

DRIP FEED AUG - SEP 2024

FEEDING NEWS AND VIEWS TO
MEMBERS OF THE VMCC NSW INC



**Headlight Run, the
indomitable Dennis Fry at 91
getting a push start**

2024 NOTICE BOARD



Note: Events and venues may change due to weather and other circumstances. Never assume a ride is off contact the organiser on the day All events start at 10am unless specified.

VMCC Meetings: Every 3rd Wednesday of the month 8pm, NOTE NEW VENUE SPORTS and RECREATION CLUB, 9 Elder Road , Dundas.,

DEADLINES for Drip Feed, Aug 14th, Oct 14th, Dec 14th 2024

AUGUST 2024

Sunday 4 August Borradale Memorial Run , The Oaks, Ian Richardson

Saturday 24 – Su 25 August AMCA Bulli Weekend , Bulli Antony Gullick 0415 284 620

Wednesday 14 Aug Comm & Gen Meeting, Dundas Sports Club

SEPTEMBER 2024

C>M>AMC Fathersday Swapmeet, Cootamundra Show Ground

1st Sept 2024

We 18 September Committee and General Meeting , Sports Club, Dundas

Sunday 15 September Wisemans Ferry run, Maraylya Hans Sprangers

Sun Sept 22 Boats and Bikies Sussex Inlet Antony

OCTOBER 2024

4- 7 October (Labour Day) Parkes Annual Rally , Parkes
Wednesday 16 October Committee and General meeting,
Sports Club , Dundas
Sunday 20 October Sidecar preferred run Bowral
Ray Elbourne 0408219663

NOVEMBER 2024

Fri 1 -Sa 2 – Su 3 Nov VMCC Annual Rally . Cessnock
Steve Murdue, Antony Gullick + Committee
Ton Plus Two Run At Cootamundra 1stth November, John
Simpfendorfe 0409328566
We 20 November Committee and General Meeting.
Sports Club, Dundas

DECEMBER 2024

Sunday 1 December Annual Inspection Day luncheon,
Silverwater, Committee

NOTE : No General Meetings in December and January

**VMCC of NSW 70th Anniversary rally Fri 31 October 2025 – Sa
8 November 2025 based at Bathurst (Kelso Holiday Park)**

Jan 2025 – Vintage Preferred run, Douglas Park. Rick
Nabkey.

Sun 26 – Australia Day, various events.

February 2024 – Veteran and Tiddlers run, Maraylia, Hans
Sprangers.

Editors Desk

Well I had a good couple of months with a few rides in and the usual suspect contributing articles for the Mag, a big thank you.

Work has me flat out and I find little time to do much else, also with 2 kids in high school most weekends are booked out months in advance. The recent North Run forced me to sort out a few things on the bike and it had an almost flawless run, though when i got home I had to tighten up a few things like the inlet manifold and Exhaust bracket the joy of V twins!

I'll miss the Borrodale run, my son and I are heading to the Conowindra Swap meet and the Fish Fossil Museum these fossils predate land animals! After my trip out to Parkes for a mates funeral last May. I noticed so many interesting places I want to visit and show my kids, that I am making it a priority to put it in the calendar for once a month and hopefully some interesting stories to come.

I'm also hunting around for a workshop space to expand my coach building business, noted there is rarely any wood work on a bike but side cars I have done and as you all know I am partial to a side car. Definatley looking forward to the 3 wheels ride in October. Dust off your trikes bikes and Service cars. If per chance you know some one with a Morgan please tell them about our event.

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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



We are the GIRDER FORK RIDERS

Established Sydney 1955 the VMCC's purpose is preserving, restoring and riding motorcycles and sidecars made up to 31 Dec. 1947. The girder fork era of motorcycle design, before telescopic suspension became almost universal. The girder fork era includes the **veteran** (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.

Origins of the Club:, Started at the Hollywood Hotel July 1955, With a meeting Convened by Ray Corlett, Followed by a display of old Bikes at Burling & Simmons Showrooms, And a run of vintage machines organised by ACU of NSW.

Founding members Norm Cooper(First Chairman) Jack Borradale (First Hon Treasurer and Secretary), Norm Burling, Reg Challenger, Ray Corlette, Jack Ehret, Rus Eve, Laurie Gallop, Terry Hay, Roy Honey, John Mola, Ernie Marr, Sandy Marshall, Len Masser, Joe Moore, Dick Mortimer, Harry Noad, Kevin O'Brien, Joe Parks, Barry Ryan, Paddy Ryan, Len Simmons, Don South, Laurie Sykes and Vic Fortesque

LIFE MEMBERS

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

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MEMBERSHIP FEES Annual 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 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

D-DAY commemorations Normandy 2024

We were lucky enough to be able to attend the Normandy beaches in the week from 1-8 June 2024.

Having shipped over my Jeep from Australia with the Lang Kidby tour of 2009, I had kept it in The Netherlands and used it to go to Normandy in 2009, 2014, 2019 and this year. After 15 years I managed to convince the equivalent of the RTA in The Netherlands to register my vehicle. Yes it took several attempts and 15 years until success. This makes insuring it a lot easier and a lot less expensive.

