

SHAKE, RATTLE & ROLL

The Rally & Events Scene



WONDERFUL WOODSTOCK CENTURION RALLY

report from Brad Martin

Memories from the VMCC Veteran and Centurion Rally, 20-22 March 2026.

I could only stay-on until late Saturday afternoon, so this report doesn't include the Sunday shorter ride to Wyangala Dam.

A great contingent of 15 machines either 100 years or older, plus two semi-moderns (for marshalling & back-up) and with about 21 people attending this excellent, very pleasant and very enjoyable weekend getaway.

No official offy's whilst on the road, but our good mate Kevin Boardman, had a horrible moment whilst fettling his Indian Power Plus machine.

The Indian jumped forward when Kevin accidentally/momentarily/hardly at all, touched it's gear lever and the bike took off across the road, firstly smashing into Kevin's leg as part of its escape, then crashing horribly and heavily on one side and doing some real damage that meant it couldn't be ridden (any further that day).



Looking good for Saturday's start to Canowindra,
then onto Gooloogong for lunch

As the great Neil Young says in his song Alabama – “the devil fools with the best laid plans....” and so, this is how it turned out for KB. Kevin headed home (reasonably close by to Woodstock) to swap bikes, but after wife Kristine looked at and did some flesh repairs, it was decided that maybe this remaining ride was now off, so sadly we didn’t have Kevin back (this time).

Anyway, apart from that horrible drama, we had little problems in real terms apart from the few and minor inevitable breakdowns, with the good and the bad noted below;

Phil Fordham and his 1920 Excelsior (only just starting to be ridden since its recent purchase), didn’t manage to get out on the highway, as Phil felt things were still not correct in some areas, so he didn’t ride this time. Though, she sure looks good Phil.

On Saturday, Mic Smith on his superb 1916 BSA had what we all suspect to be (essentially) valve timing issues and with subsequent loss of power en-route to Canowindra.

Not wanting to break something, she went onto the trailer (with Hans providing back-up).

Mic jumped on Ian Richardson’s spare Douglas for Sunday’s event.

Mic Johnson had ongoing adjustment issues with his jetting on the 1923 Harley Davidson, but after a few stops on the pm Friday & am Saturday, that all came together nicely and that bike performed a real treat (a 95+ kmls/hr treat in fact).



Look hard and you'll see the tiny thorn in Alan's tyre

Tony Gosling misplaced the klaxon horn button shaft on his early Indian, but amazingly, I managed to spot it in the gutter, under one of the bikes at Woodstock – so a great find there for Tony (and I only charged him a small fee for its return.....).

Bryan Fowler had his early Douglas out for the event, and it performed without a drama.

This machine has been a VMCC bike for years, and its new owner has only very recently got to use it and understand it's rallying character – also great to see his wife Zac participating too and sharing the back-up duties (thankfully, not req'd).

The wonderful and powerful 1916 Wolseley V-twin of (the late) George Keats was again being enjoyed and spirited along as usual, by his son-in-law and great bloke Steve Mahr.

What a top machine and it too, is another 1st kick-starter.



The pub meal at Woodstock is always good, and it wasn't busy this year

Alan Willis (1914), Ian Richardson (1912) and Greg Wright(1909) all on Triumph machines that performed a treat, albeit, Alan suffering a rear tyre puncture whilst pushing the bike around outside the Woodstock pub after our return from Gooloogong on the Saturday afternoon (good spot to get the flat, and lucky in fact it was there).

Andrew Butcher had his glowing green and gold pin-striped 1917 Harley Davidson tuned to perfection, and it didn't miss a beat and is always a 1st kick-starter.

As an aside, this is the only year HD used the gold pin-striping, so great to see that level of finish and detail being put to Andrew's machine.

Craig Thorton had his wonderfully presented 1912 Peerless there, and she didn't miss a beat. This is one of Craig's regular VMCC yearly events where we get to his enjoy company and see his machine.

Eric Steinhouse had his big Indian out this time, and it was continually on song, but I did see him sneak some tie-wire off Bryan Fowler, so obviously, some minor and temporary fettling required.

Paula Richardson was there too (with hubby Ian) on her Honda 400/4 (about 1978 model I think). Again, this bike is almost perfect and Paula helped with corner marshalling as and when needed – top effort Paula.

For myself, I'd always planned on being a corner marshal and back-up support this year, so I took one of my favourite (modern) bikes – 1986 Honda VF500f, and naturally, it was unreal on the open roads around Woodstock and it's truly a low flying jet (when it needs to be).

I also took my recently repaired (bent valve issues from soft valve springs that lost their settings) 1927 Velo OHC for a test run – all very good and all very happy at my end, but I've still got a few oil leaks that I need to attend to. What an incredible bike it is.

