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THE ANTIQUe MOTORCYCLE CLUB OF AUSTRALIA



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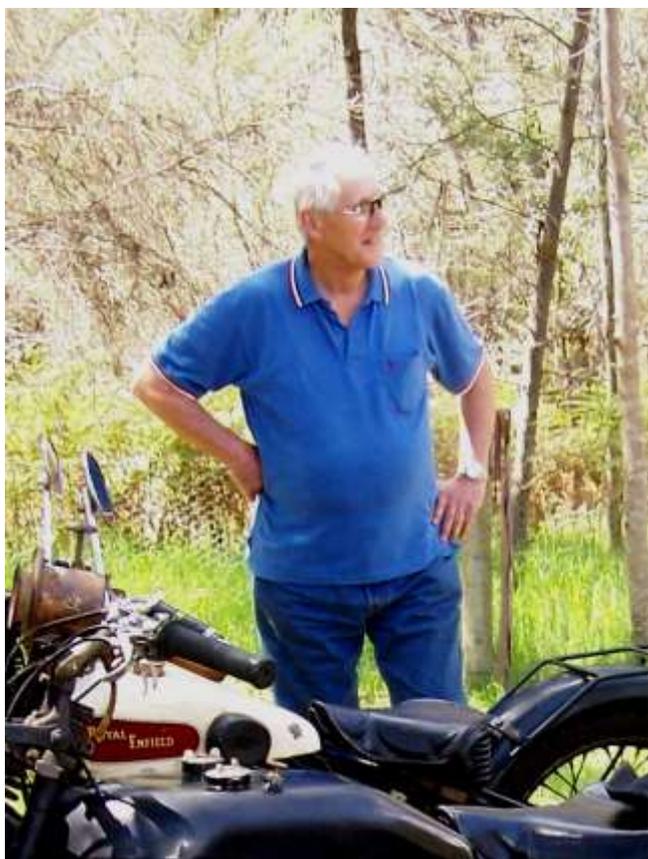
Antique Motorcycle Club of Australia Inc

VALE

ON BEHALF OF THE AMCC COMMITTEE IT IS WITH GREAT SADNESS
WE ADVISE THE PASSING OF

KEITH WILLMOTT ON THE 3RD AUGUST, 2017

OUR SINCERE AND HEARTFELT CONDOLENCES GO TO
MARGARET & FAMILY



KEITH WITH MARGARET & ROSCO WERE LONG TIME CLUB MEMBERS AND REGULAR RALLY GOERS,
USUALLY SEEN OUT ON THEIR 1930 BSA OUTFIT.

KEITH SERVED ON THE CLUB COMMITTEE FOR 9 YEARS BETWEEN 2004 - 2013.
KEITH WAS A RETIRED PATTERN MAKER AND HELPED MANY MEMBERS OVER THE YEARS WITH THE
CASTING OF SPECIAL PARTS, MYSELF INCLUDED.
HE WILL BE MISSED. ED.

ANTIQUÉ MOTORCYCLE CLUB OF AUSTRALIA INC.

<u>PRESIDENT</u>	BEN DEUTSCHER	(03) 5332 2390
<u>VICE PRESIDENT</u>	JOHN CUTHBERTSON	(03) 5352 3558
<u>SECRETARY</u>	FRANK STAIG	0432 693 242
<u>TREASURER</u>	JENNY SARGENT	(03) 5352 4850
<u>EVENTS DIRECTOR</u>	COLIN SARGENT	(03) 5334 8068
<u>COMMITTEE</u>	MURRAY WRIGHT	0448 112 622
<u>COMMITTEE</u>	ALAN JACKSON	0418 121 353
<u>COMMITTEE</u>	GRAEME KING	0417 327 491
<u>COMMITTEE</u>	DEIDRE COONE	(03) 5356 2302
<u>EDITOR</u>	STEPHEN SHEPHERD	0417 217 508

<u>SCRUTINEERS</u>	COLIN SARGENT	(03) 5334 8068
“	NEVILLE HUNTER	(03) 5428 2881
“	GRAHAME DAWÉ	0407 843 272

<u>RED PLATE</u>	NEVILLE HUNTER	(03) 5428 2881
<u>SIGNATORIES</u>	MARK GASCOIGNE	(03) 5428 1297
“	COLIN SARGENT	(03) 5334 8068
“	GRAHAME DAWÉ	0407 843 272
“	BEN DEUTSCHER, FRANK STAIG & JENNY SARGENT	

*If you have trouble renewing a club permit, please ask VicRoads staff to scroll down onto the 2nd page of their computer screen to find the full list of Antique MCC Red Plate signatories.
If still having difficulties please ask to speak to the manager.*

This newsletter is the official journal (published quarterly) of
THE ANTIQUE MOTORCYCLE CLUB OF AUSTRALIA INC.
whose aims are the preservation, restoration and use of motorcycles made on
or before 31st December 1930 (excluding 1931 model year machines).

Membership fees are \$35 annually, with \$15 joining fee
Send membership inquiries and initial payment of fees to the Secretary
Frank Staig, 2 Mulcahys Road, Trentham, Victoria 3458

Send membership renewals to the Treasurer
Jenny Sargent, 9 Princess Street South, Ararat, Victoria 3377

Advertisements and newsletter contributions to the Editor
Stephen Shepherd, 13 Percy Street, Portland, Victoria 3305
Email: scshepherd@datafast.net.au

Closing date for items to be included in the next newsletter is 20th January 2018

*All Antique Motorcycle Club rallies are classified as “open” rallies unless otherwise specified.
i.e. Members of other clubs may enter the rally with a motorcycle which meets
The Antique Motorcycle Club of Australia’s eligibility rules.*

Front cover : Taken at the A.G.M. on 27/8/17, Jenny & Ian Sargent, Ben & Ian McMillan and
young Mitchell Clark, all standing behind Ian McMillan’s 1927 BSA.

Back cover top : Morning tea stop at Wannan Crossing Campground, on the Halls Gap Rally, 14/10/17.
Photo by Sam Shepherd.

Back cover bottom : After Sunday lunch in Dunkeld on the Halls Gap Rally, 15/10/17.

Calendar of Events for 2017

November 18th -19th Bendigo Swap Meet

November 26th **Pre 1930 Haddon Day Run** - Sunday
(15kms southwest of Ballarat)

Invitation from the Vintage & Classic Car Club of Ballarat.



Pre 30's Rally

-: NOTE Gather at the Haddon Lions Park at **8.15am** for a **9.15am** start. **NOTE :-**

Morning and afternoon tea provided.

BYO lunch or use nearby takeaway shops available.

Period dress 'optional'.

Entry \$7.00 per person. For further details contact Mark Border 0438 399 609

December 3rd

Christmas Run - Sunday



The combined run with the Vintage Motorcycle Club of Victoria, will meet at Mark Gascoigne's property at 9 Hastings Drive, New Gisborne at **9am** for a **10am** start.



At least one week before please let Mark know if you plan to participate.

Phone Mark on (03) 5428 1297. Bring your own goodies for a BBQ lunch.

Calendar of Events for 2018

January 21st

Blackwood to Woodend Day Run - Sunday

Assemble at Jenny's house, 68 Donalds Road, Woodend

Meet from **9.30am** for a **10am** start.

Please contact Jenny (03) 5427 1238 for directions and to register your attendance so a group booking can be made at the Blackwood pub for lunch.