For the first time we did not drive the Jeep to Normandy, but trailered it. Mainly to save time and fuel cost. (fuel is \$3.00 a liter). The distance from The Netherlands to Normandy being about 1000km. I took my 13 year old nephew with me, who had been given a week of school. No better history lesson than being there yourself. Accommodation had been impossible to secure. Thousands of Gendarmes are being brought in for security and they take up a lot of accommodation. Being unable to secure accommodation we camped out with the MVT (British Military Vehicle Club) at the Camping Reine Mathilda in Etreham. About 15km from Arromanche. I had not slept in a tent for over 15 years and used the same tent I used in 2009.



Every time security is stricter and restrictions worse. To attend a ceremony with dignitaries is about impossible. Roads are blocked and access very limited. So I planned to attend to the busiest places first. We visited OHAMA beach and the American Memorial on the Sunday 2nd of

June. Memorial functions are held every day at the main sites in Normandy. Special parking was reserved for military vehicles. Having a small kitchen mounted on the back of the Jeep (instead of the spare wheel) we could make coffee/tea and eat lunch without standing half an hour to an

hour in line at a café.

The American cemetery is an impressive site. From what ever angle you look the crosses are always in line. One is overwhelmed at the number of young men buried here. Thousands lost their life in the Normandy campaign.

Near Omaha beach is the OVERLORD museum. Next to the museum was an impressive display and driving show of the rarest of military equipment. Several German tanks had been brought in from French collections. Panther tank , Tiger II and the huge tracked trucks. Kettenrads , Kubelwagens and other german vehicles one does not see much at all. I had never seen such a collection before.



On the Monday the 3rd we went to St Mere Eglise. The town square is now closed off and parking is only outside the center. St Mere Eglise is a picturesque village where trapper John Steel's parachute caught the church steeple. He hung there for a few hours until captured by the Germans. He managed to escape during the ensuing fighting and survived the war .

The French have built a replica base camp. CAMP GERIMO on the outside of the town. Again an incredible collection of vehicles. There were for instance 7 Sherman tanks of different variants. But also several displays. A Commando post, fuel dump, a nursing station, a vehicle repair shop etc. We took most of the day here looking at all what was displayed and demonstrated.

Headlight Run May 2024

by Brad Martin

Although a weather forecast predicted winds and maybe the occasional shower in the Sydney basin (neither of which eventuated for us), this long running Sunday ride was again, another successful VMCC event.

The revised starting spot for this year was set at Tahmoor Inn carpark, which is on the southern end of Tahmoor township. This alternative starting spot was necessary due to the Thirlmere Festival of Steam and the hordes of people that event attracts, plus associated road closures in place within the Thirlmere precinct – all part of the traffic & people management around the heavily supported Steam Festival.

The bright and sunny day saw 13 people gather at the start, including two visitors;



1. Kon Helidionitis – support & back-up trailer
2. Mic Johnson – 1990's Harley Davidson & new VMCC member (there to see us all off)
3. Mic Smith (visitor) – riding another 1990's Harley Davidson (also there to see us all off)
4. Bernie Smith (visitor) – Postie Honda & along with Dennis Fry (also there to see us all off)
5. Dennis Fry – c1938 Velocette MSS
6. Eric Stienhouse and his partner - classic Triumph Twin
7. Laurie Deller – 1931 Model X-3 Matchless
8. Phil Powell – 1939 Speed Twin Triumph
9. Ray Elbourne – Ride organiser,
10. and with the 1924 green Indian
11. Ian Richardson – 1927 Scott Squirrel
12. Dave Swallows – 1934 Panther
13. Brad Martin – 1935 Velocette KTS

Unfortunately, Ray didn't make it past the start and had valve lifter breakage problems on the Indian, the Panther also gave Dave some headache, with valve and rocker over-clearance issues, plus Dennis (luckily) had a failure in the final 10m of the ride ending – the magi appeared to die just where it needed to die, as he rolled back into the pub carpark.

Only the Panther needed trailer collection & about ½ distance along the route, with Kon immediately assisting. Apparently, the Panthers dilemma is an easy fix.

The group got back to the start a little earlier than expected, so most of us enjoyed a coffee, soft drink or beer in the Tahmoor Inn leading up to midday. Being a little early, we all decided on no lunch this time, but we did have a good talk on some past and upcoming events – most of the guys indicated that they're trying to make the Goulburn TT Centenary event in mid-June with something like 600 motorcycling enthusiasts expected. Ian Richardson also mentioned a Girder Fork ride is being planned through the Classic and Enthusiasts club for Tuesday 23rd July 2024.

The main features of the day;

- Dennis Fry – 91 years young and still turning up and riding to the start. Good man.
- Wonderful to have Laurie Deller bring out his big Matchless – and what a jewel it is.
- Those two 1990's Harleys that turned up at the start – beautiful machines indeed.
- Many thanks to Kon for doing the Back-up – top effort.
- I lost the RH bolt from the rear stand – bugger. Cable ties are good things!

Surprisingly, the roads were not choaked and we managed to dodge the few but ever-present potholes along the way. All up, we had a very good ride and with good company.

Magnat-Debon, founded by Joseph Magnat and Louis Debon, was at first based in Lyon, France and later in Grenoble, capital of the French Alps. They made bicycles in an ultra-modern, self-contained factory from 1893 and motorcycles from 1902, both in the same black and green color-scheme, powered by both two- and four-stroke engines. The factory became part, in 1923, of the large Terrot cycle and motorcycle empire based in Dijon. By 1929, Magnat-Debon was a 'sous-marque' of Terrot whereby Terrot bikes would be the latest models, Magnat Debon being identical but a season later and lower priced. Often self-defeating, since the financially cautious French public often bought greater numbers of the lowest-priced. Terrot/Magnat Debon finally closed its doors in 1962. The strength of Magnat-Debon was their between-wars, touring range, the side-valves, such as this one, being light, frugal and immensely reliable. (excerp from classic motorcycle magazine)



Spotted by Brian Harris in the Harry Hartog Bookshop opened in Ryde recently, a Magnat Debon.

