



# *Drip Feed*

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



**August—September 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** The proposed events below are subject to change due to factors such as travel and group size restrictions as revised by the NSW Government to control COVID-19. **Monitor VMCC group emails for updates.**

## August

- **Sun. 16th. Jack Borradale Memorial Run, The Oaks.** Hosted by Ian and Paula Richardson at their property. Get your estimated average speed right and you could win the coveted Jack Borradale trophy and the admiration of fellow riders. BBQ lunch provided. Depart 10am. Details; 0412 272 664
- **Weds 19<sup>th</sup>, VMCC General Meeting**, 8pm Vikings Club, 35 Quarry Rd, Dundas in the 'Quarry' room. Come early and enjoy a meal in the bistro.
- **Sat 29th, Virtual Bulli Motorcycle Weekend (AMCA).** On-line event. Watch on your laptop or tablet or stream live to your T.V. See page 8 for details.

## September

- **Weds 16<sup>th</sup>. VMCC General Meeting**, 8pm Vikings Club, Dundas.
- **Sun 20<sup>th</sup>. VMCC Americana Run**, starting at Maraylya Reserve, Boundary Rd 10a.m. Visit to Gary Kirkness WLA workshop in Kenthurst. Lunch at Mother Earth Nursery Café, Annangrove Road. *Hans Sprangers 0412 111 693*

## October

- **Sat 3rd—Mon. 5th. Parkes Rally** (non-VMCC)
- **Sun 18th South Run.** Meet at Loftus oval for 10am departure. Ride through Royal National Park, lunch at Thirroul. Details, Antony Gullick 0415284620  
*Note: Cooma Girder Fork Rally (scheduled for 17-18th) has been CANCELLED.*
- **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. Includes rides to Steins Winery, Rylstone and Gulgong. ***ENTRY FORM in this Drip Feed.***

**GOING FOR A RIDE and would like some company?** For informal non-scheduled runs (NSW log-book), contact Antony Gullick (Secretary) who can send a group email inviting other VMCC members. Give details such as the starting point location and time, where to, total distance and your mobile number. Try to give a least a few days notice.



*Continued next page ...*

## OTHER EVENTS, non-VMCC affiliated

- **Cancelled**—8th National Douglas Rally, was scheduled 4-8th October 2020
- Wagga Classic Motorcycle Club Annual Rally on Saturday 10th & Sunday 11th October 2020. Details—Mick Powell, Ph: 0417 223 411
- Council of Historic Motor Clubs (CHMC) Annual Rally, 9-12 April 2021 at Temora NSW. Mostly cars, more bikes invited. Details and entry form: <http://www.heritagemotoringcouncil.org.au/historic-and-heritage-motor-events.php>
- **13th National Veteran Rally**. 17-22 October 2021, Manjimup, WA. Expression of Interest now open and deposit payment required E: [shaz.muzza@westnet.com.au](mailto:shaz.muzza@westnet.com.au) M: 0429 418 854

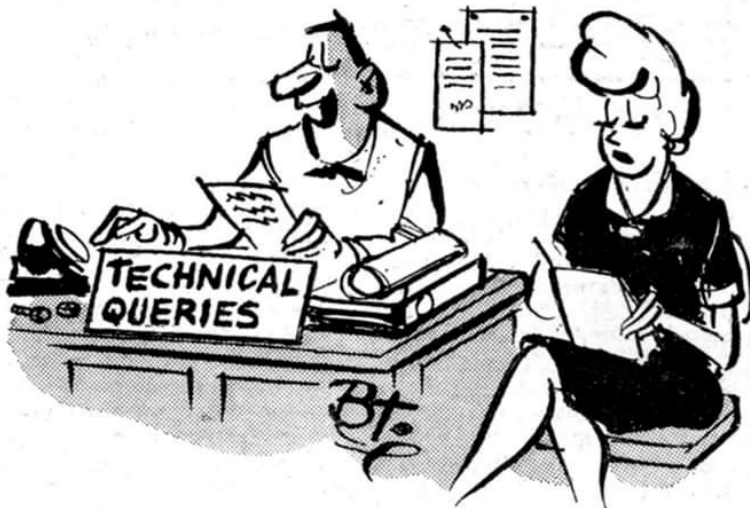
**BIKE TRANSPORT TO WA: Are you interested in having your bike shipped to WA for the National Veteran Rally? Contact Antony Gullick to register interest; M. 0415 284 620. If there are enough takers we can explore bulk bike transport options ex Sydney.**

- Brisbane to Broome veteran ride, 20 June—13 July 2022. Expressions of interest needed. Details, John Wightman E: [jonathan44wightman@gmail.com](mailto:jonathan44wightman@gmail.com)

## SWAP MEETS 2020

CANCELLED—Central Coast (Dayalson/Wyee) Swap, 20 Sept.

---



*“We note that your machine has got petrol, a nice fat spark, good compression and correct timing but will not start. The cure is to sell it and buy something else”*

# DRIP FEED Aug—Sept 2020

Drip Feed is the official journal of the  
Vintage Motor Cycle Club of Australia (NSW) Inc.

Published bi-monthly



Established 1955

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

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

## CONTENTS

	Page
Events Noticeboard 2020	2-3
Club Information	4-5
Editorial , Vale -Trevor Foulcher	6-8
President;'s Message	9
Chemical dip tank cleaning caution	10
Bennet & Barkell—brief history	11-13
Reminiscences—Do It Again Bob'	14
Contacts—Manx Classic Spares	15
Motorcycle Exhibition	16-17
Ride Report—North Run	18-20
Ride Report—Dungog Weekend	21
WLA World—Gary Kirkness	22-24
Test Report—1920 Sunbeam 3.5 h.p.	25-27
Free Ads, Promotions	28-31
Dungogo photos	32

## COVER PHOTOGRAPH

Clem Costa with his HD WLA at the  
Dungog run.

## DRIP FEED DEADLINE:

Submit to the  
editor by 18  
Sept for Octo-  
ber /November  
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 VMCC meets at 8pm on the third Wednesday of every month, except December and January, at the Vikings Sports Club, 35 Quarry Rd, Dundas NSW.

**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 Borradaile, 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 Borradaile.

## LIFE MEMBERS

1956 - Arthur New (dec.)  
1956 - Sid Napier (dec.)  
1961 - Paddy Ryan (dec.)  
1962 - Jack Borradaile (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

### PRESIDENT

Hans Sprangers 0412 111 693

### VICE PRESIDENTS

Ian Coulston 0412 798 052

Matthew Goodwin 0423 503

216

### SECRETARY & PUBLIC OFFICER

Antony Gullick 0415 284 620

info@vintagemotorcycleclub  
ofaustralia.org.au

### TREASURER

Phillip Powell 0407 065 408

### DRIP FEED EDITOR

Graham Goodwin 9876 1465

E: dripfeedvmcc@gmail.com

### DRIP FEED DISTRIBUTION

Brian Harris 9808 1016

### REGALIA

Brian Harris 9808 1016

### REGISTRATION OFFICER

Col Everingham 9642 3505

### REGISTRARS

Col Everingham 9642 3505

Ross McDermott 0412 826 434

Peter Scott 9624 1262

### RESTORATION LIAISON

Graham Froud 6493 6409

### WELFARE OFFICER

Peter Scott 9624 1262

### SPARES

Richard Czereba 4754 1647

### LIBRARIAN

Rick Nabkey 0412 521 467

### COMMITTEE

Hans Sprangers, Ian Coulston,

Matthew Goodwin, Antony Gul-

lick, Brian Harris, Rick Nabkey,

Graham Goodwin, Lee Wright,

Phil Powell

### HISTORIAN and TROPHY

### CURATOR

Laurie Deller 9638 4261

### DATING & JUDGING

Eric Bourne 9888 1757

Peter Scott 9624 1262

Lee Wright 4753 6222

### MACHINE EXAMINERS

Bill Green (Kellyville)

