and the other below the chain stay, and the actuation is controlled by twin pedals placed side by side, so that either one or both brakes can be applied as desired. A refinement which will be appreciated by many is that the angle of the handle-bars is easily adjustable. Twist-grip controls are installed, and a special compartment for tools is arranged in the tank.



Above: Left side of motor featuring large pulley.

Below: 1922 Bleriot 750cc 2-stroke twin for sidecar use. The 750cc motor was originally fitted to Bleriot cyclecars.



Engine and gear box form one unit—the primary drive being central and the cylinders spaced somewhat widely apart.

*Article submitted
by
Rick Nabkey*

- References: (Including period posters on back cover)
- <http://goodsparkgarage.com/the-bleriot-motorcycle-and-early-flight/>
 - <https://www.yesterdays.nl/product/bleriot-1920-std-500cc-2-cyl-sv/>
 - <http://cybermotorcycle.com/euro/brands/bleriot.htm>



* Pic: bikernews.com

EXCELSIOR IN ISOLATION—Part 1

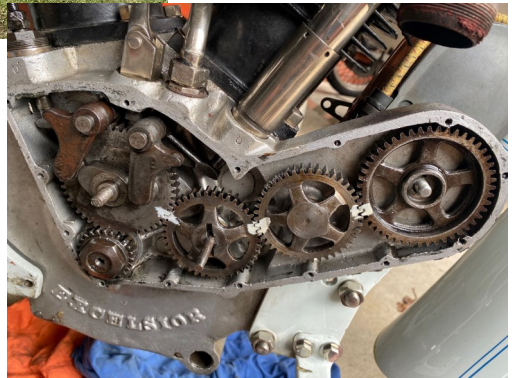


Isolation idyll. Excelsior overlooking *The Flathead Hunter* moored at jetty.

With various issues to deal with, Janice and I decided to relocate to Sussex Inlet, our son is a nurse and at the coal face and Janice is immunosuppressed at the moment and the two in the same house didn't seem like a good idea. What did seem like a good idea was to head to Sussex for a while, Janice can do her lectures and meetings on line, the travel industry is destroyed (my business)

and I can take down a couple of bikes to fiddle with.

First cab off the rank was the Excelsior. This seemed a great opportunity to get the carburetion right for the Cowra veteran rally (now cancelled). For anyone who has fiddled with the early Schebler carburetors they will know just how fickle they are, there is the tiniest movement of the needle over the main jet and the spring on the air flap is also a bit fiddly, you also burn



Desperate measures.

your hand just trying to adjust it, as it is too neatly tucked between the cylinders.

At the end of the annual rally I noticed I was getting a little bit of clutch slip, so first job was to adjust the clutch. This I did, but still had slip, so I continued poking around and to my horror realised the output shaft was spinning in the flywheel. There was no way around it, this was a complete strip down and flywheels apart job. This is all doable, but I was not in my workshop and had limited tools. There were specialist tools I had made assembling the bike, which I didn't have, and had limited sockets and spanners - but I did have time!

The strip down went quite well and I got



away with making a C spanner for the exhaust nuts and a special tool for the clutch and crankshaft nuts. After the strip down I soon established that the shaft was not broken, the nut was still tight on the shaft (Loctite) , so I can only surmise that either the nut bottomed before it was completely tight or the shaft had caught on the key as it was being done up. I had lapped the taper, so it should have been good.



The next snag is that I don't have any sockets big enough to get the wheels undone and when I do, have no way of accurately re-assembling them. Paul Brockbank helped me true them in the first place, but this was done between centres on my lathe with dial gauges - none of these are in the shed at Sussex.

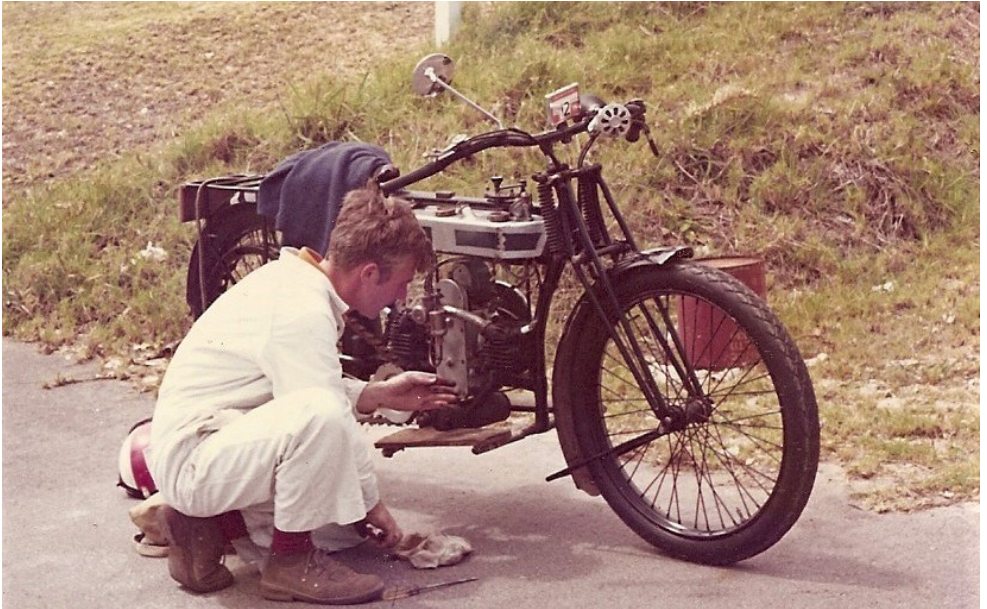
I went to visit an old member of the VMCC, who moved to Sussex

Inlet some years ago. Some of you may remember Graham Sawyer from Wollongong, he was a very good friend of Kevin Cass and rode a 600cc Norton outfit. Graeme bought a house and a factory unit where he keeps his two 1930 Chryslers and a Veteran Maxwell. More importantly, Graeme has a hydraulic press, a lathe and dial gauges!