Peter Scott has retired

Over forty-four years ago Peter Scott and Rob 'the Rudge' Hart decided to go into business. Meridian Motorcycles was formed and specialised in restoring and repairing Vintage and Veteran motor cycles. This included some magneto and generating work. Peter had much experience of this, for many years, in his work as a motor mechanic. Coils were rewound for us by a back-yard business in Melbourne.

One of their major rebuilds was of a veteran Bradbury with wicker sidecar for the Power House Museum, in Sydney. It is still a much loved exhibit, in a glass case but had previously been a much used vehicle. Santa used to arrive at the annual Motorcycle Riders' Association 'Toy Run'. Motorcycles of all makes and ages arrived in Sydney with teddies as pillion passengers and paniers full of toys for the Children's' hospital.

After four years of establishing two sides of a small business, Rob with his workshop near Padstow, Sydney, and Peter in Seven Hills, the other side of Sydney, the pair decided to split. Peter Scott Motorcycles was born. The advertising slogan was 'Quality Magneto services', the email address 'qualmag' which soon became how Peter was known. Peter continued to restore vintage bikes, but his main 'bread and butter' income was magneto and generator overhauls for veteran, vintage and classic bikes, cars and 'planes. The supplier in Melbourne wanted to retire. Peter went and learned how to wind coils.

Approximately 5,500 coils later, Peter and wife, Gail, decided it was time to retire. 'Peter Scott Motorcycles' closed its doors on the 31st March 2023. Many customers continued to send jobs. One long-time customer actually laughed when told that retirement was imminent. A young friend and Rudge enthusiast, Matt Goodwin said that he was interested in taking on the magneto work. He was looking for something that he could work on from home and turn into a business. Peter continued until the New Year and decided that he'd had enough. Peter spoke to Matt and arranged for him to come and have a week's course on coil winding and magneto/generator servicing and repair. Matt Goodwin picked things up quickly and enjoyed the experience. A price for all Peter's machinery, equipment and spares needed for Matt's new business was agreed upon. As Matt lives in Wodonga, just over the border into Victoria, he needed help transporting all the gear home. Everything was loaded into our van with his trailer attached and delivered.

Peter's customers have gradually transferred to sending work to Matt. No complaints yet. There have been a few video calls for advice with unusual magnetos.

So, if you are in need of Matt's services call him: 0423503216 or email: matt.e.goodwin@gmail.com

Motoring on !

Laurie Deller has once again passed his license renewal , congratulations mate. Showing us younger folk how its done, he is one of the most active members of the club and at 87 sets a great example to us all to keep riding and enjoy life.

VALE ERIK LARSEN.

Sadly long time and popular member Erik Larsen passed away at his home on the Sunshine Coast recently.

Erik, a veteran motorcycle and car enthusiast ,was a frequent rider at our Bathurst Easter Rally as well as being a willing supporter and helper at the event. He was a keen Club member for nearly 40 years and was well known for his friendly disposition and willingness to participate.

A great loss to his many friends.

R.I.P old friend.

Lee Wright.



A Celebration Of The Life Of
Svend Erik Larsen
20.08.1942 - 27.06.2024



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

69th ANNUAL RALLY

for pre-1948 motorcycles and sidecars

Friday 1st – Sunday 3rd of November 2024

Based at Potters Apartments Cessnock

Accommodation is available at Potters Apartments (02)4991 7922 (you receive a 10% Discount if you say you are with the rally). There is also a restaurant and Brewery on site. This will be the base for the rally all rides leave this venue.

Alternate accommodation is 300 m away at Wine Country Tourist Park only 2 cabins but can accommodate caravans and campers. (02) 4990 5819

Proposed Schedule

Friday afternoon 1st November. Shake down run 1pm leave Porters Apartments 56ks to Lochinvar for a refreshment break, then 18kms back to your accommodation. Friday night 5.30/6 meet and greet sausage sizzle in the BBQ area at the Potters apartments.

Saturday 2nd November. Depart 9.30 am from Potters Apartments. Morning tea at Branxton multiple venues approx. 40 kms, then off to Greta via Elderslie for lunch at Greta workers club. There are other venues available nearby also. Approx. Afterwards head back to accommodation approx. 40 kms

Saturday night dinner is at the Valley Brew House (where the accommodation is) 5.00 pre dinner drinks and dinner at 6.00pm. We have seating booked ,but will need numbers to reserve the right amount of tables. Dinner and Drinks PAYG.

Sunday 3rd Nov. 9.30am depart rally Potters Apartments Morning tea at Jimmy Jones 40 kms, then off through the vineyards through Cessnock, Mulbring Quorrobolong to the Khartoum at Kitchener for lunch 74 kms (there is a shorter run leg for veterans if required) then it's a straight run home (2 turns) 8 kms back to Potters Apartments

Back-up vehicle will be provided.

All meals are pay-on-the-day at the venue (pay as you go PAYG). Except the sausage sizzle on Friday which is supplied by the VMCC

Entries close Friday 25th October 2024. . There is no rally regalia (badges, T-shirts etc).