0419 280 650

Ross McDermott (Merrylands)

0412 826 436

Peter Scott (Seven Hills)

9624 1262

Antony Gullick (Padstow Hts)

0415 284 620

Hans Sprangers (Glenhaven)

0412 111 693

Sil Losito (Maroubra)

0419 262 949

Graham Goodwin (Epping)

0466 330 827

Andrew Butcher (Cobargo/

Narooma) 0411 848 048

### WEBMASTER

Martin Riley 9629 1851

mtriley2@yahoo.com.au

### FACEBOOK MODERATORS

Antony Gullick 0415 284 620

Charles Blades 0401 493 403

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

**MEMBERSHIP FEES** Annual membership renewal is due at AGM in November. Full Members \$50, Family Members at same address \$30. New Members \$55 (incl. \$5 joining fee). Application form on website [www.vmccnsw.org.au](http://www.vmccnsw.org.au) or contact the Secretary

**BANK DETAILS** NAB, BSB 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

Firstly, my thanks to members for their contributions to this *Drip Feed*, much appreciated.

If the **Dungog weekend** is any indicator, members are keen to get out on their bikes again. And the weather was kind too. Even the overnight temperature stayed positively balmy by Dungog winter standards. The town was buzzing with visitors including members of the Harley / Indian group who joined us for the Saturday afternoon ride and the dinner. We noticed lots of mountain bike riders this year, apparently Dungog is becoming a popular spot for off-road cycling. Some things don't change though, like the road surface of Dungog's streets.

Driving into town late Saturday morning Sue and I were a little unsettled by the signs for Chichester Dam saying public access was closed. Oh well, we comforted ourselves that Ian Coulston (the event organizer) must have arranged an alternative route. As it turned out access to the dam and picnic area had only opened that very morning and the signs had not yet been changed. Ian knew all this of course...

Always fun, the Hunter Valley weekends are a bit of a free-for-all as far as bikes go. Members brought along a range of interesting bikes, from veterans, through vintage, post-vintage and 'modern' telescopic fork machines (understandable for pillion passengers given the state of some sections of road) including three Ducati singles, Honda 400 Four, a road-going Manx, AMC singles and some smelly Jap two-smokes (some people have a hide!). It was nice to see Steve Mordue again for the first time since the Annual Rally at Morpeth, this time on his latest Triumph, a girder fork Speed Twin. Andrew Butcher also made the trip from the far South Coast with his Harley in tow behind his flash 4x4 camper, and Neil Parker drove down from the North Coast.

The 'gremlins' were out though, with a few bikes getting a lift on the back-up trailer, itself a marvel of modern design (a tilting job loaned by Andrew Butcher). Antony's Excelsior and the ever-reliable Nimbus (ridden by Janice) had problems. Hans' veteran Indian had gear-change issues and his Scout played up too (back-up drivers will miss Hans' company when he gets his bikes sorted, which he will). Unfortunately, Matt Goodwin's 'new' Speed Twin overheated and lost compression 5km from the finish on Sunday.

**Annual Rally Update.** The growing Victorian COVID-19 contagion is casting a looming shadow over our future events and making it difficult to plan our annual rally at Mudgee in November. Therefore, the **rally information sheet and entry form** on the centre pages this issue only have a basic outline of what we would like to do if all goes well. Lets hope things have settled down again by November.

**The ever-resourceful Laurie Deller** has not been idle during his lock-down. He has a well-tended vegetable patch in the back yard that provides fresh greens for the table. As an adjunct, Laurie has built a trap and placed it near his veggie patch with the intention of capturing small, furry animals to complement his home-grown produce with the odd piece of fresh meat, presumably rabbit. So far he has caught a neighbour's cat and a possum, neither of which are ideal eating. Thoughtfully, he has letter-boxed his street advising neighbours to keep their small children at home. Laurie says he has an ample supply of bleach at hand

should he catch a Victorian in the device one night. Probably not good eating either, Laurie.

Graham Goodwin (Editor)

## LETTER TO THE EDITOR

Dear Editor,

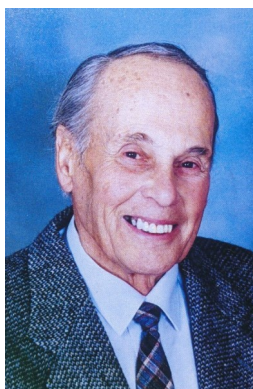
Once again the *Drip Feed* has provided an enjoyable read and a brief interlude at the end of a busy day, thanks to all those who contributed.

I particularly enjoyed 'Reminiscences – *'Manslo The Great'* in which Laurie brings Arthur Sloman briefly into the spotlight. I wonder what became of him after his relocation to The Entrance?

I would like to add very briefly to the story of Arthur's 1919 Sunbeam. As you recall, the Sunbeam found it's way into Alan Graham's collection, where it resided for a number of years. Like a number of us, Alan's collection tends to grow over time and in order to obtain funds and make a place for another bike, Alan sold the Sunbeam about ten years ago. Unfortunately, I was not in a position to purchase it at the time, as much as I would have liked to. Apparently, the Sunbeam ended up with a non-motorcyclist in Harrington Park who had no intention of riding it and was going to display it in the foyer of his house. Alas, Alan later regretted selling the bike and to paraphrase his opinion, "*It was a nice bike to ride, had a comfortable riding position and cruised easily at 45mph, but would probably do 55 or 60, which was not bad for a long stroke side valve*". It had unusual quarter elliptic leaf springing on the front fork, which Alan thinks may have been for one year only. It had also been raced in the past by Col Brenchley and as a result, was fitted with a Triumph front drum brake. The attached photo of the Sunbeam (*see next page. Ed.*) is from when Alan owned it. I also found the attached road test article of interest and thought others might also enjoy reading it. (*See pages 25-27. Ed.*)

Best regards,

Rick Nabkey (via email)



### **VALE—TREVOR FOULCHER 8.10.1928 — 17.6.2020**

Trevor grew up in the Eastwood area and trained as a motor mechanic. His first foray into motorcycles was 1930 Rudge Ulster model which he bought as an 18 year old for transport. In the 1950's he worked for the Shell Oil Co. including a stint on Cocos Is. refuelling aircraft (as was required back in those days!) He also spent many years running the BP service station in North Epping. During this time the Rudge was left 'under the house' and his interest was cars; spending many years restoring (recreating?) a 1913 Fiat from little more than a chassis and steering wheel. The car was finished the night before the 1970 Australian Bicentenary International Rally for veteran and vintage cars and motorcycles which



involved setting off for Melbourne via many points in between, which he and wife Joan successfully completed. In the 1970's, Trevor had a career change training as a piano technician, which included teaching his craft at the Sydney Conservatorium where he was also Tuner in Residence until his retirement.