February 23rd-24th Ballarat Swap Meet



Rovers & their riders at the 11th NVR in Nuriootpa

CODE RED FIRE RATING DAYS

Any club event which falls on a day designated as CODE RED is automatically cancelled and members and guests are advised to enact their bush fire survival plans

A Short Story from Wally

JUST BEFORE LEAVING FOR THE NATIONAL VETERAN RALLY I HAD A CUSTOMER COME INTO THE SHOP WHERE I WORK, WEARING LEATHERS AND A HELMET IN HAND AND AFTER A BRIEF CHAT I INFORMED HIM THAT I WAS HEADING OFF TO THE MOTORCYCLE RALLY IN S.A. HE THEN STATED THAT HE ALSO HAD AN OLD MOTORCYCLE AT HOME THAT HIS DAD HAD PASSED DOWN TO HIM. MY IMMEDIATE THOUGHT WAS "OH YEAH A 1950'S OR MAYBE A 40'S MOTORCYCLE."

I ASKED HIM WHAT MAKE AND HIS REPLY WAS A "SUNBEAM.... IN FACT A 1913 350CC" . A VETERAN!

SEEMS HE HAD MOVED A FEW TIMES AND AS USUAL A FEW BITS AND PIECES WERE NOW MISSING.

HE WROTE HIS NAME , COOKIE AND MOBILE NUMBER ALONG WITH A SHORT LIST OF THE PARTS THAT HE NEEDED.

I MADE NO PROMISES FOR ANY CONTACTS OR LEADS BUT WOULD PASS HIS DETAILS TO ANYONE WHO MAYBE ABLE TO HELP.

NOW FAST FOWARD TO THE LAST DAY OF THE RALLY AND I DID MANAGE TO CONTACT HAROLD (ENTRANT #19) WHO WAS RIDING A SUNBEAM.

I RELATED THE ABOVE STORY AND HIS FACE LIT UP. HE SAID HE KNEW RON COOKE FROM QUEENSLAND QUITE WELL WHO HAD A SUNBEAM AND HIS NICKNAME WAS COOKIE ! .

THIS WAS SO SIMILAR THAT IT MUST BE THE SAME FAMILY AND BIKE.

I PASSED OVER HIS DETAILS TO HAROLD WHO WAS OVER THE MOON ABOUT POSSIBLY FINDING A LOST BIKE.!

ON RETURNING TO CAIRNS I PHONED YOUNG COOKIE WHO WAS JUST BLOWN AWAY BY THE RESULTS OF MY INQUIRIES.

HE TOLD ME THAT HE HAD BEEN CONTACTED BY HAROLD AND THAT HIS DAD HAD ASSISTED HAROLD WITH SOME ADVICE AND A FEW PARTS IN THE REBUILDING OF THAT MACHINE.

IT WAS NICE TO SEE THE SUNBEAM CHUFFING ALONG THROUGH OUT THE RALLY AND IT JUST GOES TO SHOW WHERE A SIMPLE CONVERSATION ABOUT BIKES CAN END UP!

I'LL PASS ON ANY FURTHER UPDATES AS THEY COME TO HAND.

CHEERS FROM WAL IN CAIRNS.



Most of the lady riders at the 11th NVR in Nuriootpa

President's Report

Scheduling a ride at the tail end of a Ballarat winter has always promised to throw up some interesting weather. This years AGM was no different. A first for myself and for some the first time in many decades we rode through snow on the way to our lunch stop. Despite this and the dismal forecast in the lead up the day was very well attended.

The National Veteran Rally was also very well attended by AMCC members with lots of familiar faces and bikes present. The rally was also a great opportunity to see what is being ridden in other states and to become acquainted with their riders.

From all accounts the Halls Gap Rally was a success with the lovely weather and roads attracting a good number of members. This was a far cry from the snow that many had experienced a few months earlier!

The next few months present a diverse range of riding opportunities with the Haddon Pre 30 ride, the Gisborne Christmas ride and then in the new year the Blackwood day ride. Plenty for everyone to enjoy.



If I don't see you on the road between now and Christmas I hope you have a Merry Christmas and a Happy New Year.

Ben Deutscher



From the Editor

Stephen Shepherd

Hello everyone,

It's getting to that time of year again, Christmas with family and friends. I hope you all have a good one and for those quieter moments the editorial team have produced a 'bumper' edition especially for you! I hope you enjoy what we have put together. Our last three club runs have been all great outings, in all types of weather!

My favourite week every two years is the National Veteran Rally, this time in S.A., with record bike numbers and it was extremely well organised and run. Congratulations to Leon and his team.

On a sad note, **Keith Willmott** passed away early in August and will be missed.

The AGM, Well – what a brilliant day – hail, sleet and snow! A good pub meal with fires burning. And a little (very little) sunshine at the end of the day. *See front cover.*

Sam Shepherd has put together another great story; this time due to the amount of NVR reports I'll have to hold it

over until Feb '18. *Teaser* - Did you know that Charlie Chaplin and Chris Hemsworth have something in Common, with regards to a certain brand of motorcycle?

A big 'thank you' goes out to **Jane Davis, Frances McDougall, Catrina Sargent** and **Sam & Oscar Shepherd** for photographs taken at the NVR. Thank you also to the many other contributors to this newsletter. Your submissions are greatly appreciated.

Englishman, **Richard Blackburn**, a NVR guest of the Sargents has put together a YouTube video of the rally. Well worth watching over a cup of tea or two!

<https://youtu.be/zYNifsRcoto>

You may notice the club has a 'new' website address on the front and back cover. It is a work in progress at present and I hope it will be up and running very soon. Meanwhile, **Ian & Jenny Sargent** continue to regularly update the club Facebook page.

Till next time, *Ride Safe.*

Who Am I ?



Who Am I ?

The boy on the left holding the 'too big for him' pushbike?

The racing car driver with the 'film star' sunglasses ?

And in the open seater cockpit ?

We three, are all the 'same' person

Who Am I ?



Another Short Story from Wally

EARLY TUESDAY MORNING OF THE NATIONAL VETERAN RALLY MOST OF THE PARK WAS WOKEN UP BY FLAPPING TARPS AND BLUSTERY WINDS.

I WENT BACK TO SLEEP AND FINALLY GOT OUT OF BED ABOUT 7 , AND AFTER BREAKFAST STROLLED DOWN TO THE EDITORS CAMP AND FOUND THE MINERVA TIED UP TO THEIR CABIN AND HIS CAR JUST LIKE A GIANT SPIDER HAD SPUN ITS WEB AROUND THE BIKE. ??????

SEEMS STEVE ALSO WAS WOKEN UP BY THE WINDS AND HE DECIDED TO MAKE SURE THE LIGHT WEIGHT WAS NOT BLOWN OVER BY THE GUSTS.

NOW, HE EXITED HIS CABIN ABOUT 2 AM IN HIS NIGHT ATTIRE INCLUDING A BEANIE AND DULY ARMED WITH A TORCH. HE BEGAN LOOKING FOR HIS TARP WHICH WAS COVERING THE MINERVA, UP THERE, ON THE FENCE, ON THE ROOF, THE ROAD OR MAYBE NEXT DOOR, ! FINALLY HE CHECKED UNDER THE CARYES ! IT CAN BLOODY WELL STAY THERE.

NOW HE SECURED THE BIKE ANF FINALLY WENT OFF TO BED.

NOW I'VE ALWAYS BEEN ONE WHO STEPS BACK AND THINK WHAT THIS EVENT WOULD HAVE LOOKED LIKE A 2 AM! HERE'S SOME 6 FOOT GUY RUNNING ROUND IN SOME QUESTIONABLE SLEEP WEAR WEARING A BEANIE AND WAVING HIS TORCH LIKE A LIGHT SABRE FIGHTING SOME STORM TROOPERS IN THE DEAD OF NIGHT OR MAYBE JUST MAYBE HE WAS PRACTISING HE NEWLY ATTAINED BLACK BELT SKILLS AGAINST SOME NINJAS FROM THE DARK SIDE.