Enquires: Antony Gullick M: 0415 284 620 E: info@cubanculturaltravel.com Local logistics and local information Steve Mordue: M: 0477 770 993



ENTRY FORM

Vintage Motor Cycle Club of Australia (NSW) Inc.
69th ANNUAL RALLY
for pre-1948 motorcycles and sidecars
**Cessnock, Hunter Valley, Friday 1st – Sunday 3rd
November 2024**

Entrant name: Club:

Address: Postcode:

Phone: Email:

Machine (1) Year Plate No.

Machine (2) Year Plate. No.

I will participate on the following days: Friday Saturday incl. lunch Sunday

Entry fee: <input type="checkbox"/> Non-member \$20 <input type="checkbox"/> VMCC member – free entry
<i>For catering purposes only – pay on the day at the venue.</i>
Friday evening suasage sizzle free !!- Number of meals required:
Saturday evening (pay at venue) Number attending

Non-VMCC members only: I am paying by; Electronic Funds Transfer (EFT)

Entries close Friday 27 October

Please return this form (*with payment for non-members in favour of VMCC of Aust (NSW) Inc.*) to:

Secretary VMCC
8 Valley Road
Padstow Heights NSW 2211

Online payment (EFT):

Bank: NAB. Account Name: Vintage Motorcycle Club of Australia NSW Inc.
BSB: 082 128 Account Number: 509175487

Please make sure you identify what this payment is for e.g. VMCC Rally

DECLARATION The motorcycles / sidecars I am operating in this event is either on full road registration or Historic Plates (HVS). I undertake not to hold the Vintage Motorcycle Club of Australia (NSW) Inc, it's Committee or representatives or volunteers responsible for any damage to or theft of vehicles or possessions, or any injury sustained during the course of participating in this event and associated activities.

Entrant's signature: Date:

Goulburn 100 Grand Prix rally

by Eric Steinhaus

I was quite looking forward to the 100 year anniversary Grand Prix celebrations and headed down to Goulburn Friday afternoon to ride in the Friday night parade. It was cold and not much fun on my 1915 Indian 1000cc VTwin. It took quite a while to get the bike started but eventually she did. It was a nightmare trying to ride it slow in the large volume of very slow moving bikes up and down the Main Street of Goulburn at 6pm. I knew this would happen and trying to ride the manual clutch lever, keep my balanced and try to stay a distance from the other bikes was not a pleasure. It was quite well attended with many locals lining the street and cheering on.

There were not too many pre war but mostly modern bikes revving their bikes and creating an atmosphere.

Saturday was an easy day, beautiful day and went in the morning to pick up my ride pack and wandered around the Showground pavilions and looked at the displays of bikes both old and new in year categories and next door the farmers market was on which was handy if you wanted locally made booze, veggies, fruits, cakes and biscuits.

They had 2 motocross bike riders doing stunts on a high ramp and a short parade of bikes up and down the oval.

I saw Sil there on what was probably a veteran Harley Boardtracker smoking the place up and down the track on the oval. Well done Sil.

Sunday was the main event with the recreation of the Grand Prix. They must have been mad to conduct this race in the middle of winter back in the day as it was pretty dam cold and I took a hot air gun with me and warmed up the cylinders before we left the van park. As my category was the first to leave at 10.30 I rolled up at the Showground at 9am expecting it to take a while to get my bike going. Because the main bearings are actually bushes, in these very low temps it can be really

sluggish to kick her over. By 9.30 with a really nice day and the sun shining and possibly that by pre warming she fired up after about 8 kicks and some Start You Bastard. Wonderful stuff. Once warmed up I headed into the Showground and lined up in the first category that went up to around year1924. Other club attendees were Kevin Boardman on his new Indian Powerplus, Ian Richardson, Laurie and Tony Gosling. Hope I mentioned everyone, if not my apologies.

All the bikes taking part were grouped in year categories starting at around half hour intervals.

Due to the cold and wanting to keep the cylinders warm I just kicked her over and had her running for about 15sec. when the organiser with the megaphone told me to shut it up as he was just about to start the briefing. Something about timing!!! The briefing was at 10:15 and by 10.30 we fired up the bikes and slowly headed out onto the road and lined up behind the lead bike. By the time I had been going about 20min and being dressed in a tweed jacket, vest, white shirt, scarf, jodpurs, leather spats and open face helmet I was beginning to re think the effort of dressing up in period clothes. (I was the only one who attempted to dress up in period gear!!)



I was beginning to seriously freeze, my chest was hurting and by the time I was on the back leg I was starting to shiver and shake with my hands trembling that bad I had to hold onto the bars and not the handgrips. My eyes were watering and couldn't wait to get back. There were lots of people who were dropped off at 4 different locations along the route by very well organised bus transport for spectators as well as lots of locals that were standing out front of their properties yelling and waving at us. I was about number 2 way out in front and had a really nice run at my pace.

At the briefing we were warned not to speed as the local constabulary would be out in force watching us. I didn't see one cop.

I was kinda glad to get back and it was warming up nicely. By 11.45am when I returned the last group were just setting off on modern bikes. The circuit was just over 80 kilometers and would have been great in 1924 at speed for the nice long undulating roads. The circuit was out of Goulburn to the south towards First Hill, Windellama, Bungonia and return to the Showground all left turns in one circuit.

It was cold, good fun, but if there is a next time I may dress more appropriately.

On Saturday we did the rounds of the op shops looking for a greatcoat but non were to be found. Shame could have used one.