Later in life, Trevor re-discovered the joys of motorcycling, dusting off the Rudge Ulster and also adding a later model 250 to the stable. He and Joan, and from time to time other family would often attend rallies including hosting a Rudge Rally from their property in Mudgee.

Trevor is survived by wife Joan, their four children and partners, and seven grandchildren. His bikes remain in the family.

*Photo: Trevor (foreground) on his 250cc Rudge with Geoff Bell on the Rudge Ulster. Annual Rudge Rally Nowra c.2000.*

**THE EDITOR NEEDS A BREAK** so if the role interests you for next year, give me a call and I can tell you all about it. Preparing *Drip Feed* a rewarding way to be involved in Club activities and to keep in touch with members.

## **BULLI ANTIQUE MOTORCYCLE WEEKEND is virtual for 2020**

As the NSW Government is unlikely to allow gatherings of any size, the AMCA committee has decided rather than cancel, we will have an online event on Saturday the 29th of August. This will include tech talks on various aspects of vintage motorcycle restoration and preservation, AMCA judging, a sneak peak into some collectors' garages, and an auction of significant parts and memorabilia. This auction will be global and promoted heavily nationally and internationally.

We invite people to submit significant parts ( engines, gearboxes, speedos, basket cases etc and memorabilia. If you would like to submit parts for the auction please contact Keith Levy on 0499 099 906

So on the 29th of August, fire up the computer, make a cup of tea, get comfortable and enjoy the best parts of the Bulli weekend live, and in your lounge room. For more details and full program, follow the AMCA Australia Facebook page or check the website; [www.amcaaustralia.org](http://www.amcaaustralia.org)





## PRESIDENT'S REPORT

During the last few months, the Committee has kept the activities of the Club going as much as possible as planned. Despite our efforts no monthly general meetings have been held since March. We intended to get together for the meeting in July but called it off at the last moment due to a sudden spike in infections around Sydney. Restaurants and Clubs seem to be the main source of trouble. It is better to err on the safe side also considering the average age of members attending these meetings.

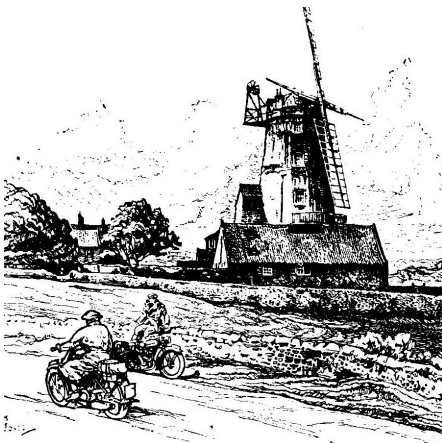
Keep an eye on the emails from Antony as to future Club meetings. We will not resume these in the Viking Club until we are comfortable to do so. Instead of meetings in the Club, we have held regular Committee meetings via Zoom. Please indicate to Antony if you wish to participate in these meetings and he will send you an invite to join.

Our program of runs has continued as almost normal. We have only missed one scheduled run in April. Although participants in May were restricted to 10.

The Hunter Valley Weekend first weekend in July with Dungog as the base was a great success. On the Saturday and Sunday we had about 40-50 riders. Garth Popple brought along a contingent of 18 Indian and Harley riders. They fitted in nicely with the rest. As they stayed overnight in a different hotel we were able to spread out a bit at night. Being sensible during the pandemic is the name of the game and we each have to accept our own responsibilities. A number of local members joined us on the Saturday or Sunday in particular the Elliot's and Steve Mordue. It was great to get out of the house routine and spend a weekend with friends in the country. (See also report from Ian Richardson)

**Coming events** The nature of our hobby is sympathetic with the required behaviour during the pandemic. As long as we keep some distance and do not congregate in large numbers in Café's and restaurants. As the weather start to warm, outdoor coffee and lunch stops will be possible which makes spreading out even easier. We ask you again to indicate your participation in coming events whilst numbers congregating on (private) properties is still limited to 20.

**Annual Rally 6,7 and 8 November 2020.** Multi-day events are still difficult to plan. We have committed to running the Annual Rally in Mudgee and hopefully many of you have booked accommodation at the caravan park



or alternative motels. The clubs and pubs do not allow group dinner bookings at the moment as they are restricted to a max of 10 per group. So, in our program we have left the dinner venue on both Friday and Saturday as ??? Hopefully closer to November we can confirm with the venues and let you know.

In the meantime we hope to see you on a few runs before November.

Keep Safe!

*Hans Sprangers (President)*

## **A WORD OF CAUTION on chemical stripping!**

Peter Scott wishes to warn members about having rare items chemically stripped. After years of using a particular company to successfully strip bike frames, wheel rims and tinware of old paint, filler and rust, he recently had a disaster. A rare petrol tank in sound condition was returned to him badly eaten away to the point of only being useful as a pattern. Other non-sheet metal parts in the batch were unaffected. The company could not explain what went wrong.

Peter now suggests not having very old, hard-to-replace sheetmetal parts cleaned by this process. Other tubular parts like forks and frames must have large access holes for flushing out the inside.



Though more time consuming and labour intensive, Peter now suggests it is best to clean the inside of precious petrol and oil tanks yourself, and have external surfaces abrasive blasted, ensuring that the appropriate air pressure and media is used.

Photos: Graham Goodwin.



Above and right: Steel petrol tank eaten away, solder and brass sections unaffected.

# BENNET and BARKELL MOTORCYCLES

## A Brief History

**Bennett & Barkell** motorcycles were built from around 1910 till c1920. B&B had quite a few “depots” sprinkled throughout NSW with locations in Sydney (124-6-8 & 130-2 Castlereagh Street) and country depots at Dubbo, Maitland, Newcastle, Tamworth and Wagga Wagga.



B&B's premises 1910-1920, Fitzmaurice Street, Wagga,

They built machines of their own design ranging in power from 2.5HP to 8HP JAP'S but it was really the big twins that sold very well indeed. Incorporated as an option was a sprung seat arrangement that offered much needed additional comfort for the rider remembering the road conditions of the day.

AE Thomas was the workshop manager at the Dubbo Branch and designed a sprung sidecar chassis to fit the big B&B twins of which I have chassis No13.

Unfortunately, Mr Thomas was killed instantly when he was grinding the nipples on a newly laced up “trotting jig wheel. The grinding wheel shattered and a large piece entered his brain. He left a wife and four sons. I think he was about thirty at the time (somewhere I have his death notice, funeral notice and Inquest into his death on file).

To my knowledge there is no evidence to of how many machines B&B made but to date they are quite rare which really falls in line with nearly all Australian made motorcycles. Nearly every B&B motorcycle I have seen has B&B heavily stamped on the steering head and some that have been converted from Fixed Engine (run



& bump start) to a gearbox model have a hastily added bracket to support the gearbox. At least one owner I know has crafted a bottom rear stay to suit the addition of an early Sturmey Archer CS 3 speed gearbox.

I know of probably six B&B's in Australia and a single cylinder model that was unfortunately exported to the UK 16 years ago. Information on them is even rarer but I have been very lucky in my own pursuit of original literature for them now owning a 1913, 1915/16 sales catalogues and Mr Barkell's very own Trade catalogue (A1 edition), which is a fairly thick book. Anyone wishing to view it at a Club meeting need only ask. Because of its rarity and condition I do not let it leave my eyesight.