Apart from the back-up duties, Hans test rode his big Indian up and down the Woodstock streets on the late Saturday afternoon, following our return from Gooloogong. It sure sounds and looks the goods.

My marshalling Honda, awaiting the madding crowd at a corner outside of Gooloogong



Sadly, we didn't get to see some faces the VMCC normally gets to this event and for various reasons too, but if possible, try and make it next year yourself – the whole Woodstock district is superb riding ground and with low traffic numbers and plenty of things to see and do, plus (and apart from my ravings), the crowd is always a good bunch to share the weekend with.



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The Rally & Events Scene



The 2026 Australian Rudge Rally

from Peter & Gail Scott

This year's Australian Rudge Rally took place over the weekend of 14th and 15th March at Lemon Tree Passage.

This is on the inlet, at the end of the Hunter Valley. The gateway to a very scenic area, well known for vineyards and fine wines.

We were based at the Koala Shores caravan park in roomy cabins overlooking the water.

Some riders chose local motels or camping.

Friday afternoon and evening was spent with all participants booking-in and getting reacquainted on the veranda of the Scott's cabin.

A most enjoyable, social evening while the wine flowed.

The view from the veranda over the inlet was spectacular.

Saturday morning, all the machines lined up at the park entrance for a riders briefing overseen by Greg Blades.

He and son, Charles, had organised the runs and visits for the weekend.

Run sheets were handed out. Greg was our back-up driver for the day.

Our first stop was at the jet Fighter Museum at Williamstown.

This was about 25kms from base and time for morning tea at the Museum café.

Plenty of tasty cakes to go with the tea or coffee.



We then had plenty of time for a walk around the museum.

The exhibits ranged from the Sopwith Camel to the F1-11.



Felix Bryshaw working on his Rudge



Laurie Key fuelling his bike

The next leg was on to Patterson for lunch and judging. The road was a good, long road with a good surface and some sweeping bends which allowed the faster riders to unleash their steeds! This is an historic village with some lovely old buildings. We had tables booked at the Petterson Hotel.

After a good lunch it was up to the fuel station and a fast ride back to base. Saturday evening's dinner and presentations were at Club Lemon Tree. Riders bought their own meal but we had a private room. The food was very good and the company most enjoyable.

Trophies were presented. They had been voted on by the riders.
Best Vintage: Jo Monk 1929 Special
Best post Vintage: Chris Haywood 1938 Ulster
Jim Wallace Mem. (up to 1930) Jo Monk 1929 Special
Big R- Rob Hart mem (best overall) Graham Goodwin 1937 Ulster

Other prizes were awarded: Graham Goodwin won an antique stop-watch so he can do a time and motion study on all his projects. Peter Jenkins won a table vice so that he can get a grip on himself for selling his lovely Rudge and now has none! He was very ill and is now in remission. He and Pam were happy to fly up from Victoria just to be with the Rudge family again.

The grumpiest guy in the room won a mug and glass set stating grumpy and the top dog (in this instance Greg Blades) won a mug and glass inscribed with an appropriate title. The riders lucky draw, a beach umbrella, was won by Warren Young.

First thing Sunday morning we held a swap-meet on the Scott's veranda. It seemed to go well. Mark Vella had some good gear and sold some. I mainly gave away stuff, so that I didn't have to drag it home again.

After that, we went on a lovely run up the coast to Fingal Bay, via Nelson Bay and Shoal Bay.

Lovely road and very scenic. The area is a popular tourist destination.

Fingal Bay was busy. Parking was minimal, and fortunately, Greg had booked tables at a popular café.

Again, wonderful food and drinks. Most of the riders headed to the beach for a look. What a beautiful bay.

We then took a fast, scenic trip back to Lemon Tree Passage.

A large group who, stayed Sunday night met at the club again, for tea.

Talk got around to where to hold the rally next year. Warren, with help from other Victorians, will look for a venue in northern Victoria.

One thing is certain, if it's as good as this last weekend, it will be terrific.

Many thanks to Greg and Charles for running a great event and thanks to Gail for organising the paperwork, wine and prizes.

Peter Scott.