There were around 400 bikes that took part.

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Minutes VMCC General Meeting Date: 10/06/2024

Meeting Opened: 8.00pm

Apologies: Ross McDermott, Robert Ludecke, Ian Coulston,

Minutes as printed in Drip Feed: Ray has just done the last drip feed and he needs reports from rallies. Moved: Richard Czereba.

Correspondence.

Boats and spokes discussion about upcoming weekend.

Steve Mordue with slight change to runs

Out lots of reminders to members about upcoming events Moved: Phil Powell

Financial: Opening \$21,679.72 Closing \$20,734.89 Phill advised that we are going backwards very slowly, not a problem, but needs to be monitored.

Moved: Ray Elbourne

Ray has been working on the next issue but needs more articles about runs etc.

Recent Events

Headlight rally 9 starters, with a couple of blow ins. The run started in a different place due to steam stuff. Most bikes made it, was an overall successful event. It was suggested we start from this place next year.

Hunter valley weekend. Was raining very heavily with only 8 riders, when the rally started it stopped raining. Sunday was a great day with good weather and over 20 bikes.

Natal Classic in South Africa. Antony went riding a 1913 Clyno and 1922 BSA. Watch the Drip feed for further details and stories.

Coming events. Run North meeting at the Cowan truck stop. 9.30 and heading to the corrugated iron café and return

Borodale run at Ian Richardson's will be the same as past years

Tuesday 23rd of July tiddlers and girder fork run from Berklee harbour. See CEMCC website for details

There is a "Boats and Spokes" in Sussex inlet for pre war boats cars and motorcycles in 2024.

General business

Antony spoke about his trip to South Africa, said there was a lot of enthusiasm for old bikes there.

Welfare Report: Ross McDermott is having dialysis treatment.

Graham Froud has been moved to full time care in a nursing home

Regalia: T shirts still pending Meeting Closed:

100th Anniversary Australian Grand Prix, Goulburn 2024: Ride Report by Brad Martin

This event was held in Goulburn NSW over 3 days, with the final day – Sunday 23rd June being for the reenactment ride along the actual route taken by the racers in the 1924 Australian GP.

My wife Lisa and I left home at 6.30am on the Sunday morning in thick fog and drizzle, yet by the time we reached Marulan the fog had lifted, and we were met with beautiful clear skies.

Arriving at the Goulburn Recreational Centre (the old showground) around 8am and to a chilly 2 degrees we managed to park the trailer and unload the bike, albeit into a shadowed and freezing assembly start/finish point. Bikes were grouped at the start by age – pre 1924, 1925 to 1940, 1940 to 60 and so on, up to the very most modern machines sold only yesterday.

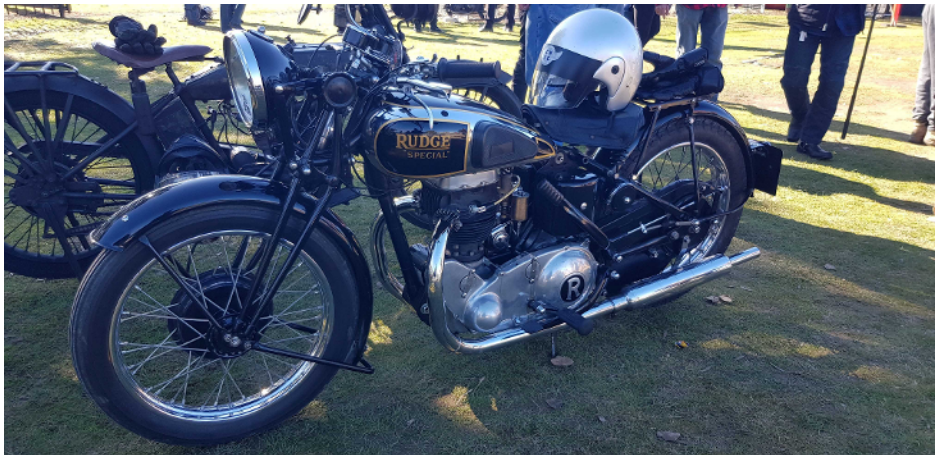
Each group had its own specific starting time – pre 1924 being first off at 10am, then next group at 10.45am and so it went on until the last group of machines had left by around 1.30pm. Most of the faces I recognised were in the first 3 groups and I managed to spot the following riders (that I knew the names of):

- Tony Gosling – VMCC
- Dennis Fry – VMCC
- Greg Blades – VMCC
- Mic Lendrum – Velocette Owners Club



- Phil Fordham – Antique Motorcycle Club of America
- Garth Poppo – Antique Motorcycle Club of America
- Graham Goodwin – VMCC
- George Blades – VMCC
- John Simpfendorfer – Cootamundra Antique Motor Club
- Craig Golding – Cootamundra Antique Motor Club
- Kevin Boardman – VMCC
- Mic Johnson – VMCC
- Mic Smith – Classic & Enthusiast M/C Club
- Wayne Smith – Classic & Enthusiast M/C Club
- Jim Cummins – Classic & Enthusiast M/C Club
- Eric Stienhouse – VMCC
- Ian and (son) John Richardson – VMCC
- Laurie Deller – VMCC
- Mark Loiterton – Cootamundra Antique Motor Club
- Andrew Butcher – VMCC
- Richard Czereba – VMCC
- Jim Scaysbrook – on very-busy camera duty for OBA
- Plus heaps more faces of riders that I sadly don't know formally. Forgive me if I missed you.