Bennett & Barkell also handled Reading Standard, Rudge, Triumph and New Hudson motorcycles. I have what was first thought to be a couple of basket case B&B's that had been modified with the addition of Reading Standard rear stays (gear box type). I am not convinced they are B&B's (could be Lewis, SA). Originally they were Fixed Engine Single Speeders both with V Twin JAP motors. They have been converted back to standard configuration.

If anyone can add to this little note about Bennett & Barkell please come forward.

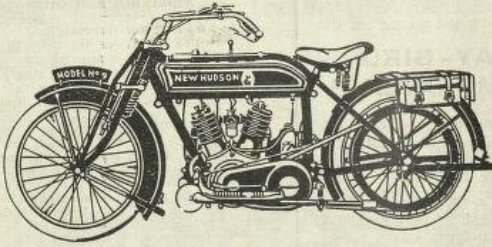
Submitted by Howard Burrows  
0439 481 291

# New Hudson

**The  
Master  
Model**

## Big Six

# £100



6 h.p.  
Twin  
Cylinder  
Model 9  
with  
Countershaft  
Gear.

This splendid model is the last word in Motor-Cycle construction, and embodies special features which stamp it as the machine *par excellence*. It is fitted with an improved frame of exceptional strength, and is specially adapted for side-car work.

The Counter Shaft Gear, with the chain-cum-belt drive, provides a driving power of great efficiency and thorough elasticity.

This model has heavy tyres, which will stand the most severe test.

Call and examine this splendid model in our showrooms—we'll be glad to tell you all the points about this new master model of the Big Six.

If you can't call, write for Catalogue B36. We'll post it free.

## BENNETT & BARKELL LTD.

"THE HOUSE FOR BRITISH GOODS,"

Agents for New Hudson, Triumph, Rudge-Whitworth and Bat Motor Cycles, J. A. P. Engines, and Manufacturers of B. & B. Cycles & Motor Cycles.

124-132 CASTLEREAGH STREET, SYDNEY.



# **“B & B” Motor Cycles**

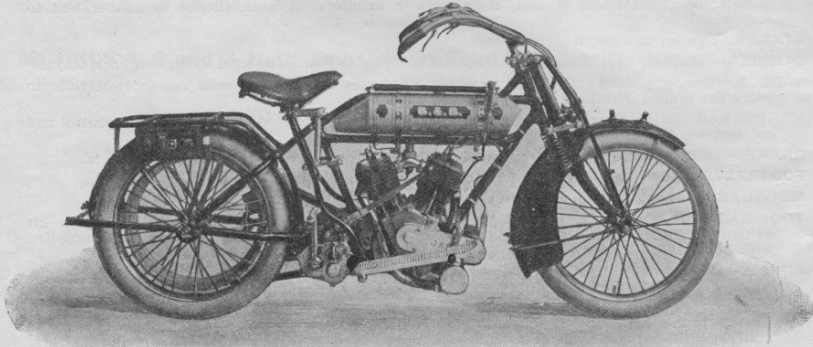
FITTED WITH

## **“B & B” Patent Frame Shock Absorber**

---

---

(Patent applied for No. 1837/16)



Can be supplied with 4, 6 and 8 H.P. “B & B” Motor Cycles

---

### **Particulars of the “B & B” Patent Frame Shock Absorber**

The invention is an auxiliary attachment. Its extreme simplicity enables it to be easily fitted to practically any Motor Cycle.

It completely insulates the rider from all vibration and road shock.

The illustration shows that the Patent Shock Absorber carries the saddle and saddle pillar, and is connected to the main frame of the Motor Cycle by means of a pair of shackles, which extend to the footboard. All road shocks are absorbed by means of two springs, which are fitted between the upper and lower pairs of shackle plates. Springs can be fitted of suitable strength to give the maximum amount of comfort to any individual rider irrespective of weight. This is a great advantage to the rider who is under or over the average weight, inasmuch as the spring frames hitherto supplied are as a rule made to suit an average weight, and are only comfortable when ridden by a rider whose weight is suitable.

The great features of the B. & B. Patent Frame Shock Absorber are that the relative position

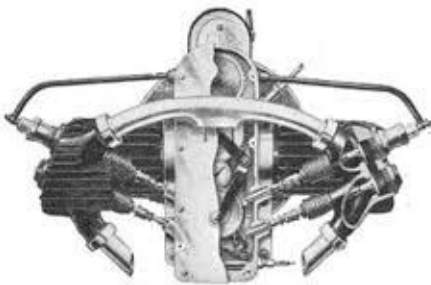
## REMINISCENCES - “Do it again, Bob!”

The year as my memory recalls was 1957. It was a dull overcast winter's day and the club was holding a hillclimb. A suitable not – too – steep site was selected adjacent to the old Mount Druitt airstrip. The run uphill lay roughly south – north and covered a distance of around 80 yards. About 30 yards from the top of the hill was the remnants of a farmer's contour ploughing which had formed a shallow ditch 18 inches wide and 6 inches deep just the right shape to play havoc with motorcycle front wheels. Approximately 30 yards past the top of the hill was a five-strand barbed wire fence.

Equal time was to be the order of the day, although one could try for fastest time. A suitable means of timing the runs was put in place at the top and the bottom of the hill and subsequently the event commenced. All competitors made several trial attempts with just about everyone lifting their front wheel at the gutter. “Manslo The Great ” [aka Arthur Sloman] mounted on his Sunbeam decided to go for fastest time, so, selecting second gear and feeding heaps of revs to the clutch, dashed up the hill at a furious pace, then he found the gutter. There was at least two feet of daylight between Manslo and the Sunbeam, he had well and truly lost it. As the machine lay on it's side, engine screaming and the back wheel spinning, throwing out clumps of soil and grass, Manslo came down belly first, on all the sticky out bits, from where I stood, this did not look good, however, lucky for him he only suffered a few bruises.

One young man riding a 1924 T/S Douglas was performing very well, with his engine set at full throttle in low gear he attacked the hill for a second time and equalled his first time. Jack Borradale and I were standing at the top of the hill observing this performance, with arms folded and an expression of disapproval on his face, muttered quietly “ This bloody bastard will blow this thing to bits.” The young man was oblivious to the fact that a T/S Douglas if somewhat stressed, had a tenancy to destroy itself, then someone in the crowd jokingly sang out “Do it again Bob.” the same performance was repeated. The young man's name was Bob Keeble and he equalled his time on six runs, a truly remarkable feat.

Many years later I ventured into Ryan's motorcycle shop in Parramatta and found Bob serving behind the counter and in the course of conversation I mentioned his hill climbing efforts at Mount Druitt, sometime after that event he dismantled the Douglas engine and discovered to his horror that both connecting rods had been broken and welded by some previous owner. Someone had obviously done an excellent welding job!



The 2½ h.p. vibrationless twin-cylinder Douglas engine, shown in part section.

A good day was had by all and nobody got tangled in the barbed wire fence.

*Laurie Deller , March 2020.*

## USEFUL CONTACTS – MANX CLASSIC SPARES

I was recently working on my 1929 Ariel Model A and noticed the Sturmev Archer clutch lever had a pressed metal half clamp which didn't really match the casting of the lever body. I'm not a pedant for 100% originality, but I do appreciate small details being correct. If it's an easy fix and not excessively expensive, I do like to install correct parts. So I had a rummage through my miscellaneous motorcycle parts assortment, alas to no avail.

