



Drip Feed

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



April- May 2019

Printpost Publication Number 100005137

VMCC EVENTS NOTICEBOARD 2019

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 Secretary.

APRIL

- Sun. 7th April. Run North. This event now completed..
- **Sun 14th—Sun. 21 April. VMCC Easter Bathurst Rally.** Entries have closed. Details: Lee Wright 0438 536 223.
- **Note: No Club meeting on Weds. 17th** due to Bathurst rally.

MAY

- **Weds. 15th. VMCC general meeting, 8pm.** Vikings Club, 35 Quarry Rd, Dundas. in the 'Quarry' room. Come early and enjoy a meal in the bistro
- **Sun. 19th— Headlight Rally, Thirlmere.** A pleasant ride in the Southern Highlands. Refreshments and a chance to sample great pies. Get your estimated average speed right and you could win a coveted headlight trophy.

JUNE

- **Sun. 16th. North Run, Peats Ridge via Somersby.** A mix of many Old Pacific Hwy. curves then open road. 9:30am.depart Cowan truck stop / rest area (take Berowra exit off M1). Morning coffee at Peats Ridge. Option for lunch at Cowan pie shop. Total 103km. Details 0466 330 827.
- **Weds. 19th. VMCC general meeting, 8pm.** Vikings Club, 35 Quarry Rd, Dundas. in the 'Quarry' room. Come early and enjoy a meal in the bistro

JULY

- **Sat. 6th—Sun 7th Dungog Weekend.** Very popular event in the Hunter Valley. This year we are staying at a different hotel. Contact Ian Coulston to ensure your accommodation 0412 798 052.
- **Weds. 17th. VMCC general meeting, 8pm.** Vikings Club, 35 Quarry Rd, Dundas. in the 'Quarry' room. Come early and enjoy a meal in the bistro

AUGUST

- **Sun 18th. Jack Borradale memorial run, The Oaks.** Hosted by Ian and Paula Richardson. 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. 21st. VMCC general meeting, 8pm.** Vikings Club, 35 Quarry Rd, Dundas. in the 'Quarry' room. Come early and enjoy a meal in the bistro.
- **Sat. 24th—Sun. 26th. Antique Motorcycle Weekend, Bulli Showground.** Everything to keep the vintage motorcyclist entertained. Bring a bike or help out at the VMCC's display. See page 23 for details. Antony Gullick 0415 284 620

DRIP FEED April—May 2019

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

CONTENTS

	Page
Events Noticeboard	2
Club Information	3-4
Editorial and President's Message	5-6
VMCC Minutes, Feb & March 2019	7-8
Magneto maintenance tips	9
Fastener threads and spanners	10-12
Flyer, VMCC Veteran Rally 2020	13
Reports—Rudge Rally; Northside Run	14-16
My second veteran ride	17-19
Our new website	21-22
AMCA Bulli flyer	23
Report, National Veteran Rally	24-25
Making a replica petrol tap	26
Advertisements, Club Regalia, Spares	27-30
Photos	31-32

COVER PHOTOGRAPH

Graeme Gullick (3.5 h.p. Precision) at the National Veteran Rally, Tasmania.

DRIP FEED DEADLINE: Submit to the Editor by 15 May for June-July issue.



We are the GIRDER FORK RIDERS Established in Sydney in 1955 the VMCC's purpose is preserving, restoring and riding motorcycles and sidecars made up to 31 Dec. 1947. This is the girder fork era of motorcycle design, before telescopic suspension became almost universal. The girder fork era includes the **veteran** (up to 31 Dec. 1918), **vintage** (1919 – 31 Dec. 1930) and **post vintage** (1931—31 Dec. 1947 including military) periods. Our events cater for these machines.

MEETINGS The Club meets at 8pm on the third Wednesday of every month, except December, 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 Borradaale, 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 Borradaale.

LIFE MEMBERS

1956 - Arthur New (dec.)
1956 - Sid Napier (dec.)
1961 - Paddy Ryan (dec.)
1962 - Jack Borradaale (dec.)
1968 - Harold Braund (dec.)
1968 - Ray Corlett (dec.)
1973 - Sid Haynes (dec.)
1975 - Bill Stewart (dec.)
1977 - Harry Beanham (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 2019

PRESIDENT

Hans Sprangers 0412 111 693

VICE PRESIDENTS

Ian Coulston 0412 798 052

Alan Batkin 0418601122

SECRETARY & PUBLIC OFFICER

Antony Gullick 0415 284 620

E: ifo@vintagemotorcycleclubofaustralia.org.au

TREASURER

Phillip Powell 0407 065 408

ASSISTANT TREASURER

Vacant

DRIP FEED EDITOR

Graham Goodwin 9876 1465

E: dripfeedvmcc@gmail.com

DRIP FEED DISTRIBUTION

Brian Harris 9808 1016

PATRON

Don Liddle OAM 9631 7971

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 M: 0412 521 467

COMMITTEE

Hans Sprangers, Ian Coulston, Alan Batkin, Antony Gullick, Brian Harris, Rick Nabkey, Graham Goodwin, Lee Wright, Phil Powell

HISTORIAN and TROPHY CURATOR

Laurie Deller 9638 4261

REGALIA

Brian Harris 9808 1016

DATING & JUDGING

Eric Bourn 9888 1757

Peter Scott 9624 1262

Lee Wright 4753 6222

MACHINE EXAMINERS

Bill Green (Kellyville)

M: 0419 280 650

Bob Howle (Blacktown)
9622 6979

Ross McDermott (Merrylands)
0412 826 436

Peter Scott (Seven Hills)
9624 1262

Antony Gullick (Padstow Hts)
0415 284 620

WEBMASTER

Martin Riley 9629 1851

E: mtriley2@yahoo.com.au

FACEBOOK MODERATORS

Antony Gullick 0415 284 620

Charles Blades 0401 493 403

CLUB MEMBER CONTACTS

 in addition to Office Bearers above

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

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 **FACEBOOK**

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

BANK DETAILS NAB, BSB 082128 Acc. No: 509175487 Put your NAME and PURPOSE in the description e.g. 'Subs' for membership renewal, 'New' for new member, 'Rally' etc. Send the associated forms to the appropriate Club officer as shown on the form.