I managed to get away in the second group (1925 to 40) after many a failed kick-over



– my bike felt like it had frozen and wasn't even interested in a slight cough or splutter, necessitating the embarrassing, rushed, but needed push-start from a nearby happy helper. Once fired up and on the road, my 1935 Velo found its feet and was truly on-song.

We had a splendid sunny and (slightly) warm day to enjoy this event, and the route

went out through to Windellama, then on to Bungonia, then returning to Goulburn – approx. 208 miles (as shown on the original racing map) yet I'm sure the actual distance was shorter and about 90 klms all up.

Many locals had gathered along the route to wave us all on, and it was great to get a cheer from the hordes of people at both Windellama and Bungonia villages as we passed through. This proved the success of the ride and the route with so many lining farm gates, small hamlets and odd spots along the way – some guys bringing their old farm dirt bikes and anything motorcycling to display by the roadside. It was just great to see this level of enthusiasm and local participation & support.



I don't believe we had an incident as part of the ride, yet I do know some of the earlier machines failed to proceed from the starting point – with mine almost being one of them. Even our evergreen Laurie Deller and his super reliable veteran Norton had trouble – it's probably a few decades since the 1911 Norton has failed to proceed, albeit it decided that tack on the Sunday morning, and my heart went out to Laurie when I found that news out. Possibly, a failed magneto being the suspected cause.

The bikes I noticed from the first 3 groups out (and up to 1960) where Scott, Harley-Davidson, AJS, Norton, Matchless, Waratah (a freshly restored black beauty), Indian, BSA, Rudge, Royal Enfield, Douglas, and Velocette. Some of the later groups also had some spectacular machinery, being round case bevel Ducati, Bimota, Laverda and many a stunning H-D to mention just a few. I did notice VMCC and Cootamundra Antique Motor Club member John Simphendorfer on a very tidy and well-kept Honda CB200 (& quite a rare machine in its own right) – good man John.

What I was surprised about was the actual numbers that turned up on the day – Lisa and I arrived at about 8am and to about 80 people (tops), then by 10am, I'd say 200 people, but when I returned from the ride around 12.30, there must have been 400+



people easily, and most of them on bikes about to head out in their allotted group. It was truly huge!

Hopefully, the event organisers also had fun, because everyone I spoke with, really enjoyed themselves and wanted the event to be staged again, and soon!

Many thanks go out to the 100th Anniversary Australian GP event committee & their helpers, the Goulburn residents themselves that lined the route or came to the start/finish and the local police command for making this a truly great ride and a great day.

So, if you did miss this one, well you really did miss a top day out.



VMCC General Meeting 15/7/2024

Meeting Opened: 8.00pm

Apologies: Ross McDermott, Ian Coulston, Phil Powell

Visitors:

New Members: Phil Fordham, David Knipler

Minutes as printed in Drip Feed: Ray has just done the last drip feed and he needs reports from rallies.

Moved: Laurie Deller.

Correspondence.

Boats and spoked discussion about upcoming weekend. Letter to HMAS Creswell regarding visit to the museum

Out - lots of reminders to members about upcoming events

Moved: Robert Ludecke

Financial: Opening \$20,734.89 Closing \$20,734.89 Phill has advised that we are going backwards very slowly, not a problem, but needs to be monitored.

Moved: Ray Elbourne

Ray has finished the next next issue but needs more articles about runs etc. Antony is doing the next issue as Ray has a lot of commitments over the next few weeks

Recent Events

Glbourn 100th anniversary rally. A lot of bikes, mostly more modern bikes but around 30% generally considered and excellent event with a lot of local interest

North side run. 4 ½ bikes attended and Laurie brought his son in law for future indoctrination. Run was shortened a little but was an enjoyable day. Peter Scott suggested maybe using the Putty road to Grey Gums café

Coming events.

Macquarie towns annual rally

Tuesday 16th of July girder fork run leaving Port Kembla sailing club

Borrodale run. Timesd run leaving Ian Richardson's with a sausage sizzle afterwards

Sussex Inlet boats and spoked is all organised and entries are coming in

Website. Martin Riley is going to add a bit more content from drip feed. All up to date with runs and entries

T-shirts and hats were decided would be done for Bathurst 50th and VMCC 70th. Antony is looking at designs