I ONLY WISH I WAS THERE TO SEE THIS CRAZY EVENT.

OBSERVATIONS FROM ANOTHER RIDER.

**MINUTES OF THE ANNUAL GENERAL MEETING OF
THE ANTIQUE MOTORCYCLE CLUB OF AUSTRALIA
HELD AT WALLACE ON AUGUST 27, 2017**

The meeting commenced at 1:50 p.m.

Our President, Ben Deutscher, welcomed those present and expressed his pleasure at the numbers attending.

Apologies were received from Murray Wright, Chris Ridsdale, David Flentje, Grahame Dawe, Graham Hunter, Brian Fleming, Daniel Sargent, Jeremy Sargent, Jodie Thompson and Amanda Mahncke.

MOVED; Bryce Matthews.

SECONDED; John Cox.

The minutes of the previous AGM held at Wallace on August 28, 2016, were read by the Secretary, Frank Staig.

MOVED; Neville Hunter.

SECONDED; Bruce Farley.

TREASURERS REPORT.

Our Secretary, Jenny Sargent, reported that the financial year 2016/2017 has been another successful year with a credit balance of \$14,933.83 plus stock of clothing and badges valued at \$1,182.34, therefore the club's sound overall position continues.

The financial statements including stock show a profit of \$1,802.12 for the 2016/2017 financial year. Membership remains constant and newsletter printing and postage costs have once again increased. Club apparel is in the process of being replenished.

Membership at June 30, 2017 stands at 146 financial members and 19 un-financial.

Participation at rallies has been excellent and this has contributed to our overall sound financial position. Jenny thanked the committee for their help throughout the year and thanked all members for their continued support at club functions.

MOVED; John Cuthbertson.

SECONDED; Stephen Shepherd.

PRESIDENTS REPORT.

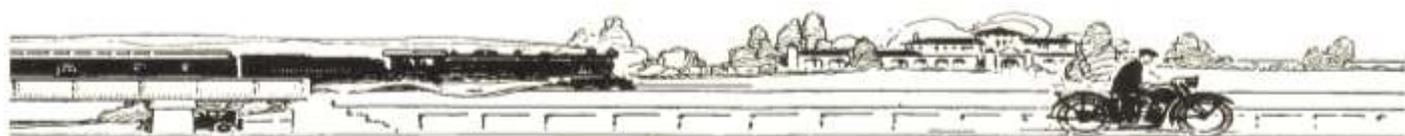
Ben Deutscher thanked our host, Keith Parry, who has once again made his property available, this time one of his business properties rather than his residential property. He commented on our well attended rallies, particularly Hamilton and Millicent, and stated that it was good to be back at Hamilton even though the weather was against us. Ben thanked the committee for their support and also thanked our Editor, Stephen Shepherd, for his continuing good work and also for his efforts in moving towards emailing our magazine, in addition to the traditional means of distribution.

Ben then asked us to remember those popular members who have passed away during the past year; Alf Berry, Jack Nelson and Keith Willmott.

Ben then awarded the Leo Hannan Trophy to Stephen Shepherd and his sons, Sam and Oscar, in recognition of their efforts with our magazine.

MOVED; Frank Staig.

SECONDED; Catrina Sargent.



MINUTES OF THE ANNUAL GENERAL MEETING CONTINUED

Bryce Matthews then took the floor to conduct the election of office bearers for the coming year. He commented on the good attendance at the AGM which he considered reflected well on the committee. He then read the tabled nominations.

PRESIDENT; Ben Deutscher.
Proposed; Graeme King.

Seconded; Frank Staig.

VICE PRESIDENT; John Cuthbertson.
Proposed; Alan Jackson.

Seconded; Colin Sargent.

SECRETARY; Frank Staig.
Proposed; Jenny Sargent.

Seconded; John Cuthbertson.

TREASURER; Jenny Sargent.
Proposed; John Cuthbertson.

Seconded; Ben Deutscher.

EVENTS DIRECTOR; Colin Sargent.
Proposed; Neville Hunter.

Seconded; Bruce Farley.

COMMITTEE.

Murray Wright. Proposed; Alan Jackson.

Seconded; Jenny Sargent

Alan Jackson. Proposed; Colin Sargent.

Seconded; Frank Staig.

Graeme King. Proposed; Ben Deutscher.

Seconded; Jenny Sargent.

Deirdre Coon. Proposed; Jenny Sargent.

Seconded; Tom Kingston.

There were no further nominations so the above members were elected.

The meeting closed at 2:08 p.m.

PRESIDENT; Ben Deutscher.

SECRETARY; Frank Staig.



The Antique MCC Committee members from left John Cuthbertson, (Pat Hunter), Jenny Sargent, Ben Deutscher and Frank Staig.



President Ben Deutscher (right) presented Oscar, Sam (absent) and Stephen Shepherd with the "Leo Hannan Trophy for Outstanding Contribution To The Club".

AGM & Tiddlers Day Run



Above : The mould box, neck doughnuts for racing car drivers.
Left : The parking area for Ballarat Pressings.

The AGM and Tiddlers day run was held on the 27th August 2017 beginning at Keith Parry's factory **Ballarat Pressings**, (see picture above) being but a stone's throw from Keith's home and last years starting point near Kryal castle.

As people entered the factory car park, they were welcomed by Keith and brought into the factory to gather and peruse the interior. Unfortunately for Keith as he told us, his ride for the day had broken its accelerator cable that morning and he would be unable to directly join in the run.



Keith Parry explaining the workings of Ballarat Pressings

He was however still setup to provide support for the day, as well as host for the run and providing an excellent tour of his businesses' facilities.

The weather looked promising, being cool but blue skies above (unfortunately not to continue as we would later find out). Once people had had their morning tea with a fine spread of cakes and biscuits we were treated to a tour of Keith's factory which showcased an impressive range of machinery including a variety of 'cutting-edge' equipment (pun intended) particularly the futuristic looking laser cutters within their enclosed units which cut large sections of metal plate.

As we looked on it gave us an idea of just how far metal fabrication had advanced in recent years. To temper our enthralled looks Keith made sure to mention that he does not fabricate bike parts! (We'll work on that).

Once the tour had finished and routes were discussed (follow Catrina) the variety of machines started up, each with their own distinctive bark, as we began to depart.

After a cold start and a kind push assist for myself I was finally on my way and enjoying the scenery with some early morning sun still out at this stage.

Passing one of the Ridges on the side of the road early on, I felt lucky to be finally heading in the right direction at a comfortable cruising speed myself and was on my way towards Gordon, however, my enjoyment was to be short-lived. A good 10 kms down the road as I crested a hill and then on the downward slope I was suddenly met by silence from the engine. A quick glance down indicated that I hadn't done anything as silly as to not have turned the fuel on and adjustments of the levers made no difference as I resigned myself to slowly roll to a stop.

Further inspection indicated that the valve lifters were no longer performing said task and that was the Triumph done for the day.

My thanks goes out to Tina and Cody Stoddart for picking me up from the side of the road and getting the old girl onto the back. As disappointed as I was to no longer be riding, a warm ute cabin was welcome sanctuary as the weather continued to worsen on our way to re-group at Gordon.



Above : Paul Fullard and Ben McMillan



Bryce Matthews handled the election of office bearers at the AGM.