GROUP EMAILS To receive emails with details about coming events, including any late changes, provide your email address to The Secretary



EDITORS DESK

My apologies to Mark Turnbull, our member from Orange. Astute readers would have noted the incorrect photo caption in the last DF naming him as Mark Mansell. I cannot explain what dark processes dreamt that up!

Also note the correct phone number for Ross McDermott (Machine Examiner).

At the recent Rudge rally in the foothills of the Snowy Mountains my fitness was tested once again when my best efforts of 'light pedal assistance' failed to propel my single speeder over the crest of long, steep hill. I had to push the bike up the last 100m. Even a spindly veteran becomes a heavy lump in this situation.

At the next scheduled stop the ever-green Laurie Deller offered great comfort reporting that my Rudge was going very well. I think he was sincere ...

The solution for the return ride up the hill was at hand for I had fitted a jockey pulley on an acentric spindle mounted un-



“Young fella, if you’re looking for trouble I’ll accommodate ya”. Mr Deller, sir, with his new friend and protector.



der the drive belt (the modern endless type). This device allowed me to retain belt tension after slightly separating the crankshaft pulley flanges to lower the gear ratio. Of course 'back in the day' the rider would have to remove a section of the belt to retain correct tension, there being no slots in the frame for the rear wheel spindle. We lost a little top speed but made it back over that hill without resorting to LPA.

Graham Goodwin

PRESIDENT'S REPORT

The National Veteran Rally in Tasmania was held last week with over 100 participants and over 120 bikes. To qualify for riding in this rally your bike has to be pre 1919, over 100 years old. Unfortunately I do not have a suitable veteran bike and did not attend. Maybe next year? Our Club will next year host a Veteran Rally in Cowra over a few days, the weekend before the Bathurst rally. See further details in this Drip Feed.



I enjoy reading about the exploits of riders in the 1910's and 1920's. Imagine yourself back in those days for a moment. Riding was an adventure which it still is in different ways though. The roads were bad (some still are), but traffic was nearly non-existent. So riding a bike with no clutch, no gearbox and no brakes was not as difficult as it is now with heavy traffic. As long as you got going it was a matter of watching the road ahead and avoid the potholes, dogs, animals and drunks. Tyres and roads were of poor quality and punctures happened all the time. These cross country (Perth to Sydney) challenges or races between Sydney and Melbourne were amazing events certainly when you realise that this was over dirt roads, which were not lit at night. Yet the daredevils raced during the day and night. In the early twenties it took about 15 hours racing to get from Sydney to Melbourne. Fuel had to be pre-arranged, punctures and mechanical problems fixed. These were brave if not foolish chaps. Many got seriously hurt doing these races. We would probably have done the same if we would have had the chance back then.

Some of us are lucky enough to be a custodian of one of these bikes for a few years or decades. Hopefully we improve them, use them and pass them on in better condition than when we got them. That is the challenge, to leave them in better shape than when you got them. Then to be used by another enthusiast for the next few decades.

Our Club caters specifically for these older motorcycles. In the next months we have a few events which I encourage you to participate with your older bike. The Bathurst rally runs over a full week. It is the premier event for our Club and is well attended. The first 40 years organised by our Patron Don Liddle and the last few years by Lee Wright and Graham Froud. Typically there are 200 participants with a great variety of bikes and coming from all over the country. It is not too late to participate for the week or just a few days. The roads are carefully selected. The stops are at great country pubs and you are riding and socialising with fellow enthusiasts. Happy hour after the riding is a great time to catch up with friends and share your enthusiasm about the bikes we ride.

The Club's Committee is constantly asking what can we do to enhance the enjoyment that members get from belonging to this Club. We try to get input by listening to members at the monthly meetings. But so many members cannot attend these meetings. So I ask you if you have ideas for the Club to send a message or make a phone call to one of the Committee members. We love to get your ideas.

Hans Sprangers

MINUTES VMCC COMMITTEE — 20 February 2019.

Attendees Philip Powell, Col Everingham, Hans Sprangers, Brian Harris, Graham Goodwin, Lee Wright, Ian Coulston, Alan Batkin, Matt Goodwin
Apologies Rick Nabkey

Correspondence In Hunter Valley Steam Fest. Email form Geoff Fry regarding the Heritage Trades Trail in Bathurst on the 18th and 19th of May. If anyone wants to display a bike contact Geoff on 02 6332 1699

Correspondence Out Email reminders to members regarding upcoming events.

Treasurer Phil Powell clarifying a number of things to do with the treasurers jobs. Suggested we have membership renewal form on the website.

Business Events calendar on new website hard to follow. Use a simple list like in in Drip Feed. Facebook page needs updating. Just bikes ad for the Club. Secondary contact in Old Bike, Alan Batkin. Antony to ring Jim Scaysbrook. Send letter to Lee authorising him as signatory for Bathurst Rally account. Hans submitted costs for Veteran day. Hans is being reimbursed. Discussion regarding drip feed ads. Need to send invoices for ads in drip feed, AG to do.