Now, other than another club member, from where would I source a cast half clamp. Then I remembered the vast array of small castings on offer every year at the annual Ballarat Swap meet by Greg Ditchfield, of Manx Classic Spares, from footpegs to bar end levers and everything in-between, for AJS to Zenith, if you're lucky. Greg has been supplying castings for many years, mostly using aluminium, brass and a good quality bronze where strength is required.

Straight away I was on the phone to Greg, enquiring if he supplied half clamp castings. "Yes" was the answer and "what size do you need, 7/8 or 1 inch"? "I'll have a several of both sizes thanks, if you have them". Greg checks and can supply my requirements from stock. They were duly posted and arrived in my mailbox a few days later. I drilled the screw holes to match with the lever body and fettled the casting ready to send for nickel plating, along with the rest of the lever parts.

So if you want to try your luck for that odd casting, you could give Greg a call at Manx Classic Spares on mobile: 0408 503 920. You never know, he may have what you require.

*Rick Nabkey*



Left:  
Control lever  
castings from  
Manx Classic  
Spares



**Enthusiast**  
MOTOR INSURANCE

**LOW MILEAGE = LOW PREMIUM  
BUY ONLINE**

Quote: [quote.enthusiast.com.au](http://quote.enthusiast.com.au)

Web: [www.enthusiast.com.au](http://www.enthusiast.com.au)

Phone: 1800 10 10 44

Email: [motor@enthusiast.com.au](mailto:motor@enthusiast.com.au)

## THE MOTORCYCLE: DESIRE—ART— DESIGN



Photoshoot underway at Hans' house

In February I received a call if I would make my 1928 Scott Flying Squirrel available for an exhibition later this year in Brisbane.

The Queensland Art Gallery | Gallery of Modern Art (QAGOMA) is currently working with Professor Charles Falco and Ultan Guilfoyle to develop the major exhibition, 'The Motorcycle: Desire, Art, Design. The exhibition will be presented at the Gallery of Modern Art

(GOMA), Brisbane from 28 November 2020 to 25 April 2021. This exhibition is based on the model used in 1998 at the Guggenheim museum.

*Following is An extract from Wikipedia:*

*"The Art of the Motorcycle was an [exhibition](#) that presented 114 <sup>[8]</sup> motorcycles chosen for their historic importance or design excellence<sup>[9]</sup> in a display designed by [Frank Gehry](#) in the curved rotunda of the [Frank Lloyd Wright](#)-designed [Solomon R. Guggenheim Museum](#) in New York City, running for three months in late 1998.<sup>[10][11]</sup> The exhibition attracted the largest crowds ever at that museum,<sup>[12]</sup> and received mixed but positive reviews in the art world, with the exception of some art and social critics who rejected outright the existence of such a show at an institution like the Guggenheim, condemning it for excessive populism, and for being compromised by the financial influence of its sponsors.<sup>[10][13]</sup>*



The unusual move to place motorcycles in the Guggenheim came from director [Thomas Krens](#), himself a motorcycling enthusiast, supported by a novel corporate tie-in with [BMW](#).<sup>[10]</sup> The motorcycles were chosen by experts including Krens, physicist and motorcycling historian [Charles Falco](#), Guggenheim advisers [Ultan](#)

[Guilfoyle](#) and [Manon Slone](#), and others. The exhibition was described by historian [Jeremy Packer](#) as representing the end of a cycle of demonization and social rejection of motorcyclists, followed by acceptance and reintegration that had begun with the mythologized [Hollister riot](#) of 1947 and ended with the high-end marketing of motorcycles and the newly fashionable biker image of the 1980s and 1990s.<sup>[13]</sup> Or at least the show served as "a long-overdue celebration of the sport, the machines and the pioneers they love."



Elaborate set up for exhibition catalogue 'snapshot' of Hans' Scott Flying Squirrel.

The museum is keen to prepare a catalogue of the exhibits and needed professional photo's taken.

Due to the Corona restrictions , particularly in early April I could not bring the Scott to a studio , so the studio came to me.

I have been assured that the wooden block under the Scott will be "photoshopped" out for

the catalogue.

The Scott is part of my collection and ridden with much pleasure on a few VMCC runs. As I like to promote the riding of even older bikes, I do not ride the Scott often. But when I do ride it, it always strikes me how well it goes and steers compared to contemporaries like the Indians and Harleys.

I have purchased the Scott a number of years ago in Europe and shipped it to Sydney. Then recommissioned it and put a headlight on. My personal opinion is that bikes without a headlight look odd. Missing its face .

The museum is going to great length to prepare the exhibits including contracts with the owners, insurance , transport etc. Quite an effort to get about 100 motorcycles together.

The exhibit in the Queensland museum will show a significant bike from about each year since 1900. Hopefully the Queensland government will let people from other states across their borders by the time the exhibit opens.

## RIDE REPORT—NORTH RUN 14 June 2020



Sil, Brian, Hans, Lee and the editor enjoying the sunshine at Peats Ridge.

**The weather forecasters predicted a wet start** to the day and there was rain overnight. Sue & I thought we would be by ourselves as we drove on wet roads under heavy skies to the start point at Cowan.

There we found Hans, Lee, Brian and Sil. After exchanging greetings and a brief conference eagerly pointing out a small patch of blue sky in the grey clouds, we decided to give it a go. We modified the run to a shorter route, avoiding the more twisty part of the Old Pacific Hwy. known to have some slippery sections. Lee looked at his WLA and it started however, Hans' Indian was more reluctant, but finally we got underway down towards the Hawkesbury River bridge, Sue driving the back-up vehicle.

Having crossed the bridge, Hans' Indian lost all sparks so we loaded it into the van. By this time the road was drying out and there was more blue sky than grey.

We re-grouped again at Calga and rode on towards Peats Ridge. This section of road is wide and open compared to the pre-Calga twisties. At the Corrugated Café we waited for Brian, Sil and Sue, but no show.



Hans attending his Indian under the watchful eye of Corporal Wright. Hans later reported that the magneto pinion had come loose.

I rode back a few km to find the trio at the side of the road attending to Brian's Indian. Was it fuel, was it spark? Definitely fuel, so a quick carb by inspection and blowing through tiny orifices had the Indian running again and thus, we straggled on to the Corrugated Café in bright sunshine where coffees and chit-chat were enjoyed. About 44km so far.

We decided to follow pie-connoisseur Lee's suggestion to stop at Pie In The Sky on the way back. The joint was packed with bikes and riders, mainly of the American cruiser persuasion. We found space to park between the gleaming paint and black chrome, and joined the semi-

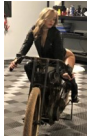
socially-distanced pie-queue. Naturally, Sil and Brian's veteran American iron attracted much attention. Sil was so distracted that Hans had to 'rescue' his pie from Sil.

Eventually Sil joined us at the round plastic table under the trees. As the chat progressed and flaky pastry crumbs littered our laps, Sil revealed his latest adventure. It appears his Harley had attracted the attention of a certain motorcycling lifestyle publication that requested a photo shoot. Ever obliging, Sil agreed and soon had a scantily clad young lady astride his machine displaying various riding positions not normally seen in public. ... including seated backwards with bare buttocks to the fore.