On arrival at Gordon, once everyone had taken stock of the arrivals and a bit of a chat on the first leg of the run we were greeted with an (almost) unexpected surprise... Snow! Although not to last too long, I did feel it perhaps added a 'magical' quality to the ride (glass half full view) however there was felt a general urgency to continue onto the Wallace hotel for some warmth and tucker.

The meeting as always ran well and was straight to the point. Bryce Matthews made the interesting remark that he had not seen snow on a motorcycle ride since the 1960's! Congratulations again to all reappointed committee members.

Also congratulations extended to Stephen Shepherd and family who were awarded and recognised for their excellent contribution to the clubs magazine (edits, items, photography etc.) and its adaptation and growth into the future.

Once everyone had sufficiently warmed up, it was time to once again, for the riders, to brave the weather and make the final leg of the trip back to Keith's business. Despite the weather, the selection of back roads with relatively low volumes of traffic are ideal for the older bikes with plenty of green scenery. Thanks to Catrina for leading the way forward and for everyone who helped with the corner marshalling.

We had a wide age range of machines present for the ride ranging from Graeme King's 1909 Triumph through to 1930, with Ian Sargent's, Ariel and Bruce Farley's B.S.A. and a good mix of British and American representation.

Afternoon tea greeted us back at Keith's workshop, with a final chance for a chat and tour of the facilities as we slowly packed up our equipment and headed home.

Again, we have seen great attendance (25 bikes heading off on the run) despite the weather and demonstrates the continued draw and value of these Tiddler runs, especially for new members or those testing machines (e.g. Colin Stoddart's 1912 Triumph for its first club run) or just for the social gathering with good food and company.

Ian Sargent just prior to snow falling on the AGM Tiddlers Run.



Ian and Bruce Farley

Ian Ennor, a visitor to the club who tagged along with my father down to Ballarat from Deniliquin gave a great outside perspective on the day, commenting on the great atmosphere provided by the club, the easy going nature of it's members and their eagerness to help each other.



Malcolm Cox's 1919 Rudge Multi. I believe this machine spent nearly 20 years in a museum prior to Malcolm obtaining it.

Thanks as always to the support team's supply of refreshments and providing backup vehicles for the day. Thanks again to Keith for tour of the business and a location for the event and we look forward further to runs down the track.

Ben McMillan



AGM & Tiddlers Day Run 27th August 2017Bikes and riders included :-

Graeme King	1909 Triumph
Colin Stoddart	1912 Triumph
Ben McMillan	1913 Triumph
John Cox	1915 Rover
Neville Babb	1915 Rover
Alwyn Babb	1916 Precision
Bryce Matthews	1916 Indian
Malcolm Cox	1919 Rudge
Ben Deutscher	1924 Monopole
Colin Sargent & Maddison Clarke	1925 Indian Outfit
Mark Gascoigne	1925 A.J.S.
Royce Fullard	1925 Rudge
Andrew Farley	1926 Rudge
David Maxwell	1926 AJS
Neville Hunter	1926 Harley Davidson Pup
Ian McMillan	1927 B.S.A.
John Cuthbertson	1927 Norton
Dennis Reed-Smith	1927 A.J.S.
Phil Long	1928 B.S.A.
Stephen & Oscar Shepherd	1928 Indian
Catrina Sargent	1929 Scott
Alan Jackson	1929 B.S.A.
Jenny Sargent	1929 A.J.S.
Paul Fullard	1929 Velocette
Ian Sargent	1930 Ariel
Bruce Farley	1930 B.S.A.

Backup and support crew and others present included :-

Merrilyn Sargent, Mitchell Clarke, Darren Reed-Smith, Pat Hunter, Colin Hedt, Marcus Deutscher, Graeme Bandy, Sandy, Deidre Coone, Frank Staig, Cathy, Cody and Tina Stoddart, Cliff and Noela Kirby, Ken Vincent, Tom Kingston and Keith Parry.

Above right : Malcolm Cox on his 1919 Rudge Multi

Right : Colin & Merrilyn Sargent's granddaughter Maddison Clarke



Above : Colin Sargent's 1925 Indian Chief outfit which had belonged to his grandfather.



11th National Veteran Motorcycle Rally – Nurioopta 13

Sunday 17th Sept. 2017

Day One - Jane Davis

Awoke in Barossa Valley Tourist Park to a beautiful fine day, to the sound of magpies (some swooping on unsuspecting heads), kookaburras and several single cylinder bikes putting around the park, and the occasional one being pushed by a helpful partner.

Warm greetings were heard everywhere from those catching up with friends from past rallies. A lot of participants had travelled many kms and were not sure how their machines had travelled. Snatches of conversations such as - "well, it was going when I put it on the trailer 3 weeks ago" and "don't know, it was running well last time I had it out about 2 months ago!" - seemed to be a common theme.

The Park had great facilities – everything from swimming pool, pinball machines, outdoor large chess set, camp kitchens etc. at the venue. Rally packs were handed out to keen participants.

(Victorian AFL Richmond supporters very pleased with the yellow and black lanyards!!)

Pre-event briefing was held near the old Dodge 'mobile home' at the entrance to the Park where we told that one of the Rally organisers and some of the caterers were down with the 'flu.

The shake-down run was a 26km round trip to Moculta township, with good surfaced roads and a couple of nice bends along the way, making up for the Stop sign at Stockwell Rd. – which proved interesting for those bikes without a clutch!

Back at Rally Headquarters, a Mini Swap-Meet took place, with approximately ½ dozen people prepared to part with some of their treasures. This attracted a significant crowd, all enjoying the conviviality of the occasion, with some people going home with a bargain.

At 6pm we all arrived at the local Sport Pavilion across the oval from the Tourist Park. The girls from the local Machine Turners Group served up a great BBQ, followed by yummy apple & rhubarb crumble, which was devoured enthusiastically by all.

Lots of laughter and conversation made for very noisy but enjoyable time. After the afternoon's run - various parts from motorbikes were found and handed in, and were all claimed.

Everyone seemed very keen to be on their bikes the next day. Later the same night, a big storm went through Nurioopta, with lots of canvas flapping and even the odd motorbike was blown over. Didn't curb the enthusiasm at all!

Jane Davis



Paul Davis - 1915 Indian



The 'Nude Nut' brothers caught up at the Day One evening get-together. Living in different states these days, Denial, Decay and Delusion, 'Or' was that S.A., W.A. and Vic? (Thanks Britt!. Ed.)



Bevars Binnie (N.Z.) - 1913 Royal Enfield

14 11th National Veteran Motorcycle Rally – Nurioopta Monday 18th Sept. 2017

Day Two - Wally FNQ

Hi to all club members.

On behalf of the Mansbridge Racing Team I have been asked by the management to write the first full day of riding for our club.... so here goes.....

We awoke on Monday morning to overcast skies with the forecast of rain later in the day. I asked co-owner Julie (with the prospect of rain) if she wanted to ride the morning leg till lunch. and found Julie was happy for me to ride the 1st leg. All the riders gathered at 9am for our briefing and our departure at 9.30am.

We exited the van park like bees, sometimes a few then a swarm and we buzzed off towards the old railway town of Hamley Bridge.

The corner marshals as usual did a great job and had us at the morning stop some 21kms down the track. The country side was beautiful, lush and green and a pleasure to ride, although we did encounter a few miles of veteran type roads (dirt). Mind you some riders powered past as if on bitumen. Rather scary!

As usual smoko was delicious and quite lengthy as our next stop was lunch only 23k's further on. It was here that I managed to catch up with Andrew and Francis McDougall who were not riding on the rally due to other commitments. Although Andrew could not have ridden anyway due to his muscle spasms in his shoulder. Still, it was great to catch up with you both and hope to see you at the next rally.