MINUTES VMCC GENERAL MEETING—20 February 2019

Apologies: Don Liddle, Rick Nabkey, Peter Scott, Gail Scott, Jeff Bell, Ross McDermott

Visitors Nil. New Members: Nil.

Minutes of January 2019 meeting as printed in Drip Feed: Accepted.

Correspondence in: Hunter Valley Steam Fest. Email form Geoff Fry regarding the Heritage Trades Trail in Bathurst on the 18th and 19th of May. If anyone wants to display a bike contact Geoff on 02 6332 1699

Correspondence Out: Email reminders to members regarding upcoming events.
Out

Financial: Opening balance \$29,037.96. Closing balance \$ 29,037.96

Drip Feed: The editor has made some changes including putting the events on the inside cover. Still needs articles and things of interest.

Recent Events:

Australia Day. No members went. Too hot, no shade. Possibility of relocating to streets in Parramatta CBD next year.

Vintage Preferred Run, January. Went well with a number of riders attending. Thanks to the Grahams' once more for hosting the run.

Veteran Day. Biggest attendance in some years, thanks again to Peter and Gail Scott for organising and catering the event

Coming Events:

Rudge Rally, 29–31 March. Contact Peter Scott for details

Northside Run 7th April going to Kulnura. Thanks to Alan for organising this once more. Will be meeting the Norton owners.

Welfare Report: Ian Richardson is doing well and back in the saddle.

Bob Howle is needing more care but is looking forward to attending Bathurst at Easter. Julie Bird, wife of Noel Bird has passed away.

Regalia: Handle bar badges available, \$20

General Business: Website has been completely re-designed and was displayed by Antony Gullick. This overhaul was made possible by the bequest of Col Corley
Meeting Closed 9:10pm.

MINUTES VMCC COMMITTEE—20 March 2019

Attendees. Alan Batkin, Graham Goodwin, Ian Coulston, Lee Wright, Brian Harris, Col Everingham, Phil Powell, Hans Sprangers, Antony Gullick.

Correspondence In Invitation to hold runs at the air museum at Albion Park. Invitation from Velocette Owners Club for runs. Membership from Bryce Davies Jr . (BJ)

Letter from Redfern Motorcycles announcing the sale and auction of all of their inventory.

Correspondence Out Invitation to the VMCC's veteran rally in Cowra April 2020
Reminder emails

Business Alan Batkin has the northside run all organised and it is now starting at 10.00am. Arrangements for Bathurst is going well with 142 entries. Interesting to see how it goes with the new pricing for the caravan park (now owned by NRMA) . Hans mooted the idea of mid week runs, though it might be problematic for old bikes. Antony will follow up with Steve Mordue about the annual rally.

Antony and Graham have started organisation for the VMCC's veteran rally in April 2020. Flyers were given to all rally entrants at the national veteran rally in Tasmania. Ian is organising Dungog and is looking at alternative accommodation. Lee has organised himself to be a signatory for Bathurst rally operating account.

MINUTES VMCC GENERAL MEETING—20 March 2019

Meeting Opened: 8.01

Apologies: Don Liddle, Rick Nabkey, Laurie Deller

Visitors: Nil.

New Members: Bryce Davies Jr (BJ)

February meeting Minutes as printed in Drip Feed: Movd, Ian Coulston.

Correspondence In Invitation to hold runs at the air museum at Albion Park
Invitation from Velocette Owners Club for runs

Correspondence Out Invitation to the VMCC's veteran rally in Cowra April 2020
Reminder emails. Accepted.

Financial: Opening balance \$29,087.96 Closing \$28,922.86

Includes 11 membership renewals. Income from sale of VMCC parts (Richard Czereba). Moved: Graham Goodwin

Recent Events: National Veteran Rally in Tas has just finished, no VMCC members at the meeting to report. Velocette rally Brookland run, Alan Batkin attended, and thought it was a good event.

Coming Events: Rudge rally 22 entries at Corryong in Victoria. Northside run. Alana Batkin is all organised and will be meeting up with the Norton and BSA club. Starting at 10.00am. Bathurst rally costs are going up, will monitor if it has an effect on numbers. 141 entries so far and runs are all organised

Redfern Motorcycles closing down auction is on, check website for details
Headlight rally is on again at Thirlmere and Lee is once again organising it.

Welfare Report: Ian Richardson appears to be do well and is back in the saddle.

Regalia: Vote early vote often sale. Still have 2 caps, and some club badges, still some handlebar badges.

Peter Scott gave a very interesting talk on magneto maintenance.

Meeting Closed: 8.47 pm.

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3. Check and if needed reset the points every 500 miles (.010"—.012")
4. About every 1,000 miles clean carbon dust from pickup and slip ring. Also remove and clean the earthing brush.
5. Set spark plug gap at .018—.020 max. (New plugs come with a much wider gap from the factory). Black (sooty) plugs will misfire. Lean down the carburetion. Note

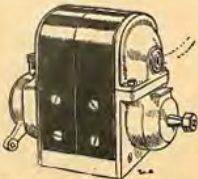
that modern petrol runs richer so original carburation settings may not be correct.

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TANGLED THREADS

Unraveling the mysteries of BSW, SAE, AF, UNF, BSCy etc

Historically, there can be few things that have created more confusion for the classic British bike enthusiast, especially those who were born in the metric age and those not from the UK, than the difficulty of translating the intricacies of obsolete British



Standard thread systems and by extension, wrench sizes (spanners) into language comprehensible to the layman. Because of this, misapprehensions have been perpetuated. Terms like 'whitworth', 'Imperial', 'BS' and so on are applied casually to things that they do not belong to. This leads to further confusion.