Welfare

Robert Falzon has had his knee replaced and is now recovering

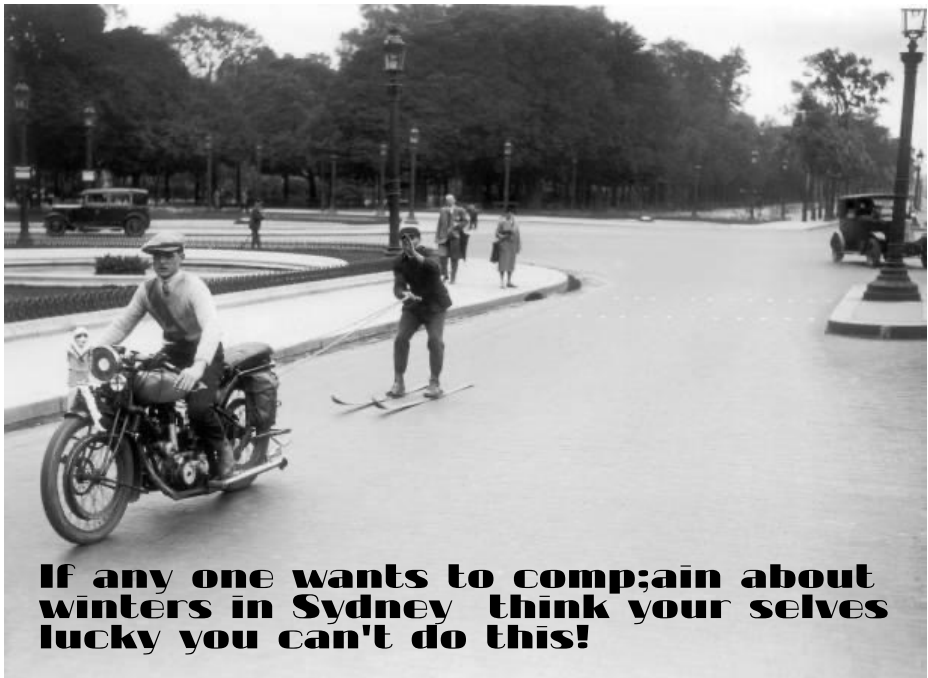
Eric Larsen passed away recently – Lee Wright attended his funeral and reported there were many friends in attendance. There has also been many nice messages on Facebook

Lou Albert also died recently – he was a club member some years ago

General business

Some discussion about the VMCC 70th 9th – 16th of November 2025. Bathurst Council has been contacted and it seems there are no other major events at this time. Peter Robinson is helping with organising routes for each day.

Meeting closed. 9.15



If any one wants to complain about winters in Sydney think your selves lucky you can't do this!

North Run – 14th July 2024; Ride Report

After a couple of false starts over the last couple of years due to bad weather, this year's North Run was poised to get off to a great start with exceptional sunny weather although temperature conditions were very much on the chilly side.

Participation rate was low however with only “4 ½ ”bikes turning up for the event – there were 4 participants starting from the Cowan Truck Stop, with the ½ being Tony Gosling who was waiting for us at the Corrugated Iron Cafe.



The small contingent consisted of Rays 1924 Indian ‘green machine’, Laurie’s 1930 Rudge Special, Dave’s Panther and my 1937 Harley which I was keen to take for a run after sitting idle for 7 months.

Given the small group of us and concerns about following a hand-drawn map of the overall route along Wisemans Ferry Rd, we decided to have a shorter run, similar to what we did last year except this time follow the Old Pacific Hwy towards Calga, turn onto Peats Ridge Rd and up to the Corrugated Iron Cafe, knowing that Tony will be expecting us there (as he did last year but unfortunately we didn’t show up because we cut it short).

Due to some miscommunication however, there was no back up support arranged for the day, which was a concern because if past ride events were anything to go by, the Panther and Indian ‘Green Machine’ were anticipated to place as DNF’s. Thankfully we had

some visitors join us on the day in the form of Laurie's daughter Katherine and son-in-law Geoff, who very graciously offered to provide backup support.

The morning ride heading out was clear with good road conditions, very little traffic and a few other riders on their weekend rides as usual. It was also one of the few occasions where we managed to stay relatively together as a group which seemed an impressive site to some of the bystanders as we rode past. On arriving at the Corrugated Iron Cafe we met up with Tony Gosling with his 1967 BSA. As usual the bikes quickly drew the attention of other riders and onlookers, keen to have a chat and take photos.

After refuelling with coffees and a bite to eat, we made our way back along the same route however traffic had built up along some sections by this

time and there were a couple of incidences along the Old Pacific Hwy section where some drivers overtook us crossing double yellow lines along bends and along a blind corner on one occasion.

Thankfully we all got back safely and it turned out to be a very enjoyable day for all, although slightly disappointing that there not many participants.



Surprisingly, the anticipated breakdowns did not eventuate, much to Dave and Ray's delight!

Finally, a big thank you to Geoff and Katherine for volunteering to provide back-up support and joining us on the day.



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

**for pre-1948 motorcycles and sidecars and Traditional Boats primarily
Steam Boats**

Friday 20th– Sunday 22nd of September 2024

Based at Seacrest Caravan park Sussex Inlet (02) 4441 2333

Friday 20th September

Arrive Sussex Inlet.

Boats launch and find their mooring - possible shakedown excursion?

Bikes will be leaving at 1.30 pm from Pelican shores café for a short shakedown run and return to Sussex Inlet

6.00 pm Meet and greet at the Swordfish brewery. At the river of Jacobs drive.

7.00pm dinner – Pay on the night

Saturday 21st September

Boats and bikes will meet at the pelican Café 9.00 am for a 9.30 am start

Bikes will ride through the National Park to HMAS Creswell and return to Sussex Inlet

Boats will be exploring Sussex and St Georges basin and return for lunch. (Pelican shores or any number of eateries in Sussex)

After lunch enjoy a couple of Tech talks

1. How a steam engine works
2. How a pre WW1 motorcycle works.

After the tech talks the bike folk will join the boats and enjoy a boating trip around Sussex and into St Georges Basin.

6.00pm pre dinner drinks.

7.00 pm dinner at pelican shores.

Sunday 22nd September

9.00am Bikes and boats gather at pelican shores.

Bikes will have a Gymkhana in the space opposite pelican shores. (or at the local property)

Boats will have their own Gymkhana on the water out the front of pelican shores.

Lunchtime pack up and start heading home.

Accommodation will be based at Seacrest caravan Park [\(02\) 4441 2333](tel:0244412333) They have a number of very nice waterfront cabins and camping available.