Examining the photos on Sil's phone, the gentlemen explored the artistic endeavor involved and appreciated the struggles of the photographer to achieve pleasing results. Sue on the other hand, offered a brief and sharp critique from an alternative perspective, outlining the shortcomings of this particular branch of photography and its audience. Chastened, we discussed the pros and cons of publishing one of the examples of the 'artwork' in *Drip Feed*. Those in favour highlighted the renewed vigour that some members may experience, and this would generally be of merit to the readership, particularly those with ready access to 'performance enhancing drugs.



Those of opposing view pointed out the potential risks to the health of the 'mature aged' readers of *Drip Feed* whose feeble hearts might be over-taxed. The debate remained unresolved leaving the editor in a difficult position. What to do? (Thumbnail photo included. For vivid detail see *Live To Ride* magazine. Ed.)



Fully sated on delicious baked delights, we donned our riding gear and prepared to depart the adoring crowd in triumph aboard our trusty old machines. Sil's Harley had other ideas. (I mused that perhaps it was pining for a more shapely set of buttocks.) After much fruitless swinging of the kickstarter we resorted to the time-honoured push start method. Under 4-legged 'power' Sil departed the car park and headed down the road for a short distance, his pushers having run out of puff. Injections of *Start Ya Bastard* down spark plug holes and in the carby failed to elicit a result, so poking and twiddling and furious kicking continued.



A Highway Patrol policeperson pulled up on the opposite side of the road, and considering the situation before him, decided a 'dead' veteran Harley and a bunch of 'mature-aged' citizens poring over it, was not a threat to the motoring public and so, zoomed off in search of more worthy prey.

Then, without warning the Harley started. Sil exclaimed, "It sometimes does this", which explained a lot ..., and motored off leaving his support crew to scramble for their respective machines.

Back at the truck stop we helped each other load up, said our farewells and contentedly headed off home. Happy days.

Graham Goodwin (photos GG and Sue)



Right:  
Petrol tank detail on Ian Coulston's rare South Korean National Racing Team Rudge.





## RIDE REPORT—DUNGOG WEEKEND

Paula and I decided to attend the Dungog weekend on the 4-5<sup>th</sup> July. Not only did we want to have a ride on the old bikes but neither of us had actually been to Dungog before!

We had a leisurely drive up there on the Friday with the 1927 Scott and Honda 400 Four in tow. Its nice being retired now as there is no hurry! Checked in to the motel and went to the Bowling Club for dinner where they have a good old style Chinese restaurant.

Saturday started quite cold and windy but otherwise nice. A good crowd of old bikes gathered in the carpark of the Bank Hotel after lunch to head off to Chichester Dam which is about 30kms each way. The Harley/Indian Club was there in addition to the VMCC so quite a variety of bikes including a couple of veterans.

The ride to Chichester Dam is very pretty and would be great for old bikes except its very bumpy. The worst bit was actually leaving town where I think there must be at least six historic layers of pot-holes with no gaps to ride through. After that is was just a case of keeping on the smooth parts of the road. A bit of concentration required. The final stretch down to the dam is quite steep and so at least one of the veterans decided to wait at the top due to concern about the ability to stop at the bottom.

After having a good look at the dam and a lot of the obligatory talking we headed back to Dungog. The evening meal was held at the Bank Hotel and was very nice. It's a great venue.

The next morning was really nice weather and not nearly as cold as the previous day. The ride took us on some good roads through Clarence Town and Seaham, ending up at Patterson for coffee. There are a couple of nice cafes there and a really pleasant outlook. I believe a few members of the Newcastle Club turned up to meet us there.



Antony 'helping'  
Hans with his Indian



After coffee we departed and headed back to Dungog on some more really nice roads where we packed up to head home.

The weekend was really good fun, both our bikes ran perfectly and the company was great. What more can we ask for? Thanks must go to Ian Coulston for organizing the weekend and Lee Wright for providing the backup services. A must-do weekend for next years calendar.

*Ian Richardson*

## WLA WORLD

You may have noted a couple of members riding perfectly restored examples of the military Harley Davidson WLA, including the pin-up boy 'Corporal' Wright on the cover of the last *Drip Feed*. 'Sergeant' Carmody has been rallying his WLA and collecting 'gongs' in the military category for some years.

The venerable 45c.i. (750cc) side-valve 'foot soldier' of the allied forces during WWII, around 70,000 WLAs (including Canadian WLC and South African variants) were made as well as spares for considerably more. Readily available after the war, many WLAs returned to civilian life and were a common sight hauling tradesman's boxes in the austere post-war years. Over the passing decades the humble but hardy WLA has developed a strong following for historic racing, customisation and restoration in both civilian and military trim.

VMCC member Gary Kirkness has a passion for WLAs and has been rebuilding them for around 30 years. Ten years ago he purchased a very large stock of bikes and parts and decided to leave his corporate job to pursue his passion, restoring WLAs. Since then Gary has built a successful business in a huge shed behind his home. Both of the WLAs mentioned at the beginning of this article are Gary's handiwork.

I recently visited Gary's workshop at Kenthurst. The cavernous shed is filled with customer's bikes and Gary's own collection, workbenches



The workshop. Customers' HDs on workbenches, including J model and big 1935 1340cc ULH behind. WLC (Canadian variant) in foreground.



Above: The cylinder store.

dotted with engines and gearboxes, a machining area and mezzanine floor full of new OEM (NOS) parts and used spares. There is a frame and fork repair area with jigs and an area for painting. Everywhere you look there are Harley frames, wheels, engine parts, you name it.

While the business specialises in the military years 1939-45, Gary is also well acquainted with earlier Harleys back into the mid-1930s including the OHV models. I noted a customer's 1920 J model on the bench, so it seems Gary's arm can be twisted to occasionally take on a vintage HD. VMCC President Hans has availed to Gary's workshop services.

As well as complete bike restorations, the business does HD engine and gearbox rebuilds, and frame and fork repairs. Gary repaired Con's beautiful knucklehead after it was damaged in a crash at the annual rally at Orange a couple of years ago. This kind of knowledge

and expertise is a boon for pre-1948 Harley Davidson enthusiasts.



WLAs at every turn. Can you tell which of these is the South African variant?





Frame alignment jig

So, if you would like to join the ranks with Sgt. Carmody and Corp. Wright, or prefer your 'civies', Gary can help you out.

*Graham Goodwin.*



Gary with one of his 'babies' a rebuilt 1937 ULH motor.

## FLATHEADS+45's

### Repairs & Restoration

1929—47 Harley Davidsons

Services include; Frame & fork repairs  
Engine and transmission overhauls

**Gary Kirkness**

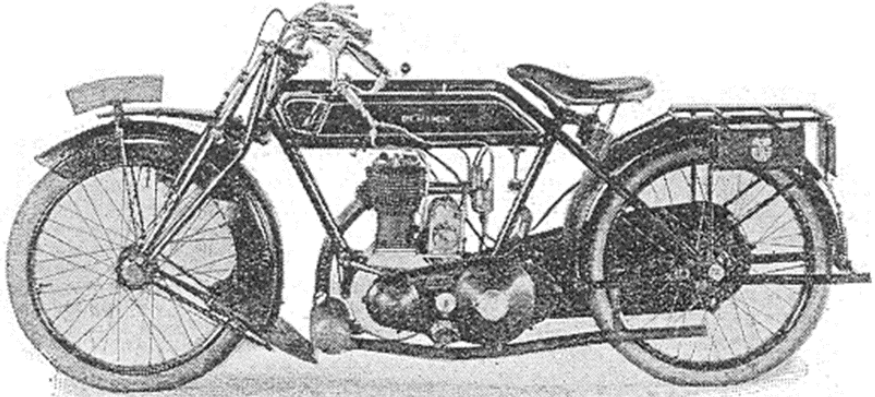
M: 0407 283 933

E: [vin45u@yahoo.com.au](mailto:vin45u@yahoo.com.au)



Specialising in **MILITARY YEARS 39-45**

## 1920 Road Test - Sunbeam 3.5h.p.



The latest 3½ hp. sporting model Sunbeam which has a laminated type spring fork.