If there is any aspect of British engineering which causes more hair to be pulled out in frustration, I'm not sure I know what it is... When referring to wrenches and threads, 'Imperial', popularly refers to BOTH what some refer to as American inch, AND British standard. They are of course utterly different, to make things as confusing as possible, and so to call both Imperial is not entirely accurate, however, SAE is derived from the British Imperial system (EDITED)

American inch wrenches are measured "Across the flats (A/F)" That is, the "size" of the wrench is measured according to the hex on the fastener, a 1/2" A/F wrench tightens or loosens a fastener with a 1/2" hex. These are the wrenches and fasteners used on Chevys, Fords and Chryslers for generations...
...Older American wrenches using the SAE system were also marked according to bore size; however, but we'll just leave that there to save complicating matters further.

British Imperial fasteners are measured according to the BORE of the fastener itself, so a 1/2 BS wrench fits a fastener with a 1/2" bore.... In other words, when you look at the wrench, you might say to yourself "Self, there's no way that's a 1/2 wrench"... but it is of course, because it turns a 1/2" diameter bolt...

Now hang in there, stay with me, cos this is gonna get outrageously ridiculous. We're even going to take a pause, Put the tea on and make sure you have an ample supply of crumpets for this one...so you can gather your wits, you're going to need them for this next bit. BS vs. BSW vs. BSF. In the beginning, there were no standard threads anywhere. If someone wanted to screw something to something else, they cut their own threads. It's tricky to conduct a successful industrial revolution when you don't have standard threadorms.

A gentleman named Joseph Whitworth (later Sir Joseph Whitworth) came up with a standard system of threads. He designed the famous 55 degree pitch thread in a number of sizes from small to large, and then proceeded to pick standard sized hexes for each given bore of fastener cut with his thread.

He picked sizes for the wrenches he wanted to use to turn his fasteners and his "hex sizes" do follow some arcane mechanical engineering principle, I am not aware of what that principle is, but suffice to say, they are what they are. (the nice thing, is that for the range of fasteners, there are fewer wrenches needed.)

Joseph Whitworth's first coarse thread series became known as BSW (British Standard Whitworth) the very first standardized thread form in the world, hence why he stuck his name on it. It is NOT a wrench size, but a THREAD. Mr. Whitworth's system did well for around fifty years in the early Industrial Revolution, but after fifty years had passed, the engineering wonks decided that an additional FINE series of threads was required... Hence BSF (British Standard Fine), another series of threads of finer pitch.... And here is the fly in the ointment.

They decided that Mr. Whitworth had been too generous with his hex sizes, and that a given hex could turn a fastener with a larger bore. This decision was taken due to metallurgy... Steel was getting a lot stronger due to advances in smelting and steelmaking. Anyway, what these boffins did was curse the world. Because of their decision, a given wrench may turn a coarse threaded fastener of one size, or a fine threaded fastener of 1/16" greater bore.... example: 1/2BSW - 9/16BS. So in this case, the wrench above turns a coarse threaded fastener of 1/2" nominal bore OR a fine pitched fastener of 9/16" nominal bore...

This is why wrenches are often encountered with two apparent sizes stamped on them. (5/16W-3/8BSF) to add a final poisoned nail to the agony, when you get to quite large sizes, the difference goes up from 1/16" to 1/8" difference. So you have big spanners for buses marked 3/4W – 7/8BS ... madness.

During the war, the sizes were standardized in that newer fasteners were made with both fine and coarse threaded bolts and nuts had the same hex...

* to add confusion, often the "F" is omitted, Snap-On's wrench set, for example, omits the "F" thus: 7/16BS, and doesn't list the 'W' at all. So, to clear up this section;

Whitworth isn't a wrench size but a thread.

American or Unified threads (UNF, UNC) and associated A/F tools are "Imperial".

British Standard threads (BSW, BSF, BSCy) and tooling, are also "Imperial".

BSW is a coarse pitch thread series.

BSF (or BS) is a fine pitch thread series. (as an aside, it is rare in British bikes but occasionally encountered on BSAs)

The same wrenches turn both types of fastener, but the fine threaded fastener will have a smaller hex.

Oh, sorry, sit down, we're not done. BSCy. British Standard Cycle Thread, or CEI (Cycle Engineers Institute). Adding to the confusion, and funnily enough the most common thread system you are likely to encounter if you own a machine dated before around 1966 is BSCy, or Cycle thread. It is a fine (increasingly so as the bore size rises) pitch thread, British Standard, but not whitworth form, 60 degree pitch rather than 55 degree. Cycle thread was designed for use in bicycles to

combat loosening due to vibration. It was deemed ideal for use in motorcycles and appears in almost all marques up until the late sixties, and there are internal BSCy threads on Triumphs and Nortons into the seventies.

This is an interesting thread system due to the use of consistent thread counts for numerous fastener bore sizes. A $\frac{1}{4}$ " bore fastener has 26 threads per inch (tpi), and so do all the sizes up to $\frac{1}{2}$ " bore. There is crossover around that size to 20 tpi, so there is a 7/16x26tpi thread and a 7/16x20tpi thread and the same with the $\frac{1}{2}$ " bore. The main nuts and bolts with this thread on British bikes will be 26tpi, except for gearbox and engine shafts and axles, which often have 20tpi. (Very small BSCy fasteners have 32 tpi but are very rarely seen on motorbikes) Note: BSCy. (Cycle thread) fasteners are turned with the same wrenches used for BSW and BSF.