As we were preparing to head off from smoko the weather was looking rather dark and some riders were donning wet weather gear, Although I had some I chose not to and headed off to Henley Bridge for lunch. Thanks again to my electric starter..... young Nathan Mansbridge for the push.

While putting along the delightful roads and country side I couldn't help noticing the darkening skies and hoped I made the correct decision. Most of us did manage to miss the showers, but I believe the tail enders did cop a downpour. It was during this time I noticed that the back up

trailers were earning their keep. I believe some trailers had returned to headquarters, unloaded and returned to reload during the day.

These included the Minerva ridden by Rob Elliott who Unfortunately was dismounted rather quickly on a corner and was slammed heavily into the road. Rob was concussed for a while but soon regained his senses.

Luckily only minor damage to both rider and machine. Rob later told me that he had some sore spots but a somewhat damaged pride. My reply was that we have all done that at some stage or another.

It was during this time our editor had stopped to give assistance to Rob and after he was deemed to be ok Steve decided to fire up the Indian and head off but much to his surprise he had snapped his primary chain on the road. What luck! He was not impressed losing both of his machines on the same corner. 'Update' the Indian was back on the road after a joining link was fitted later in the day. We did encounter some light rain and was happy to stop for lunch and warm up. Me thinks Julie M. must have known more about the upcoming weather and was happy for me to complete the days ride.... gee thanks Julie!



Graeme King - 1909 Triumph





Rob Elliott - 1906 Lewis Minerva



We related our story to Julie M. and was informed that pub was deemed the most haunted in Australia!! So did this really happen ?

On returning to the museum we had just missed Peter Allen's impersonation of superman, as he had exited the building and failed to launch from the bottom step. Unfortunately kissing the pavement face first. he was dusted off and was tended by several rallists.

Although he must have been in considerable pain he shook it off and continued his duties and completed the day. Well done Peter!

Our final run home was about 22k's and was a beautiful way to finish our very eventful first day of the rally.

Cheers from **Wal** in tropical Queensland representing the Mansbridge racing team.

Our lunch stop saw a lengthy queue for food but it was very welcome, hot and filling. Although most of the riders would have like to have stayed inside the warm hall a little longer.

Most of the riders were donning their wets including myself as we headed off to Kapunda some 32k's away. We did encounter some showers but nothing too serious and we all enjoyed the ride.

On arriving the bikes were lined up on both sides of the street outside the museum. A great sight indeed and it was during this time Andrew Gould, Arty and myself were discussing about going to the museum. I said I'm off to the other museum up the road that starts with a "h"what ?

I smiled and pointed to the hotel on the corner - so much history in an old pub, so the 3 Queenslanders toddled off for quick shot. As we approached every thing seemed quite, except for the occasional car or the rumble of a bike.

Upon opening the door we were greeted by a wall of sound from AC/DC blasting from the jute box and a large group. In fact it was the men's hockey team celebrating 'Mad Monday' and they were in all sorts of fancy dress. They cheered us on as we sank our shots, we waved goodbye and slipped back out the door.

I told Ronda about the episode and convinced her to come and have a shot and witness this crazy event and on opening the door all was quite and not a sole in the bar..... what ??



Wally and Ronda Wallwork



"We exited the van park like bees, sometimes a few then a swarm and we buzzed off towards Hamley Bridge"



Kim Coillet - 1915 Douglas



Oscar & Stephen Shepherd - 1917 Indian



Suzie Pierre-Humbert - 1913 Bradbury



John Pettigrew - 1912 Kirmer



Greg Smith (left) - 1908 Sovereign

*Andrew Howe Davies (UK)
- 1917 B & B*



Laurie Deller - 1911 Norton



Dean Smallacombe - 1912 Lewis



George Coad - 1911 Precision



Michael Rock - 1918 Reading Standard

18 11th National Veteran Motorcycle Rally – Nurioopta Tuesday 19th Sept. 2017

Day Three - Amanda Mahncke

I will admit that I had some apprehension coming into today's ride... Birdwood, and the National Motor Museum was the starting point of our epic 2014 Adelaide to Darwin Rover Dream adventure.

All I can remember of that day was the nervous energies of everyone buzzing around the area, winding roads and LOTS of traffic going in all directions, fast. I can clearly remember thinking "thank god Jodie is riding first". Only one rider for our Rover at this 2017 National Rally!!

I am a "Rookie" veteran rider, I will readily admit that! Especially as on Monday I figured I would go without waterproofs, because "it won't rain" famous last words!

So today, I'm not getting wet or cold for anyone. Thermals and wet weather gear on as soon as I was up and about. As I was doing my pre-flight check (asking Sarge if the bike had been fuelled up etc.!) I started to be concerned that my peddling ability in wet weather pants is going to be hindered After another 15 minutes of walking around in circles I decide, YES, definitely going to make peddling difficult! So I quickly take them off (still have thermals on).

Time to get to the Marshalling area. We get on, and I have a "rookie pusher" assisting me to start (thanks Kayleen, however two wrongs don't make a right!). Hummm, Rosie Rover said "NO!". My pusher was getting puffed, I was over heating and three attempts later, I realize the fuel wasn't turned on..... I did say I was a Rookie!! Funnily enough the next push, Rosie Rover roared to life, laughing at me as we did a hot lap on the way to the start.

"Safety First!" The rider briefing had the same theme, follow the road rules, stay safe. I added my own, if in doubt, bail out! My concerns eased as the stop signs, give way signs, and uphill starts gave way to gentle rolling hills and lovely winding roads. Morning tea was held at Eden Valley, brilliant coffee and tasty cakes!

Now onto Birdwood, beautiful riding which you can really enjoy when the bike is running well and you can start to look around and enjoy the scenery that is passing by. Entry to



Brian Fleming - 1916 Ariel

the museum was via the back gate, which proved to be so easy to get in and the 100+ bikes looked amazing all lined up along the path. If you go to the National Motor Museum Australia Facebook page, they have great footage of the bikes coming in and close-up walking along the display.

Lunch was a simple, and easy affair with prepacked salad rolls, a slice and piece of fruit handed out by some lovely ladies. There was time for everyone to look through the museum and the local shops. Boom Boom was giving some primary school children that were on an excursion, some insight on the bikes, which was wonderful to see.

One local shop sold motorbike parts, "Bills" I think it was called. I searched high and low looking for a "wing wong for a goose's bridle" but couldn't for the life of me see one. Lots of interesting things crammed in though!!

Once again we had the "Safety First" talk prior to leaving lunch.... 5 minutes later I was wondering why on earth did they not mention the T INTERSECTION, TURN RIGHT AT THE BOTTOM OF A STEEP HILL, just 500m from the gate of the museum..... I did for a moment eye off the car park of a small winery on the left to make my exit, before I quickly swallowed my brave pill and start going down the hill.....to have to make a quick stop when a car came.

Thank goodness that thing called a brake is actually doing something now!

Amanda & 'Rosie Rover' - 'Sarge start'





Above : Eleven Indians with their riders
 Left : German 9-pin bowls at the Kegelbahn est. 1858



At the regroup afternoon stop we did some tightening of screws (some may have argued that mine may have needed tightening!). I was witness to the most AMAZING jacket pocket, everything we asked for, came out of this pocket. At one stage I expected a rabbit to come out next!!

The evening meal was at nearby Tanunda, we gave the German bowls a miss, but glad we didn't miss the tea!! They did a wonderful job of taking meal orders and getting them out in a timely manner, to such a huge group! The most amazing dessert was delivered to one table, and I am sure they should have called it Death by Dessert!!