Rudges at Patterson
Charles Blades in foreground



Graham Goodwin receiving the
Rob Hart memorial trophy from
Gail & Peter Scott for best
overall Rudge

The next 2 pages present some more fantastic photos
from the Rudge Rally ... courtesy of Jo Monk



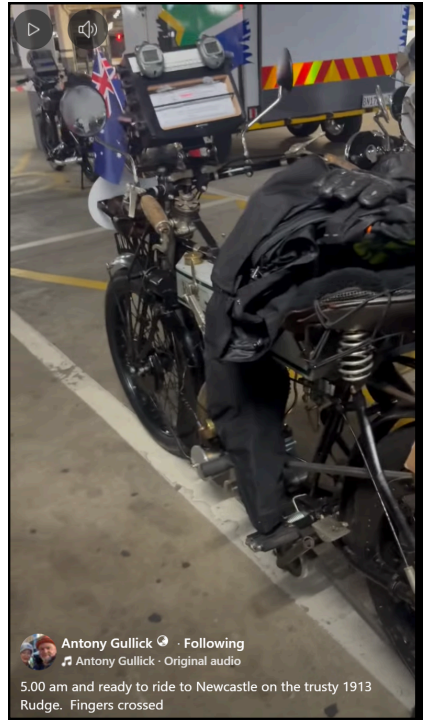


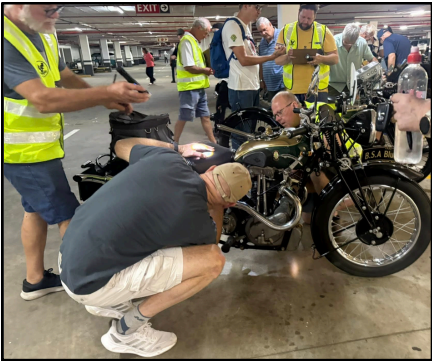
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A Gullick in South Africa
Pics from a Vintage Bike Rally Adventure





Antony Gullick · Following
Antony Gullick · Original audio

Stopped for lunch in a town called Escourt. Unfortunately the 1913 Rudge blew a back tyre - bit scary actually. So I jumped on the 1932 Rudge and whilst disqualifying myself meant I could keep going.
In Escourt the school kids were allowed out to see the bikes, so I thought I'd wind up the locals by getting them to chant "go wallabies". These kids were so excited to see the bikes, so lovely to see such spontaneous joy See less

G'day to all of our VMCC members and associated bike club colleagues.

Would you like to include in Drip Feed a photo of you with your bike, or you and your friends & family with their bikes?

Do you have an upcoming rally or bike event that you would like to announce in Drip Feed Magazine?

Perhaps you've been to an event, or have got a good story to share about your bike, or can share some vintage bike history

Let us know about your bike restoration(s) ... including your ups & downs.



Stories & history about the life & times of a vintage motorcycling character, or celebrity, or machine, or events are always of great value.

Drop me your stories and photos (prints, or digital jpg, png)

If you can put names or captions to photos, then that would be great. It's good to know the people, as well as the bikes.

Email your article to:
dripfeedvmcc@gmail.com

Or by post to: The Editor
VMCC-NSW Drip Feed Magazine
P.O. Box 833,
KINGS LANGLEY, NSW, 2147



And check out the VMCC-NSW Facebook Group pages. You'll find lots more Club info to enjoy.

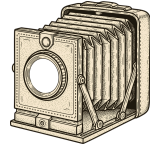
The "POSTS" section presents info from the VMCC-NSW committee.

And members can contribute their info into the "MENTIONS" section, or you can send a message to VMCC-NSW

And please keep all contributions respectful, & in the interests of our VMCC-NSW members