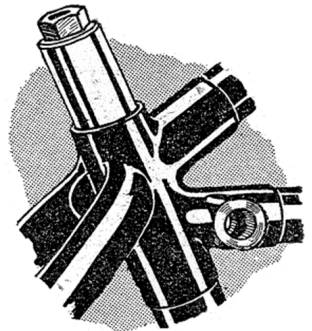
**Impressions of a High-class Solo Mount – the 3½ hp. Sunbeam** – which has already won its Spurs in Competition.

A machine which has always occupied a place in the very front rank is the Sunbeam. With the happiest memories 'of a Six Days Trials' experience in the Lake District on a 2¾ hp. model, it was with the greatest pleasure that the writer adopted Mr. A. S. Bowers' suggestion of an extended trial of the 1920 3½ hp. single-cylinder sporting model. By reason of its good name, one, of course, expects a great deal from a modern mount with the now familiar black and gold tank, but those expectations are fulfilled in their entirety -nay, more-on acquaintance with the machine.

First impressions are everything, they say. Our trials machine was handed over tuned to the last notch and equipped to the last word. Would that we could say the same of every machine placed at our disposal for trial!

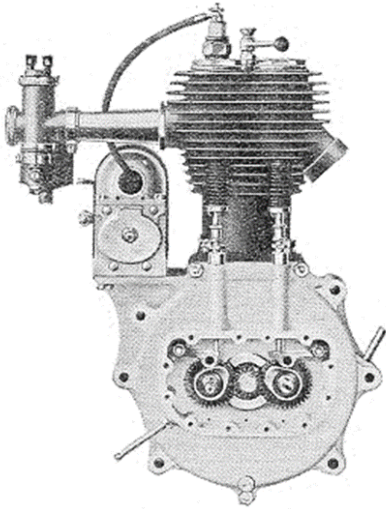
A dig at the kick-starter, and the willing engine promptly answered, the silky-acting clutch engaged, and away the machine went as smoothly as a good-class car. Gear changing proved easy, and, in short, one was at once inspired by the feeling that the machine was in perfect tune and condition, and ready for the most difficult test.

There is a great deal of difference in the controllability of modern motor cycles. Some engines are docile and tick over quietly in the free position; others with smaller flywheels and less carefully designed cams will roar and vary in their actions when not running under load. Need we say that the Sunbeam belongs to the former category? It is by no means a lightweight, yet its controllability, due to its well-balanced engine and conveniently arranged controlling mechanism, contributes in no small measure to the contentment of the rider and feeling of long acquaintanceship with the machine, even though that acquaintance may have been but short.



**The seat lug of the 3½ hp. Sunbeam has rear stays brazed-in. An expander bolt and cone secures the saddle-pillar.**





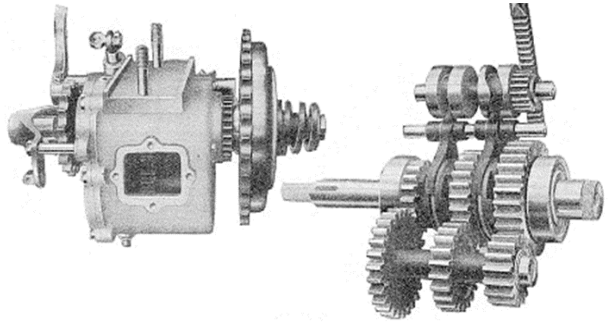
**A cool running engine. The power unit of the single-cylinder Sunbeam, which has a capacity of 499 c.c.**

With semi T. T. bars and the new type laminated spring fork, one can imagine no more desirable type of mount for the man who desires to "get there" and back, and with the minimum loss of time. Hill climbing with this all chain-driven "3½" with its 85 x 88 m.m. (499 c.c.) side valve engine, is a sheer delight. Although provided with three separate ratios, the lower ones are seldom called into use for solo work, except, of course, when starting away from rest, and possibly in thick traffic, for all ordinary hills are quite within the compass of the top gear of 4.6 to 1 even with a rider of 11½ stone up. It is no compliment to a mount of the Sunbeam calibre to instance Sunrising Edge, and Sudeley Hills, since public trials have demonstrated that no hill with a rideable surface is too steep for such a mount.

that the clutch will stand any amount of abuse. The handiness of the detachable wheels we have not had occasion to demonstrate with this latest 3½ hp., since the makers are wise enough to equip it with tyres well up to their work, and which, as an almost natural result, have, never punctured.

One's appreciation must therefore be devoted to its reliability, its cleanliness, its controllability, and its generally excellent design, leaving hill ability as a foregone conclusion. We have proved

A detail worthy of praise is the oil feed to the gear box, controllable by a two-way tap operated from the saddle, thus eliminating the need for periodic use of the usual separate, oil gun, which, to say the least, is a nuisance and a messy operation at best. The gears, incidentally, are extremely quiet in action, as well-cut gears usually are.



**The exterior and interior of the Sunbeam countershaft three-speed gearbox, a design in which the gears are always in mesh. The operating mechanism, as well as the kick starter, crank and its pinion, are plainly discernible.**

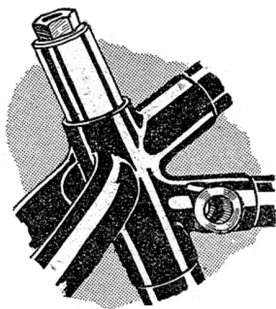
Prolonged fast running in no way affects this remarkably efficient engine, and that the cooling is sufficient for all purposes is demonstrated by the ease with which single figure gradients are surmounted on the run.

Indeed, as we have said, the Sunbeam owner can revel in hill work whether the roads are wet or dry, for in the event of wet, the rider can proceed in comfort so far as the machine is concerned, buoyed up with the knowledge that, whatever the elements, the transmission, running as it does in oil bath chain cases, is working under ideal conditions.

The prolonged life of chains, due to their entire protection from outside elements, needs no emphasis. In our trials we have been impressed by the absence of valve clatter; separate timing wheels are employed for inlet and exhaust with their respective cams formed upon them, the cams operating the adjustable headed tappets through rockers.

Once or twice in a rather tight corner, we have raised the left handlebar lever expecting to operate the valve lifter, forgetting for the moment that the control of the Sunbeam front brake is operated by the left-hand lever and the valve lifter on the right; but that, after all, is due to custom, and only confirms our opinion that motor cycle controls, should be standardised.

