

EDITORS DESK

With only one run report and no meetings, this *Drip Feed* is a little thinner than usual. My thanks to members who have submitted material and reported on their restoration efforts. Alas, I have barely touched my projects.

However, as the COVID-19 lockdown restrictions continue to ease, we can look forward to resuming the events scheduled for the remainder of the year, at least in some form.

While the virtual meetings via Zoom have been fun, especially for our for more distant members, it will be good to meet face to face again.



It was great to learn that Jim Scaysbrook was awarded an OAM in the Queens Birthday Honours List. There would be very few members that don't subscribe to Old Bike Australasia magazine and have at least a casual knowledge of his extensive racing career both here in Australia and overseas. Jim has written six books on motorcycling history including his autobiography—*Along For The Ride* and co-authored another with Jim Reynolds.

He is most deserving of this award for his service to motorcycling. Congratulations Jim, and thank you!

Graham Goodwin.

Along for the ride

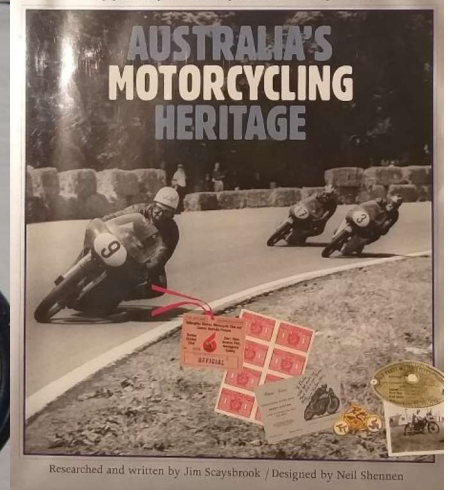


People, places, motorbike races.

JIM SCAYSBROOK



Fifty years of personalities, performances and products.



Researched and written by Jim Scaysbrook / Designed by Neil Shennen

PRESIDENT'S REPORT

The last Club run before we were told to stay home was on the 22nd of March starting at Richmond, with a coffee stop at a cafe in Kurrajong. Even then restaurants were already required to keep 4sqm space for each patron and when sitting down keep social distance.

I did not expect that we would be riding for some months, when I wrote my message in the previous Drip Feed. The Committee cancelled the runs for May and June.



Since the Lockdown the Committee has met in Virtual meetings every two weeks, using ZOOM facilities. It will never be the same as meeting face to face. But it is a substitute and an opportunity to keep the Club activities alive and under discussion. We had attendance from the Committee members and a some regular visitors to our monthly meetings . In addition a few interstate members connected up with ZOOM aswell. It was nice to stay in touch that way and talk about our common interest.

When the lock down rules were eased mid May we could decide immediately that we could ride again responsibly in small groups.

So on the 17th of May a small group rode in the Headlight run from Thirlmere. As usual organised by Lee Wright who was ever so keen to try out his newly acquired Harley WLA. And being responsible persons, it is not too difficult to keep a little distance from each other when standing around for a chat. Whilst riding in single file has no issues at all with adhering to the rules.

It is amazing how quickly the infection rate has dropped in Australia. No doubt due to the quarantine measures taken by various authorities and accepted and adhered to by the vast majority of Australians. In the meantime life has changed forever for many. Those working in travel, tourism, hospitality, entertainment etc will not return to normal for a long time. Most office workers have been able to work from home. I had to attend to some business functions in the city and it is amazing how quiet it is on the City streets. More quiet than in the suburbs. Thanks to internet many people can thankfully do jobs from home. Hopefully this will continue indefinitely at least for a number of days per week. It will resolve overcrowding of roads in the cities and other congestion issues.



We were, as every year, scheduled to leave for three months living in The Netherlands. Obviously all our plans are cancelled. Hopefully I can pick up on the rallies I had wanted to participate in over there, next year. Staying in Australia I have an opportunity to ride in a number of our Club events in the coming months.