The buzz of chatter didn't ease while the meals arrived, and rumours of footpath riding, magic rabbits and royal weddings were all heard as we reflected on the days ride, and anticipated the next.

Amanda Mahncke

It wasn't long once we were going down the road that my bike started to run a bit odd, then nothing!! Oh no!! Sarge to the rescue!! After humming and ahing, I went EEKK!! Don't think this looked right, fully expecting to be going onto a backup trailer....the entire "maggie cover and innards" had come out (remember I am a rookie and technical terms are beyond me!). No, Sarge the wonder wizard gave it a push and a shove, did a few other things, and started her up on the stand!

Away I went or not!! Remember how I started the day with thermals and waterproofs on? Well yes, I took the waterproofs off, but left the thermals on. Trying to peddle start up a hill left me completely melting and even had to pull my helmet off!! After recomposing, and after another try I declared "One more try" to my helpers who had pulled up to help. This time Rosie gave a laugh and away she went - phew!

At this stage we were a long way behind the others, but possibly gave me the best ride, all by myself. Going around the beautiful lakes, just Rosie Rover and myself. Absolutely stunning! It was at this point I started to "get" it, understand why there is such a special group of people out riding these antiques, they are hugely challenging, but the rewards are the times like these.

Right : Deidre Coone, Jenny Sargent & Amanda Mahncke



11th National Veteran Motorcycle Rally – Nurioopta Tuesday 19th Sept. 2017

Day Three - Benjamin Deutscher

Sometimes in life one has to stop and smell the roses. With life being so busy it's too easy to forget what you have achieved or what you are a part of. Today at lunch time I took some time out to soak up and to comprehend the scale of this year's National Veteran Rally.

For those who haven't been to the Birdwood museum the back of the museum has an expansive lawn area which slopes down to the rear of the property. It was along the path leading down to the back gate that all the bikes were lined up at for the lunchtime stop. I had tried on a number of occasions prior to today to take a photo to capture as many bikes as possible and this was the best chance I got for the week. The end result?

A photo that when zoomed in captures most of the bikes on the days ride. The fact that when it is zoomed in you have to scroll across multiple screens to see them all puts the size of the event into some perspective. Unfortunately it's not worthy of being printed but has wowed everyone I've showed since I returned from the rally. Many who have been in awe at the sheer quantity and quality of the machines which were present.

My road to this year's event was very different to most peoples as my ever growing pile of veteran bits is still just that, a pile of bits. When I was offered the opportunity to borrow a bike I must admit I was a little apprehensive. However I thankfully did come to my senses and had a thoroughly enjoyable time becoming acquainted with Leon's FN single. His instructions from his sick bed (well actually on his way back to his sick bed after making a Sunday morning dash to the rally to drop the bike off for me!) instructions were simple, "don't break it!"

Tuesday morning dawned bright and sunny and as we had for the previous day all the bikes assembled alongside the tennis court for the beginning of the day's proceedings. I had by this time worked out that while I wasn't riding the slowest bike I may have been riding the slowest (big difference!). And so I had carefully positioned myself for a quick and obstacle free getaway once the days instructions were given.

Today this worked a treat as I was off with a few other keen riders. I was however glad that I was starting to get the hang of the various controls as I had quite an audience as one of the first machines to be bought to life.

The first part of the ride had us on some familiar roads as we headed left out of the gate away from the township of Nurioopta retracing some of our steps from the Sunday shakedown run. These first couple of hills gave my thighs a real workout on the Sunday however only light assistance was required this time.

The familiar roads didn't last long before we made a sharp right turn and headed south towards the township of Angaston which we sailed through.. Before long signs for Keyneton were appearing and after turning right in the main straight we were back on the open road. The enthusiasm of us who got away nice and early must have resonated with the remainder of the riders as by this time there was a continuous stream of veterans passing by.

By the time the signs for Eden Valley began appearing the stream has slowed down to a trickle and as I entered the Murray Recreational Park our morning tea stop it soon became apparent why as there were bikes scattered far and wide throughout the park. The advantage of this was that once again I was able to position myself for an early obstacle free exit. The haphazard positioning of the bikes around the park also made for good photo opportunities which many of us were also able to take advantage of. My careful positioning once again paid dividends as I was the first bike out onto the road.

However it was quite sometime before the masses could be seen in the mirror chasing me down. As we continued our journey south we came across the small town of Springton. As I sailed through I saw a petrol pump and desperately tried to remember the instructions from the start. Was this the only petrol we would go past for the day?

After a moments hesitation I was doing an uphill u-ey and pulling in for the paltry amount of \$2.80 worth of petrol. Very soon there was quite a line of bikes and riders patiently waiting for one of the 2 pumps on offer. As I got going again it wasn't long before we travelled through the town of Mount Pleasant which was home to a petrol station of a slightly grander scale than the whistle stop at Springton. Maybe this was the one that was mentioned at the morning briefing..... If anything stopping at Springton meant that lots of other bikes and the backup stayed behind me for longer.

Before long signs for Birdwood and the National Motor Museum started to appear. As we rode through the town I started to gain an appreciation as to why the museum had been setup here as the setting seemed quite fitting for such a museum. It was also here that I was able to stand back and appreciate the size of the event.

Wide angle shot of the bikes at Birdwood Museum





Catrina with the Queenslanders, laughing with the editor holding the camera.



David Radloff and Peter Allen starting the day off

With lunch out of the way it was time to delve into the depths of the museum. As a first time visitor I tried to make the most of my limited time and managed to get around to all of the bike exhibits before everyone was herded back towards their bikes.

The trip to the regroup at the small town of Lyndoch was fairly uneventful as we travelled through some more undulating countryside. Over the course of the week I certainly gained an appreciation for why the rally was being based out of Nuriootpa and some of the countryside we were travelling through was just perfect for veteran bikes.

During the regroup I made the acquaintance of the other FN owners on the rally and it was interesting comparing the similarities and differences between the bikes. For the record there were 3 FN's, 2 singles and a 4.

I followed the marshals out of the regroup and was enjoying the steady stream of bikes passing by when I was realised that I was being overtaken by non other than Greg Smith on his Maldon! This was a first for me but unfortunately it wasn't to last for long as no sooner had he disappeared over the next hill that he reappeared again as the bike was not able to maintain such a strong head of steam.

*Below right : Ben Deutscher - 1910 FN
Below left : Greg Smith : 1904 Maldon*

I then settled in behind the Maldon for the remainder of the trip as we wound our way through the locality of Rowlands Flat and crossed over Jacob Creek the home of Australia's largest winery. It was then only a matter of passing through Bethany and negotiating the number of stop signs back to the Barossa Tourist Park. Normally lots of stop signs are not great for veterans but in this case I would much rather these than deal with the traffic and trucks that the main roads that we crossed were carrying!

Thanks must go out to the organisers for organising a largely trouble free event. Herding 140 bikes and 200+ people around the countryside is never an easy task.

It must be noted that the committee was under some duress as at least 2 members of the committee were struck down by the flu 2 days before the rally commenced. The fact that most things ran smoothly is a testament to the efforts that they had put in prior to the event and says a lot for prior preparation.

I also need to thank Leon for entrusting me with his FN for the week. I had a thoroughly enjoyable time not just with the event and all it has to offer but the FN was a delight to ride. It just shows that you don't need to have the biggest or the fastest bike to have the most fun.

Benjamin Deutscher



11th National Veteran Motorcycle Rally – Nurioopta Wednesday 20th Sept. 2017

Day Four - Richard Blackburn

Nuriootpa to Menglers Hill

After a couple of dodgy weather days we were treated to Wednesday dawning with clear skies and sunshine forecast. The usual gathering at 9am and off by 9:30am happened about on time and off we set. I was riding Catrina Sargent's Scott Squirrel which had been kindly lent back to be for the rally.