Taps and dies for all of these threads are available, old stock BSW and BSF taps and dies are available though good sources in the UK, but BSCy is tricky to find, and only from Asian sources now.

Horrifically, there is also the small BA (British Association) series, found in Lucas stuff, electrical things mainly, badge screws and the like, and BSP, British Standard Pipe, for oil lines... and, if you own an old Panther, Admiralty thread. I'll tell you if you ask nicely. Note: BA wrenches are different, a small series of 8 or so usually, British bike guys can get away with the four or five biggest ones. Sizes from 0-12, 12 being smallest.

Final edit: Newcomers to the hobby should be aware that many bikes from the late sixties and early seventies are especially confusing due to the introduction, for the benefit of the US market, of American inch hardware (A/F) and UNF and UNC threads initially on the exterior only. The whole thing was introduced piecemeal over a period of several years. Any BSA, Triumph or Norton, commencing in around 1968 and running right through till 1975, can be expected to have a mixture of hardware and threads in sundry places. Many UNF nuts and bolts on Nortons are stamped with a line of circles on the flats of the hex indicating UNF.

Hope this helps someone, took me a while to wrap my head around it when I first started.

Submitted by Antony Gullick (Article sourced from Norton Singles Facebook page. Written by Gary J Parker)





The Vintage Motor Cycle Club of Australia (NSW) Inc
Is excited to present the

VETERAN ONLY RALLY

Fri. 3 – Mon. 6 April 2020
COWRA NSW

“That was the best veteran ride I’ve done in decades”

This is how a seasoned ‘veteran man’ described a recent VMCC event at Cowra and the catalyst for the veteran rally in 2020. Yes, the Cowra area really is that good! Apart from quiet, scenic, meandering roads, Cowra and surrounding villages offer other attractions for visitors.

Riders also have the option to attend part or all of the very popular VMCC Easter Bathurst Rally starting on Mon. 6th through the Easter weekend (five days). This rally is open to bikes made up to 1980 and Bathurst is just 100km easy drive from Cowra.

Proposed itinerary: A short ‘shakedown’ run on Friday afternoon with longer rides and lunch stop at interesting locations on Saturday and Sunday. Rally dinner Saturday night. Monday morning will be a short ride so rallyists can head off to Bathurst if they wish.

Accommodation: Veteran Rally HQ will be the excellent Cowra Van Park on the Lachlan River right in town. We have reserved all cabins for the rally. There are plenty of other accommodation options including the Cowra Holiday Park just 3km away. *Get in quick to book your accommodation.*

Cowra Van Park: (02) 6342 1627. www.cowravanpark.com.au Mention the Vintage Motorcycle Club’s veteran rally.

Cowra Tourism Centre: T: (02) 6342 4333. www.cowratourism.com.au

Details: Watch our website www.vmcnsw.org.au or email your expression of interest to: info@vintagemotorcycleclubofaustralia.org.au
Antony Gullick 0415 284 620

REPORT—RUDGE ENTHUSIAST'S RALLY 2019

Report by Gail & Peter Scott.

The 2019 Rudge Enthusiasts Club Rally was held over the weekend of 30th & 31st March. It was based at Coolac Coolac Caravan Park, near Corryong, Victoria.



Jim McCusker coaxing Jo Monk's wet 1929 Ulster into life

There was a good turn-out of Rudges for the 31st running of this annual event including two single speed veterans. The park and surrounding area are highly recommended for easy, scenic riding and good roads with little traffic. Friday and overnight we had storms, with torrential rain. This was much needed by the farmers as the area had seen no rain decent for nearly two years.

It was a very damp start to Saturday's ride, with some riders and pillions not wanting to risk a soaking. Fortunately, after a few miles the roads were dry and everyone enjoyed the ride to Walwa for morning tea. The group then

proceeded across the Murray River into NSW, through Jingellic and on up the Snowy Mountain foothills to Tumarumba for lunch. Fed and watered, the tour took a scenic route that included the look-out commemorating the crash of the *Southern Cloud* aircraft back in 1931. A most picturesque spot, with the history of the tragedy, and a map showing where the crash site was finally found in 1958.

The rain returned as the riders neared Corryong.

Only one Rudge ended up on the back-up trailer, the newly restored 1937 Special, belonging to David Jenkins. It 'nipped-up' a few times, but, as this was the only problem all weekend, it goes to prove that the Rudges are as reliable as they were advertised.

The evening presentation dinner was at the Corryong Hotel. They provided a bus to collect people from the caravan park and return again later. A very useful service.

The two course meal was followed by trophy presentations:

- Best Veteran: Peter Scott single speed
- Best Vintage: Harry Scoble 1928 500cc
- Best Post-vintage: Warren Young 1937 500cc Special
- Jim Wallace Memorial (best pre 1930) Peter Growse 1930 500cc Special
- Rob Hart Memorial (best Rudge overall) David Jenkins 1937 Special



Morning coffee stop at Walwa.

The usual 'novelty' awards were handed out which caused great amusement.

Sunday morning began with a swap-meet at the caravan park. Quite a few Rudge bargains to be had. The run began with a trip to the Murray 2 Snowy Mountains Hydro plant near Khancoban for a conducted tour. It was then back to Khancoban for late morning tea/lunch. Rudge rid-

ers then returned to the caravan park and began to load-up and head for home.

This will be remembered as not only a great weekend but a drought-breaking one, though it was only the locals who were ecstatic about the rain.

The Goodwin clan have volunteered to run the rally next year in the Cootamundra / Tumut area.