Yesterday's Album

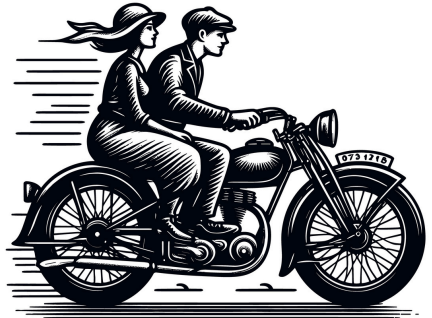
from
Laurie
Deller



Annual Rally 17 November 1957

Jack Jenkins 1910 O.K. NSU
Smithfield Control Point

Photographer Unknown

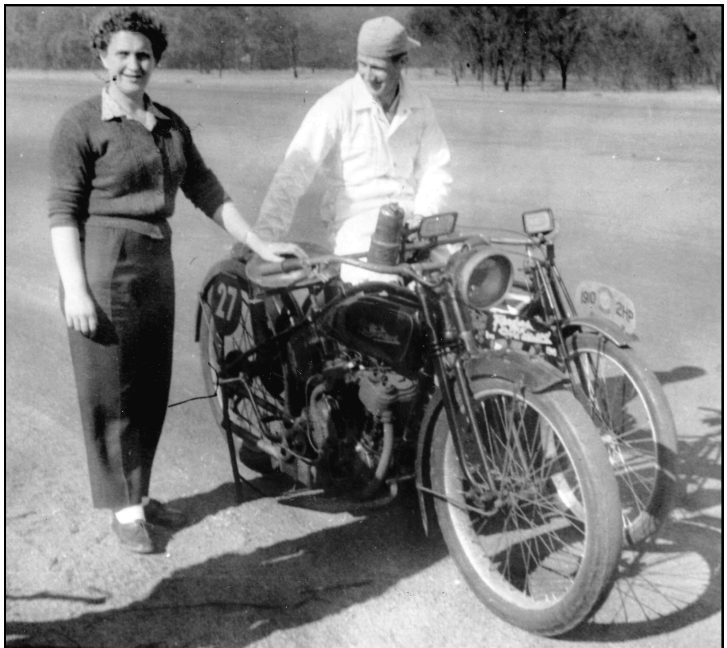


Marsden Park
Airstrip 1957

Left to Right:
Beryl Jenkins
1916 Reading
Standard

George
Johnston
1910 O.K. NSU

Photographer
Unknown



VMCC-NSW Ripping Yarns

HEADLOCK

(Aka: When it fights you tooth and nail)

from Bryan Fowler

I seriously doubt that I am the only one (or even in a minority) who has had the experience of working on a mechanical contrivance that just seems to fight you tooth and nail every step of the way as you try to bring it back to life or even just, maintain it.

While admittedly there are those of the mindset that mechanical things are by their very nature inanimate, they have no personality or disposition, and as such, they can't fight your efforts.

If its fighting you... its you, not it.
I beg to differ, as I've never ascribed to the inanimate paradigm.

For me, when I consider all the human time, sweat, energy, innovation, thought processes, imagination, evolution etc that goes into making something mechanical, it cannot therefore help but embody some degree of, personality (for lack of a better word).

Let me give you an example, years back my Wife wanted a rotary cultivator to help turn over the soil in her garden. Having scant money, I garbage picked the bottom end of a rotary cultivator and a friend gave me an old stationary engine. I mated the two together, it ran and worked wonderfully and the Bride was happy.

Now our growing season was a short 3 months which meant the rotary cultivator lay idle for 9 months, completely exposed to the elements, getting drenched with up to 4 feet of rain a year, freezing and covered in deep snow during the winter.

No "lay up" maintenance was ever done, it sat with old oil and petrol and yet, each spring the engine fired up unflinching with 2 pulls and it did its work uncomplainingly.

At the same time, during the long winter months, I'd be rebuilding a vintage motorcycle, carefully checking everything against its specs, replacing worn out parts with new ones, we all know the routine.

And yet, despite all best efforts, careful prep and adjustments, there would, on occasion, be a motorcycle that just wouldn't fire up.

At that point, it was problem solving 101, while I looked out my shed window at the rotary cultivator sitting under the snow and knowing full well-that damn thing will start right up-- despite its neglect, which in and of itself would seem completely illogical in comparison to the motorcycle I'd just spent months rebuilding that won't fire up! Inanimate objects?

Some years back I bought a vintage motorcycle to restore and sell (my brief sojourn into capitalism).
When I picked it up, the seller was holding a particular bolt and stated he didn't know where it went.

Once the motorcycle was loaded up, 3 kms down the road, the engine fell out of the frame-- and I knew exactly where that bolt went!
This was not a good omen of things to come.

During the restoration process there was not a single nut, bolt or screw that didn't come off without great effort, significant time and choice expletives.
For example, the rear axle is a left hand thread, but that didn't stop someone from trying to hammer it into place!

The motorcycle literally fought me every step of the way, including when it was finally assembled and fired up, I noticed a head gasket leak and despite rechecking the head bolts, the leak persisted.

The head came off and lo and behold it was a defective new head gasket!

Suffice to say,
once it was back
running I was
happy to see its
back side
disappear down
my drive way.



In essence, this motorcycle typifies what it means to be in a "Headlock". It's an interesting process because you rarely know its got you in a headlock until its too late.

You start by carefully trying to problem solve, loosen this/that frozen nut/bolt, get a part sorted, while trying to maintain your calm and move ahead, hoping that the stuck part you're working on is a one off.

Yet there's also this creeping niggling feeling going on as you try to determine the source of the continual difficulties you're facing: is it you-your attitude? Is it the motorcycle itself? Is it a bit of both?

By that time, you are firmly in a headlock and its' got you. It is a cumulative phenomena not a singular event.

While we've all encountered frozen nuts/bolts etc, headlock occurs when such is unrelenting and its fighting you tooth and nail each step of the way.

And yes, I took (and take) R. Pirsig (Zen and the Art of Motorcycle Maintenance) very seriously when he noted the crucial importance of the right attitude when working on things mechanical.

Now remind me, what was that about Inanimate objects?



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