Whether that was revenge for sending it over to Australia or not I'm not sure, but the two speed gear and foot clutch make it a pleasure to ride, especially on hills or start-stop riding. No running and jumping for me, or pedalling up hills to assist an asthmatic tortoise of a side valve engine. There was one comment when I left the assembly area.

Someone who shall remain nameless offered thanks on behalf of the campsite for me eradicating all the mosquitoes due to the smoke screen I deposited on departure. Some people just cannot appreciate such a highly engineered Swiss watch of a device!

Menglers Hill was the aiming point, but about 5km out from the start the utterly reliable Scott did something hitherto unknown on such a fine piece of machinery. It spat back once and cut out. I rolled to a stop, looked down, and realised the magneto points cap was dangling. That is an easy fix, however the cam ring had departed it's location and presumably was now ensconced in a roadside ditch.

Nothing to do but do the walk of shame and head up and down the road and look for it. Before long I had half of the rally support contingent joining me, but alas with 10 pairs of eyes we found no trace so it was a rescue van arrival thanks to Lesley that got me to Menglers Hill. Thanks to all who helped search though, it was a valiant effort.

Neil Bromilow



Andrew Repton - 1914 Yale



Maca (Peter Macdonald - 1914 Cherrington JAP)



Royce Fullard and Murray Wright

The views were amazing, and the usual fare of cake and a drink went down well. Well done to the catering support it has been excellent all rally. Clearly I could not join the ride back so it was a direct dash to the caravan park for repairs to the Scott. A spare BTH magneto was found after a rummage through the boxes of bits Colin had, but it was not the same type.

There are many different BTH magnetos depending on model and fitment, and the Scott is 1915, when allegedly no civilian magnetos were made due to the war effort. BTH had changed their manufacturing to support the fledgling Royal Air Force, so made ordnance, encabulators** and radial engine parts from 1914-18. However clearly a few were available to non war effort causes. A bit of lateral thinking had the cam ring and internal timing sorted, the advance locked on full, points gap reset, and we were up and running again just as the first machines rolled back from the run.

Too late for today, but ready for Thursday. At this point Colin returned with the De Luxe on the rescue trailer minus air in his rear tyre. After unleashing the mammoth amount of horsepower contained within those finely made crankcases it had spun the rear tyre on the rim and pulled the valve out. We set about changing the tube and soon enough that was fixed too, an event rarely encountered in that the tyre went back on without a single swear word being uttered. So from 3 bikes in camp only 1 made it back under it's own steam, being the Enfield outfit piloted by Catrina and ably assisted in the chair by Merralyn.

The only downside of the breakdown was missing the run to Seppletsfield and the palm lined roads surrounded by vineyards as far as the eye can see. All was not lost though, Catrina and Merralyn kindly gave me a guided tour in the van later on so I could enjoy the views. I missed the tiddlers run due to a need to sample the local produce, so an afternoon of wine tasting and a distillery visit helped ease my woes at not completing every km of the rally on the Scott.

The rally has been thoroughly enjoyable though and time to look forward to the remaining days and kms aboard the Scott.

Richard Blackburn

(** I wonder if Richard is referring to the 'retro' or 'turbo' encabulators? Ed.)



Leigh Goodall - 1916 Healing JAP



Relaxing at Menglers Hill Lookout



Frances McDougall, Howard & Diane Filtness with Sam Shepherd



Catrina & Colin Sargent with Richard Blackburn



Mark Gascoigne & Arnold De Groot

11th National Veteran Motorcycle Rally – Nurioopta Wednesday 20th Sept. 2017

After returning from the Wednesday morning run to the caravan park, most riders gathered in the grandstand of the Sports Centre around 11:30am for the riders meeting. Formalities over, it was agreed that the next NVR would be in Ulverstone, Tasmania, during March 2019. I believe shortly afterwards a number of people started booking Tassie accommodation.

Riders assembled after lunch for the NVR Inaugural T.A.T. Run (tiddlers & tadpoles). There were some very interesting machines turn up for this event. An Opal push bike with a Motosacoche 'motor in a bag' engine. Neil Bromilow's 1905 TB Minerva, which was found in Brisbane and it is 'guessed' that it was constructed by Trackson Bros., who were behind the installation of Brisbane's first electricity system and telephone exchange. (James Trackson, owned the first motorcar in Brisbane, a Locomobile with a steam engine.)

Dean Govan's 1905 Coventry Challenge, which Leon rode for this event and Graeme King's 1911 King, were just two of

the bikes in extremely original condition. (I love machines such as these.) There were many other machines of note. Really, they are all very special and it's fantastic their owners brought along these early, fragile, rare machines to ride.

We travelled approximately 15kms to Bethany Reserve for afternoon tea and approx. the same distance back. Unfortunately for me I got lost going there and later returning to base and probably covered an extra 10kms. It didn't help that there was only one functioning LPA pedal on my Lewis Minerva, after it suffered a slight accident earlier in the week.

I was determined not to stop under any condition on the ride there and that involved a little 'bending' somewhat of the road rules, especially at an up-sloping 'T' intersection, in traffic, where a right hand turn was required. I think I knocked over a number of orange road cones and there was some footpath riding required on the way back due to a B-Double truck on my 'clacker'. Still, a great event and I hope this type of T.A.T. run continues at the next N.V.R..

Stephen Shepherd



Bethany Reserve



'Motor in a bag'



1905 T.B. Minerva



Chief Rally Organiser Leon Mitchell



1911 King



1905 Coventry Challenge

11th National Veteran Motorcycle Rally – Nurioopta 25 Thursday 21st Sept. 2017

Day 5 - Nurioopta to Eudunda

After our morning 'safety talk' we headed north to Kapunda and Eudunda for a round trip of just over 100kms for the day. The machine I have been riding all week excepting yesterday afternoon is a V-twin Indian, which really is a powerful veteran. At times I do feel rather guilty, passing lower powered single cylinder, belt drive machines with their riders slowly walking or pedalling their machines to the top of long, steep hills. The Indian can stay in third gear and continue up any hill without changing down gears. This is while carrying at least an extra 170kg of riders atop of it.

Both my teenage sons help me co-pilot the Indian. They are in training and both are looking forward to early machines of their own which they can legally ride on 'L' plates once they turn 18.

All this week I have been looking at the other Indians on the rally, taking photos and talking to their riders. My clutch is foot operated and is somewhat temperamental, being either 'on' or 'off' with little transition. It seems nearly all the other Indians have a modification or two with extra spring (s) mounted in various positions to assist with clutch operation. Sometimes when taking off due to the extra weight of two riders, my front wheel 'gains some air'. Leaving the morning tea stop at Dutton Park my front wheel 'took off' and 'banked'

to the right as in 'aeroplane mode' and we would've flown over a 4 foot embankment and landed on a car, except that Graham Hammond had his beautiful '18 Powerplus parked in an appropriate 'catching' position.

Luckily there was no major damage, only some rubber scuff marks on Graham's bike. There was much embarrassment on my behalf. This happened in front of a group of fellow Indian riders included Graham.

Lunch was a subdued affair, for me anyway, in Kapunda and fortunately there were no further incidents. Or maybe just a little one. We had a regroup for half an hour at the United Service Station in Truro on the way back to Nurioopta. On leaving the truck parking lot next to the servo, I'd travelled 40 meters when an old Valiant AP5 turned right into the servo directly across the front of me, so close I could see the scratch marks on the front chrome bumper bar!