Brothers Peter & Graham Goodwin repair a broken cable



REPORT—NORTH SIDE RUN Sunday 7 April

The sun god was shining on us for our ride to Kulnura. Only a small group of riders on a variety of bikes came along.

We departed from the Berowra truck stop (old tollbooth) in close convoy along the Old Pacific Highway, only to have Han's bike develop a large oil discharge a few kilometers along the way. Both then enjoyed the luxury of spending the rest of the ride in the comfort of the backup vehicle with Heather and Lee Wright.

We all rode at a steady pace keeping a keen eye on the white centre line along the winding road then had a stop at Calga to regroup and stretch our legs before continuing to Peats Ridge for a chat and a coffee at the Corrugated Cafe which incidentally has an interesting display of old cameras.

Then a short ride to our destination at Jerry's Café, Kulnura which is a stopping point for day riders doing the Wiseman's Ferry and Wollombi loops, and trail riders. There was some 50 road and trail bikes parked when we arrived offering an interesting display of what is available in the new bike market. The Norton Owner's Club was also holding a gathering at Jerry's, there were some excellent Norton and BSA examples for viewing.

Our Club member Laurie Deller rode his veteran Norton to the display and was watched with interest when leaving to see his starting technique. The absence of a kick starter is unheard of for most 'modern' bike riders.

After lunch we meandered back to Berowra and then went our separate ways home having a very low key and most enjoyable day.

Attendees: Laurie Deller (1911 Norton), Hans Sprangers (Henderson Four), Antony Gullick (1947 Nimbus) with Martin Riley, Robert Falzon and Alan Batkin on more modern bikes. Heather and Lee Wright kindly drove the backup vehicle.

Alan & Sharon Batkin



MY SECOND VETERAN MOTORCYCLE RIDE

By Rick Nabkey

Unexpected phone calls midday are not often as inviting as the call I recently received from Peter Scott. It was a generous invitation to ride a veteran motorcycle on the club's veteran day at Maraylya Park, as he has two; a 1912 Rudge and a 1913 Rover. Peter offered me a ride on his Rudge, as the Rover has a tricky foot operated clutch which is either engaged or disengaged, with no effective intermediate position. I checked my calendar that evening and confirmed that I had no family commitments, so gratefully accepted Peter's offer of my second ever veteran motorcycle ride. If it turned out to be as enjoyable as my first ride, then I would be a happy soul.

As I sat pondering one evening, I stumbled onto the following realisation. This year's veteran run will be the first where every motorcycle entered must be at least 100 years old, as in Australia, veteran motorcycles are classified as those manufactured prior to 31 December 1918. The next equivalent milestone will be for vintage bikes, but that won't occur until January 2031, another 12 years into the future. I'd certainly like to participate in a suitable event that year too. Who knows, maybe the club's Vintage Preferred run will still be in the calendar.

I arrived at Maraylya Park at the allotted time of 09:00 to find a number of riders unloading and fettling their machines. Gradually over the next half an hour the



carpark partially filled, until there were approximately 15 entries. The variety of marques represented a reasonable cross section of what is likely to have been found in Australia one hundred years ago, including: BSA, FN, Norton, Precision, Rover, Rudge, Triumph and Whiting.

I helped Peter unload the pair

Rick with Peter Scott's 1912 Rudge 3.5 h.p. single speed.

of veterans from his cavernous van. First out was the Rudge, followed by the Rover. They were fully prepared, ready to go and they stood gleaming in the morning sunshine. “There you are” said Peter, “you know how to ride it” or words to similar effect. I suggested he remind me, as it had been a few years since the last episode.

“Turn on the fuel” (was there an oil tap? no.) “Air lever here (mostly closed) and throttle here (about half open I guess) to start. Then open the air fully.” “That’s the clutch, that’s the valve lifter” (don’t want to confuse those). “Advance-retard here” (just past halfway). “That’s the rear brake pedal, don’t use the front brake (even though there wasn’t one) and use the valve lifter to help slow down”. “Give the oil pump a shot about every five kilometres.” And that was pretty much it. Luckily I had ridden the Rudge before, I thought. I was still a wee tad nervous, riding Peter’s 106 year old single speeder, but at least it had a clutch to make getting under way easier than one without.

We put our details the entry sheet and received our route directions, which have remained the same in recent years. Why on change a good run? I had Gail explain a few of the trickier parts of the course to me, as I didn’t want them thinking I had stolen the bike by getting lost. A fair few entrants knew the way around, which is handy for the novice who can then play follow the leader and concentrate on keeping the bike under control. Graham Goodwin had his 1911 single speed Rudge out for the day and he agreed I could tag along behind him.

We had a quick rider’s briefing and were given the off. Peter pedalled the Rover into life and with a tally-ho was first away. I managed to start the Rudge, after a few pedalling attempts, only to stall upon disengaging the clutch and applying the brake to stop the rear wheel spinning before taking the bike off the stand. A second attempt using more throttle was successful in preventing a stall. With Graham already waiting patiently, I gave him a nod, released the clutch and we were away, out onto the waiting road. I opened the throttle wider and the Rudge responded accordingly, picking up speed.

I’d forgotten how punchy the Rudge was. In fact I doubted I’d even noticed on my first ride, as I was too busy learning to ride a veteran motorcycle. Kevin Brownlow had questioned me the previous night, but I hadn’t really considered it until then. His Rover’s engine, he tells me, isn’t punchy at all. I had an answer on the Rudge for Kevin the next day.