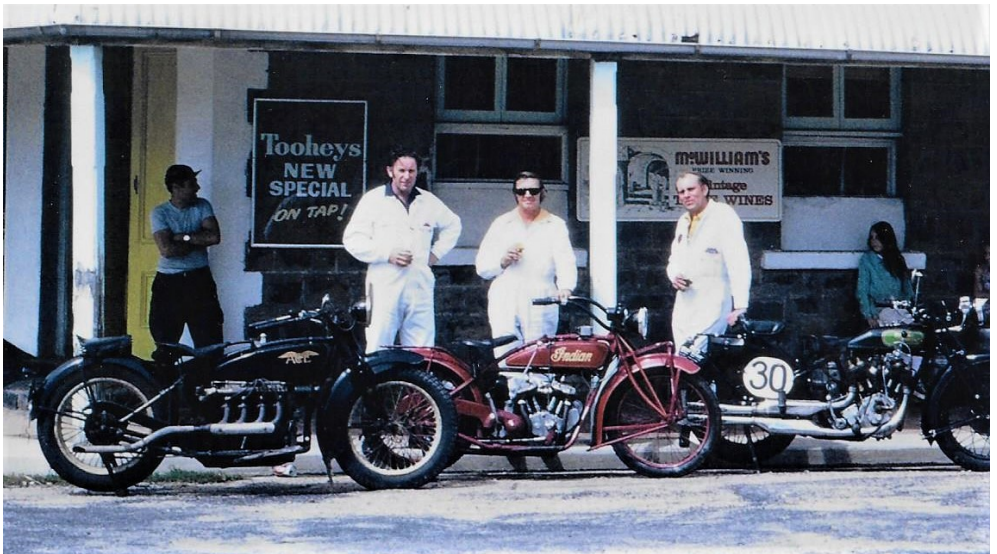
We are starting work next week. Stay tuned for part two.



YESTERDAY'S ALBUM



Lionel Follan doing some roadside repairs to his 1924 Douglas TS. Wagga Wagga Rally, June 1971. Photographer unknown. *Submitted by Laurie Deller.*



Above: Bathurst Rally, 1975. Don Liddle (1927 Ace 1000cc), Lou Albert (1924 Indian Scout), Adrian Schuck (1928 Royal Enfield 1000cc) *Submitted by Don Liddle*

FREE ADS

Ads will run for two issues unless renewed. Please advise the editor if your item has sold.

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1912 LMC (Lloyd Motor Engineering Company, Birmingham). Complete and running well. LMC 3.5h.p. (500cc) s.v. motor. Fitted with three speed gearbox and clutch. Originally direct drive (run and jump). Comes with all parts (pedaling gear etc) to easily convert back to original configuration if desired (photo below right). Frame has not been modified. Rare machine. \$20,000. Graham Froud 0408 650 850.



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- **BSA 1927 500 s.v.** restoration project. 1927 motor in 1926 frame. Bike is 70-80% complete. Most tin-ware is there, if in poor order. All mechanical items have been reconditioned; engine, gearbox, carb, magneto (incorrect type), new rims, spokes, brakes and tyres. Includes hard-to-get original throttle/choke control, toolbox and latch. Comes with manual oil pump with sight glass and engine oil pump with sight glass. \$12,000 or offer. Will consider exchange or cash adjustment for suitable 1950s 500–650cc motorcycle restoration project, must be complete. Martin Haley 0419 425 272.



- **Douglas piston kit** for 1924 2 3/4 h.p. Pair of new unused 61.5mm Australian made JP pistons complete with rings, pins etc. May suit other models. \$200. John Hall (non-member) 0438 643 877
- **Spokes**—I have a very large selection of 1900 to 1930 motorcycle spokes and nipples that would suit veteran and vintage motorcycles. Various gauges, lengths, in steel, some painted black and nickel plated. These are new old stock that have been in storage since 1930, never used, in varying levels of condition. I'm located in Athelstone, South Australia. Interstate enquiries. Email Dimitri: ecojy001@mymail.unisa.edu.au or call/text 0411 575805.
- **Cables**— universal nylon lined clutch and throttle cables \$20 each. Rudge crankcases 1930's on. Peter Scott (02) 9624 1262.

FREE ADS *continued...*

WANTED

- **1950s 500cc or 650cc motorcycle.** See 1927 BSA on For Sale page (p28)
- **Pair of front fork springs** for 1937 BSA 250cc. John Thompson 9724 2179
- **1925 Raleigh parts.** Brampton Biflex forks (as fitted to AJS, Brough Superior); flywheel with sprocket; primary cover; chain guard; handlebar levers clutch, throttle, air, ignition; front & rear wheel hubs and brake assemblies or complete wheels. Eric Steinhaus 0430 226 349
- **1915 Rover** internal kick starter mechanism. Willing to purchase complete gearbox. David Brown 0412 000 524
- **Cams and timing side cover for JAP** quad cam 1000cc v-twin motor. Antony Gullick 0415 284 620
- **James 225cc two stroke engine.** Ross McDermott 0412 826 436
- **Rear Stand** for a 1929 B29 350cc Douglas. Col Everingham (02) 9642 3505
- **FN Four parts, 1908.** Any parts considered. Neil Bromilow (Western Australia) r.bromilow@westnet.com.au Phone (08) 9844 6275 (evenings)



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Peter Scott (top photo) on his 1913 Rover 3.5h.p. and Richard Czereba (above) 1912 Bradbury at Veteran Day, Maraylya.

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Blériot motorcycle advertising drew heavily on the company's aircraft background