The brakes themselves are extremely effective and solidly arranged, nothing to get bent or disappear with vibration, the wide guards are a feature to admire, whilst throughout the design bears the mark of the master hand only to be expected when one realises that managers, designer, and testers alike are keen motorcyclists themselves, always out to improve, and having a high standard invariably in mind. In brief, our experience of the machine, extending over several weeks, has been entirely devoid of untoward incident, it has failed at nothing, started easily with wonderful consistency, not even a puncture has marred our enjoyment, and consequently one may justly dub the Sunbeam as a machine of unflinching reliability.



Re-printed from *The Motor Cycle*, 1st April 1920.



1919 Sunbeam 3 1/2 h.p. described in Rick Nabkey's letter. Front brake is non-standard. Note interesting leaf spring front suspension.



## FREE ADS

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

### FOR SALE

**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 M: 0408 650 860. H: 6493 6409



## FREE ADS

### FOR SALE continued...

**1920 Radco 211cc.** Fully refurbished 2-stroke *Radco* motor. 2 speed gearbox (no clutch). Very original condition. Surprisingly torquy. Runs along nicely alongside veteran motorcycles, or suit collector. Well made and reliable British machine and a delight to ride. \$10,000. Alan Lowe, (02) 9501 1788.



**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

**Bench drill, pedestal type**, rise and fall table, single speed (could be easily converted to three speed). No1 morse spindle and Jacobs chuck \$200.00.

**Band saw**, metal cutting, eleven inch throat, on stand, blades joined by silver solder \$300.00 Will need a trailer or ute to transport  
Chris Stimson 047 793 0380 (North Wollongong)

**Cables** — universal nylon lined clutch and throttle cables \$20 each. Rudge crank-cases 1930's on. Peter Scott (02) 9624 1262.

**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: [ecoij001@mymail.unisa.edu.au](mailto:ecoij001@mymail.unisa.edu.au) or call/text 0411 575805.

## WANTED

### For 1936 Norton Model 16H:

- Timing cover with undamaged hole for oil tell-tale and intact pressure release valve (same as WD)
  - Front brake plate - goes against LH side of girder forks
  - Speedo drive gearbox
  - Headlight, bent stalks and clips to headlamp shell
- Chris Stimson 047 793 0380 (North Wollongong)

**Swap**; circa 1925 BSA full front end, girder forks, guard, stand and sidecar support bars. Missing one top link, easy enough to get or make. Would prefer to swap for equivalent Douglas EW front end or other EW parts. Ray Elbourne E: [in-fo@raycycled.com](mailto:in-fo@raycycled.com)

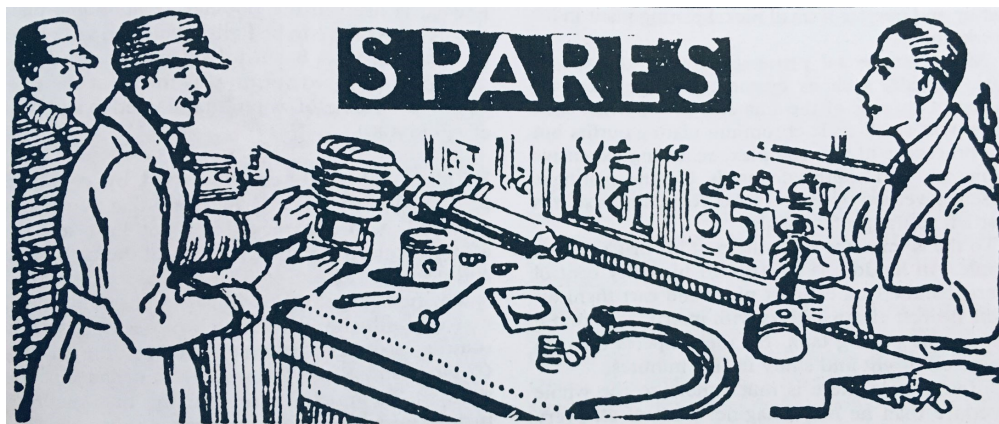
**Swap**; 1919 -21 Indian Power plus Big valve front cylinder in great condition for equivalent rear cylinder of same. NO track marks in bore all threads are very good and only the one chipped fin as seen in pics (next page) Ray Elbourne E: [in-fo@raycycled.com](mailto:in-fo@raycycled.com)



## FREE ADS *continued...*



- **New Hudson Parts:** 1927 – 1929. Interested in any parts, but I mainly require NH wheel hubs/brakes and Druid girder forks. Also wanted: Triumph model P Girder forks. Call or message Matt Goodwin 0423 503 216 [matt.e.goodwin@gmail.com](mailto:matt.e.goodwin@gmail.com)
- **1930 Miller headlamp and generator.** Rick Nabkey M: 0412 521 476
- **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





**QUALITY  
MAGNETO SERVICES**  
Lucas - Bosch - BTH - ML  
Lucas and Miller dynamos

All units restored 'as new'.  
40 years experience.  
Large stock of spares.  
3 years warranty on labour.  
COD Australia wide.  
International service.

*Wanted:*  
Second hand Lucas and BTH magne-  
to parts.

**Peter Scott Motorcycles**  
T: (02) 9624 1262  
E: qualmag@optusnet.com.au



**SPARES FROM THE CLUB**

26 x 2 1/2" Beaded Edge Rims  
Unpainted, undrilled  
Members \$45 each

**Ensign brand beaded edge tyres**  
26 x 2", members \$175 each

All tyres:  
non-members, add \$25 per tyre.

**Brake Rims 425mm and 380mm to  
suit Triumph, BSA**  
Members \$240 each  
Non-members \$260 each

**Mudguards, veteran style**  
Members \$115  
Non-members \$135

**Contact:**  
Richard Czereba T: 4754 1647

**VAPOURBLAST CLEANING**

*'Do it right the first time—It's easier'*

**MOTORCYCLE / AUTOMOTIVE  
SPECIALISTS**

Derek Page  
T: 0419 631 574

83 Cornelia Road  
Toongabbie 2146

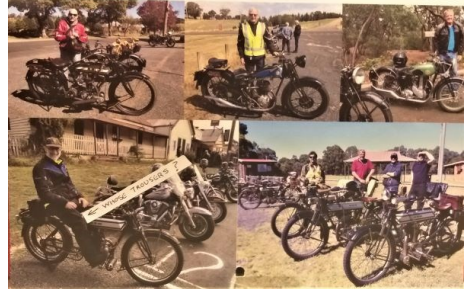
**ON SALE**

**VMCC 2020 CALENDARS**

Bargain price \$5 ea. + postage;  
\$2.20 for one, \$3.30 for two or three,  
and \$5.50 for four or more.

**Contact Brian Harris**  
T: 9808 1016

Vintage Motor Cycle Club Of Australia - 2020



**VMCC REGALIA**

Coming soon—Small enamel machine  
badge \$20. Reserve yours now!

**Caps, Girder Fork Riders, black \$20**  
Hurry, only a few caps left.

Polos	GFR logo	\$25
Tees	GFR logo	\$20
VMCC machine badges		\$20
VMCC lapel badges		\$4
VMCC cloth badges		\$6
VMCC blue polo shirts		\$10
VMCC kids white T shirts		\$5

Postage extra.

**Contact: Brian Harris T: 9808 1016**



**Photos from the Dungog weekend. Top: Tony Gosling, Neil Parker and Ian Richardson (1927 Scott Flying Squirrel) enjoying the sun at Chichester Dam. Above: Caroline Gong and Phil Thompson preparing for the Sunday morning ride on their 1947 Velo MSS.**