Approaching the first corner, a left hander like the majority on the route, I remembered the mantra to plan well in advance. Riding a veteran is a classic example of when “failing to



plan is planning to fail". I throttle back and pull the valve lifter lever. The punch disappears from the engine and the bike slows appreciably, but not rapidly. No need to change down gears, as there aren't any. Checking there was no approaching traffic to balk my progress and no need to stop, I released the valve lifter and sailed calmly around on a light throttle before opening up again. One corner down and a few more to practise on before the midway regroup stop.

I started to relax slightly, but the riding position isn't exactly set up ergonomically for me. The footrest are way out front, mounted where the engine plates and the front downtube unite. The handlebars are what I'd describe as semi-tt, as they have some pull back, but not as far as on many veterans. I feel like I'm impersonating a "C". Also, the saddle has minimal padding and I expect the springs are stiffer than the optimum for my weight.

The ride progressed along mostly sparsely populated roads with left turn following left turn. I wasn't exactly sure if the oil pump operated on the up stroke or down stroke, so I tried both. I should have checked whilst stationary. I was still following Graham when we came upon Peter marking one of the less obvious corners to prevent anybody overshooting and riding off into the proverbial sunset.

I had settled into an easy rhythm by the time we arrived at the mid-run break at Oakville Park. Pulling the valve lifter early meant the engine stopped just upon entry to the car park, which happened to have a heavy layer of loose gravel to traverse. We parked up on the firmer grassed area and watched the other veteran bikes arrive. Graham pointed out that I hadn't fully advanced the ignition. I'd totally forgotten, but the Rudge seemed forgiving at the speeds I was riding. He also advised the oil pump delivered on the down stroke, so that was sorted. I mentioned the less than comfortable riding position, so Graham suggested I try using the pedals as footrests. This was a vastly superior riding position.

After everybody had had a sufficient break, the bikes were re-started for the second leg. I stalled in the carpark but, thanks to a push start from Hans, got underway as tail-end Charlie. The next corner, at the top of a small hill, is the only right hand turn on the route. I managed to slow adequately at the top of the hill to check for traffic, but didn't quite manage to keep sufficient velocity, spluttered across the road and stalled. So, I put the bike onto its stand, set the advance, air and throttle levers, engaged the valve lifter, pedalled the engine up to speed and released the valve lifter. The reward was an operational engine. I rode away again with my feet on the pedals. This position was definitely better suited to the handlebar and seat geometry.

The remainder of the ride was without incident and I made it safely back to base with the bike in one piece and still operational. I thoroughly enjoyed my second outing on a veteran bike, thanks to Peter's generosity and the support of Club members.

I hope to have a veteran motorcycle of my own operational one day and, who knows, I may even have an opportunity to lend it to a novice for their first or second ride.

Rick.



To the entertainment of spectators, a creek crossing gets the better of a competitor in a Hurstville Kogarah MCC scramble. Photo submitted by Jim Carmody.



OUR NEW WEBSITE

Recently we began the work of outsourcing the development of a new and better website for the Club.

The Committee had decided this was an appropriate way to spend the recent bequest from the estate of the late Col Corley.

Glen Harvey, who works in website design and graphic publishing was approached and accepted the challenge of getting things looking more appealing.

Glen has taken a much more graphics driven approach and has achieved a visually appealing and strong website. For the nerdy ones among us, it is a Wordpress based website which has many advantages in terms of ongoing management and upkeep. He has also added some extra features like a response form, making it much easier for people to get in email contact with the Club. These emails (info@vintagemotorcycleclubofaustralia.org.au) go to Antony to be then passed on to the relevant person.



The same features of photos of recent events and Drip Feed are an important part of the new site. On this note please forward any photos you have taken on runs etc to me (mtriley2@yahoo.com.au) or the Club's email (info@vintagemotorcycleclubofaustralia.org.au) and I will make sure they are published for others to enjoy. Pictures are an important part of both remembering times we have enjoyed together as well as encouraging more participation in Club events.

So if you haven't visited yet please take the time to go to vmccnsw.org.au and check out the new look.

Martin Riley (VMCC Webmaster)

Gallery

Albums



A screen shot from the new website



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REPORT— NATIONAL VETERAN MOTORCYCLE RALLY Ulverstone, Tasmania. March 10 – 16, 2019

Another very successful veteran rally has been and gone, with a large contingent of riders, 101 in total, and around 140 machines present. There were no major dramas of any sort, no accidents apart from a couple of people toppling their machines over at rest, and not even any mechanical disasters that I have heard about during the rally. The Club's other 'foreign' member, Howard Burrows, had



Above: Some of the VMCC Riders: Laurie Deller (Norton), Ross McDermott (Triumph), Ian Richardson (Peerless), Graeme Gullick (Precision)

the misfortune of his recently purchased 1916 Excelsior disgracing itself before the rally started when the rear cylinder barrel 'grenaded'. And to add to the success, we were blessed with fabulous weather that just got better and better as the week progressed. I only pulled on the waterproof trousers once, and then only needed them for about 10 minutes while a shower went overhead and away as we made our way to Leven Canyon; a vast change from the last veteran rally in Ulverstone in 2007, when we battled with the elements every day.

The rides through the week added up to 500km on the road, and as expected in Tasmania, covering some spectacular country. There were more than a few hills which tested some of the machines, but only one that really caught out a good percentage, and that was on the last day's run to Sheffield; a long and steep double hill that had nearly all the single speeders, and many of the gearbox jobs, coming to a halt at some point. I managed to get to within about 50m from the top before the Precision called it quits, but that was enough of a push to have me very dry in the throat and really appreciating the morning tea a few minutes further down the road – we had earned the scones! I think Laurie Deller's Norton was one

of the very few single speeders, if not the only one, that wasn't caught short – a truly remarkable machine. Ross McDermott on the other hand said he blew a 'poofle valve' about half way up the hill (his poofle valve, the bike had just run out of puff!) and needed to get trailered to the top, and he wasn't on his own.