Enquires: Antony Gullick M: 0415 284 620 E: info@cubanculturaltravel.com Local logistics and local information or Boats Tony Pollard 0418 413 890



ENTRY FORM

Vintage Motor Cycle Club of Australia (NSW) Inc.

Sussex Inlet

Boats and Spokes

for pre-1948 motorcycles and sidecars

and Historic Boats

Friday 20th– Sunday 22nd of September 2024

Entrant name: Club:

Address: Postcode:

Phone: Email:

Machine (1) Year Plate No.

Machine (2) Year Plate. No.

I will be at the following dinners on the following days Friday, Numbers Saturday, Numbers

Please email or photograph the entry to Antony Gullick info@cubanculturaltravel.com 0415 284 620

DECLARATION The motorcycles / sidecars I am operating in this event is either on full road registration or Historic Plates (HVS). I undertake not to hold the Vintage Motorcycle Club of Australia (NSW) Inc, it's Committee or representatives or volunteers responsible for any damage to or theft of vehicles or possessions, or any injury sustained during the course of participating in this event and associated activities.

Entrant's signature: Date:

Boaties - just your Name and whether you are joining us on Friday and Saturday Nights



FREE MEMBERS ADS

FOR SALE

For sale B31, B33 Plunger project. I have a frame, forks, wheels, gearbox, tank, oil tank and other bits, may have some guards as well. The frame has been cut but have the piece so easy to braze back in. Reasonable offers taken. Contact Eric 0430226349.

:FOR SALE I have a couple of great vintage car projects, mainly complete & from the early 30's to late 30's – basically my late dad's projects.

Pls contact me if you're looking for something worthwhile to restore and we'll go from there. There's also some stuff outside these dates.

Willing to swap a good and desirable car project for a good and complete JAP 8hp SV motor. Options? Pls, only genuine enquiries.

Brad Martin, The Oaks NSW. Ph: 0424 077 237 or methanolmartin@gmail.com

WANTED

Chain guard for 29 New Hudson project. Can be of any make, in any condition from around this era. My intension is to repair/modify it to suit. So if there is an old chain guard in your workshop you have been tripping over for years and have no use for, could you please send me a photo. Thank you.

Contact: Graham 0413898430 or gbbull@bigp

WANTED

Wanted a set of Sloper handlebars to suit 600cc heavy duty girder forks.

Call Eric on 0430226349.

WANTED

- 1936-1938 Red Panther 250/350 parts to hopefully complete a longggg term project. 3 or 4 speed Burman gearbox hand or foot change,clutch, front and rear guards,chain cases,toolbox.Anything else considered.

Contact Mark 0429658229 or markturnbull58@gmail.com

WANTED

Circa 1914+ JAP V-twin 6 or 8hp sidevalve timing gears, cam, followers etc - all the bits inside the timing chest.

Or even a 6 or 8hp motor that is complete/OK enough to fix/rebuild. I think these SV parts are basically the same up until the mid-20's.

I know these bits are with a few members in the club and the bits are not being and will not be used. Why are you lot hoarding them?

Pls help, and let's get these remaining old bikes running – we're all running out of time.

: **WANTED** Do any members have some early club photos from the 1957 Sydney Motor Show that I can borrow and copy pls?

The club had a stand in the show funded by Hazell & Moore and displayed two bikes owned by Jack Borradale.

One restored bike mounted on a pedestal, and below it a rusty wreck – a before and after scenario.

Brad Martin, The Oaks NSW. Ph: 0424 077 237 or methanolmartin@gmail.com

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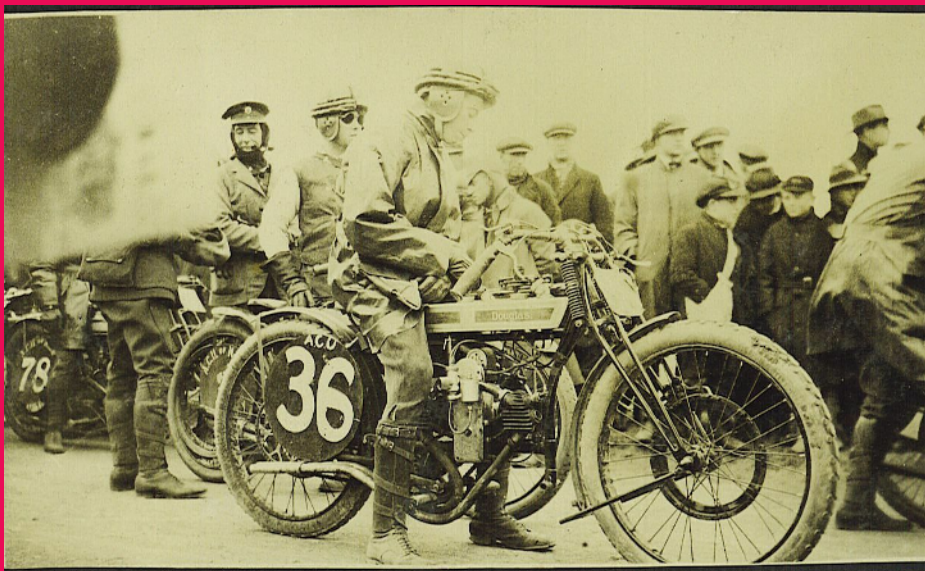
Gary Kirkness

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Australian GP June 1924