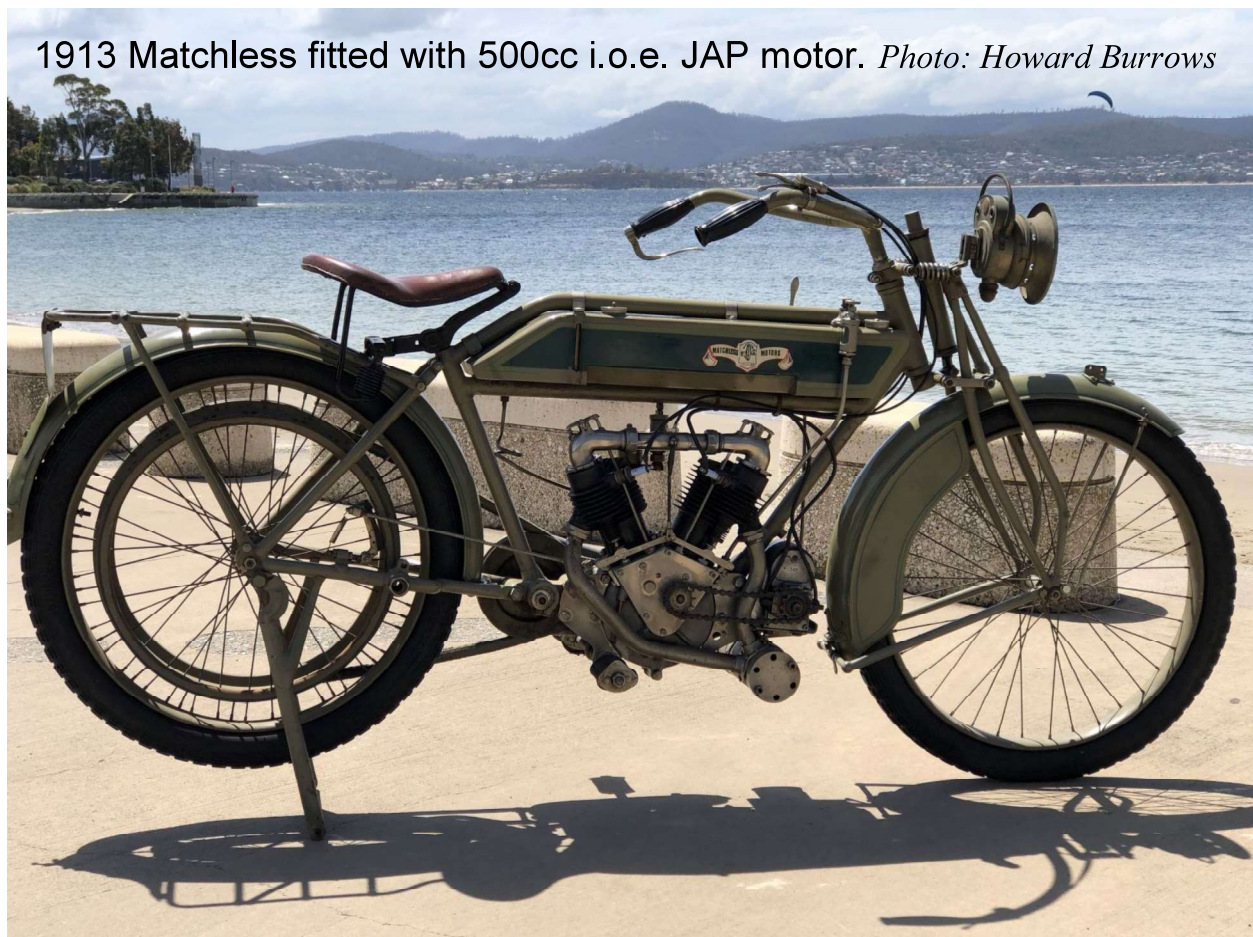
It looks like that events can now continue to be run as originally scheduled. We will have to adjust a bit to adhere to the rules. But it

even looks that the Hunter Valley weekend in Dungog could go ahead.

At the moment it is too early to make that call. You will be notified in time by email as to what and where can happen. The Committee is flexible and keen to have as many events happen as possible. As always we have to rely on members behaving responsibly and adhering to the guidelines.

Keep healthy and stay safe.

Hans Sprangers



1913 Matchless fitted with 500cc i.o.e. JAP motor. *Photo: Howard Burrows*

RIDE REPORT: Headlight Rally at Thirlmere



Sil, Jim, Alan, Lee and Denis

Due to the Covid-19 restrictions, the VMCC Committee has been meeting on 'Zoom' (video conferencing) and it was decided that with the slight easing of social gathering restrictions, it was possible for ten members to get together at Thirlmere on Sunday 17th to ride on the Headlight Rally.

The usual picnic atmosphere wasn't really there and we kept our distance from each other and stood around talking bikes and feeling happy about being out with the old bikes at last. For me the excitement involved having my first ride on my 1942 WLA Harley Davidson.

At ten o'clock, nine confident riders and myself took off on the 60km course. Now I would consider that this course is ideal for someone to become 'familiar' with a new acquisition. Not so for me and the Harley foot clutch.

A shaky start involving a couple of stalls had me on my way at the tail of



Ian Richardson, BSA



the field with Sil following to keep an eye on my progress and offer advice. Funny thing— I had been watching WLA test rides on YouTube and had the take-off all down pat. Or so I thought!

Once under way the freshly restored bike

showed me what a delight those bikes were when they were sent over here during the grim days of WW2. I had 19km of open road to go before the first stop sign. Nineteen kilometres to forget the routine to operate that foot clutch. Sure enough, another stall and re-start at the stop sign and, with more confidence, the ride continued through the fire ravaged Bargo district.

Too soon we rolled back into Thirlmere and I made a reasonable job of parking the Harley.

Rick arrived soon after with the empty back-up trailer and we all headed to the famous pie shop for lunch.

We missed our usual morning tea with Heather this year— her first Headlight Rally missed since 1985.

Jo, Arid and Jim cruised in after lunch with Jo's recently acquired Rudge which seemed to be cracking along.

All in all a different Headlight Rally this year, but greatly enjoyed never-the-less.

Riders— Peter and Gail Scott, Ian Richardson, Sil Losito, Jim Carmody, Alan Batkin and the evergreen Dennis Fry. Thanks Sil and Rick.

Stay safe out there, Lee Wright.

Photos: Rick Nabkey



Sil on his WLA