There were also a couple of pretty serious downhill sections that took some care, but the marshals had that under control with good warning of what was ahead. The smell of burning wheelie bin rubber was quite something on one of the downhills! The marshalling was excellent throughout the event, and certainly made things easier for the riders, though people can get completely dependent on marshals and forget to look at signs on occasions – ask Ian Richardson about his extra 66kms on the first day or Laurie's steep uphill start from a dead end road!



Sandra and Ross McDermott
(Triumph)

Of course these events are as much about catching up with old friends, which is great; and meeting new members to the veteran movement, and it was certainly encouraging to see a lot of new faces at this event, the veteran movement is healthy in this country, with people willing to put

aside time and a considerable amount of money to get to faraway places to participate. A comment was made by one of the committee members who had never been to a national veteran motorcycle event before, that this event had the best camaraderie of any event he had been to in over 50 years of involvement in the old vehicle movement.



And he's right, this enthusiasm and friendliness ensures a good future for these events.

The VMCC members at the event were Laurie Deller, Ian Richardson (great to see Ian there and enjoying himself), Ross McDermott, Richard Czereba, Andrew Butcher, Howard Burrows and myself.

Graeme Gullick (foreign correspondent)

MAKING A REPLICA PRIMING TAP

The Whiting 'retired hurt' at the Maraylia veteran run. The problem was simple, a cylinder head petrol tap had vibrated loose, blown out and been lost. The driver was suitably admonished.

Faced with the problem of finding a replacement tap, I decided to give myself a challenge, to fabricate a non-functional replica copied from the remaining original. The taps are not used anyway.

In short, I used an old 18mm plug as a basis, driving out the ceramic core and silver soldering a Whitworth nut onto it. I then modified a replica cylindrical shaped brass tapered shaft fuel tap. The process involved fabricating other components from brass on my lathe and using various files.

Although it took me 10 days to complete my non-functioning replica, the end result gives me great satisfaction.

Alan Lowe



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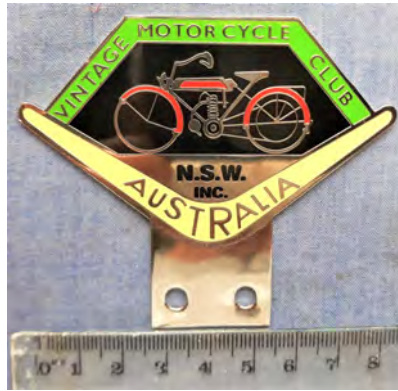
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- Veteran motorcycle (pre-1914). Any make, any condition, dead or alive. Must be reasonably complete. Hans Sprangers 0412111693
- Cams and timing side cover for JAP quad cam 1000cc v-twin motor. Antony Gullick 0415 284 620
- BSA petrol and oil tank caps for 20's vintage flat tank. Has the BSA piled arms logo on fuel and oil cap. Rick Nabkey 0412 521 467
- 1929 Ariel centre stand to suit model A 557cc SV. Stand for the OHV 500cc is the same. Or photos and dimensioned drawing to make a copy. Rick Nabkey 0412 521 467
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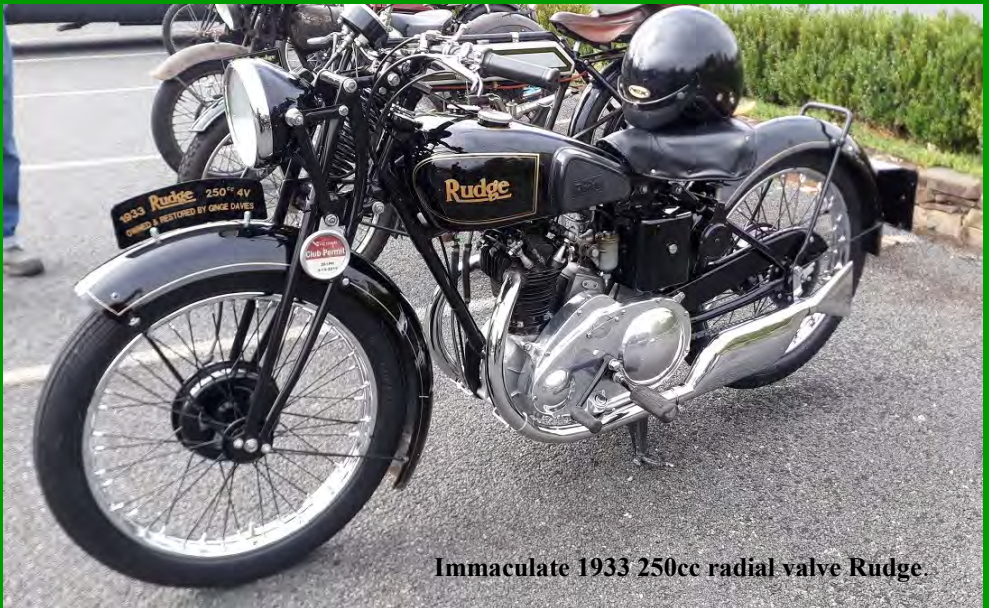
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Two of the fabulous JAP-powered v-twins at the National Veteran Rally, Tasmania. Arcade Jap (top) and Cherrington JAP (bottom). *Photos by Graeme Gullick*