Otherwise it as been a wonderful, enjoyable rally, extremely well organised and catered event, a real credit to Leon, Peter, David and their team. Well done and Thank you.

PS. To my sons, please learn from and remember your father's mistakes, we are all human and far from perfect. ☺

Stephen Shepherd



Dave Jennings - 1914 GCS



Oscar, Sam & Stephen Shepherd



Graham Hammond - 1918 Indian



Ross & Alison Weymouth - 1918 Henderson

11th National Veteran Motorcycle Rally – Nurioopta Friday 22nd Sept. 2017

Day Six - Alwyn Babb

Nurioopta to Mount Pleasant,

What a fantastic rally so far and Friday's ride is to be one of the best with the excellent weather forecast of clear blue sky and 29°C the warmest day of the rally. At 9:15am we gathered around our starting marshal, Leon Mitchell, and listened intently as Leon outlined a delightful ride through the hills to Mt Pleasant and back a total distance of 119km. It was also very pleasing to hear that the two riders injured yesterday when their sidecar flipped over are both doing well we wished them a speedy recovery.

At 9:30am machines were eagerly started and the Group made its way out for another great day's ride which promised to be the best one for the rally. The 37km journey to Springton for our morning tea stop was via Angaston township. Getting through Angaston was challenging especially on a fixed engine machine as we had to weave our way along a busy main street packed with locals doing their Friday morning shopping. All went well, the shoppers were very courteous and patient with us even though the Group stretched out 1.0km long.

Once through Angaston the road opened up to rolling green meadows dotted with dams that glistened in the sunlight the riders forming a yellow ribbon as far as the eye could see was a splendid sight and showed the effectiveness of the yellow safety vests issued to the rally participants. The ride to Springton was excellent.

At the morning tea break riders were given the option of a short 8.0km ride to Mount Pleasant or the 38.4km planned route via Springton Road, Warren Road and Cricks Mill Road taking in Mount Crawford. Neville and I chose the latter as did most of the other riders and what a good choice it was as the roads had lots of twisty bends lined with tall gumtrees that cast much needed shade from the clear blue skies above. Neville's Rover and my Precision ran faultlessly over the hilly terrain and we both agreed that this was the best ride of the rally.

Arriving at Mount Pleasant Oval we were served a lovely mixed grill for lunch. The outside temperature was starting to increase and so too was the attrition rate for motorcycles breaking down. George Coad had a lucky break, so to speak, the headstem on his bike snapped in two at the petrol station when he was about to ride off. Hope you all get your bikes fixed soon.

After lunch we travelled 29.5km to Collingrove Homestead, our last regroup for the day. The Collingrove Homestead was built in 1856 by the Angas family who at their peak owned 14million acres of farmland (approximately 1/3 South Australia), the landholding has been significantly reduced over the years to 13 acres present day and is still owned by the Angas family.

The building is well maintained and beautifully decorated with original furniture, paintings, family photos including trophies from safari adventures and livestock breeding. The homestead is now used as a B&B and offers 5 guestrooms

with Egyptian cotton sheets and has wireless internet access to keep you connected. A blend of the old and the new!!

Leaving the homestead we were confronted with a long steep ascent that was very challenging. Some riders had to dismount and push their bike to the top of the rise. My bike started to stall a quick adjustment of the carburettor and magneto settings gave a strong and steady pulse and before long the bike was accelerating up the hill. It is times like this that I appreciate the power of my v-twin Precision.

Further up the road the Norton rider team overtook me, these bikes were performing remarkably throughout the rally. The road opened up and was straight with no traffic ahead It was time clear the cobwebs out of the Precision I nudged the throttle lever and soon caught up to one of the Nortons a further nudge of the lever increased the speed to 80kph the Norton disappeared in the background I eased the throttle back to 60kph and in a short while the Norton overtook me, the Nortons do run remarkably well.

The evening Dinner was very well attended and it was very enjoyable to reflect and share our highlights of the rally. Some of my memories are:

- David Radloff filling in for Leon Mitchell at very short notice did an excellent job.
- Leon Mitchell coming to the rally as soon as his health improved, you can't keep Leon away that easily.
- Ben Deutscher pedalling most of the rally on a small single cylinder FN a great effort for both rider and machine.
- Ron Fellowes rode his 4 cylinder FN all the way from Tasmania and intends to ride the bike back to Tasmania totally unassisted, we hope you made it back okay.
- Royce Fullard having lost the spindle out of his compression cock on his Big 4 Precision quickly carved up a timber replacement but it only lasted 5 seconds when the engine was started. Problem was solved by taking one of the cocks from his son's v-twin Precision bike, not sure if Paul approved at the time but it all worked out well for both of them!!
- Merralyn and Catrina Sargent unfazed by the wet weather conditions on their Royal Enfield outfit with Colin Sargent following closely behind on his Spacke Deluxe, a very familiar sight indeed.

No doubt you all have some wonderful memories of your own. At the end of the night we said our farewells to friends old and new and we look forward to seeing each other at the next rally. Keep well and ride safely. Thank you again to the Rally organisers, helpers and marshals for putting on an excellent rally.

Cheers Alwyn & Neville Babb.

PS. if you don't know Neville and myself are also keen cyclists it keeps us fit to push start the veteran motorcycles. On 8th October 2017 I did the 210km Around The Bay In A Day bike ride it took 9 hours overall, 8hrs riding time, at an average speed of 26kph, but that is another story!!!

PPS. I think Ben pedalling the FN all week is a much harder job than bicycling 210km in a day!



Chas Lipscombe - 1916 New Imperial



Catrina & Merralyn Sargent - 1915 Royal Enfield



Colin Sargent - 1916 Spacke - DeLuxe



*Richard Czereba - 1913 Bradbury
Peter Scott - 1912 Rudge*



Colin Stoddart - 1912 Triumph



Bob Gill - 1913 BSA



Above : Ron Fellowes - 1910 FN Below : Alwyn & Neville Babb



Friday night dinner was an event with much chatter & laughter



Saturday Rally Report

When we arrived at the Halls Gap Caravan Park, we were greeted by a lovely young girl who was excited to see all the motorbikes arriving. Got our key and codes then off to the cabin, what a surprise to see such a clean and tidy cabin with all we needed, the kangaroos and joey's were sitting in front of the cabin eating some grass, such a peaceful setting and the weather was perfect.

We all caught up at our BBQ lunch, thanks to the Ararat Sargents for the nice lunch, we all had our fill and then we were off for the days ride.

We took off from the road in front of the Caravan Park, all 25 bikes. First we headed to Reids Lookout, where Colin Stoddard was missing, something to do with an incorrect turn I think, he ended up back at the Caravan Park.

At the lookout we could see for miles, such a clear day, Pat Hunter made 3 Malaysians very happy when she said they could sit on her bike and take photos, they had grins from ear to ear, they also took a photo of Pat, and so I am sure she will be a hit in Malaysia.

After a short break we all started the engines again, although Kevin's Indian was a bit stuttery, he had replaced the condenser, but now it seems he needs to replace the coil. Off we went to Zumsteins for a short

break, they have put new rooves on the huts out the back, someone must have stood their ground to keep them as they were in line for demolition at one point. The bikes looked good lined up in the car park, such a variety of makes as always.

Our next stop after some more steep curvy roads was to be at Lake Wartook, we had our morning tea stop here, it is a lovely quiet spot except when the Magpies and Crows want to fight. Lots of food and drink enjoyed by all.

Jennifer McDonald looked good on her 1927 Douglas and she was enjoying the days ride. Lovely to see Pop at 92 in his son Murray's 1925 BSA Sidecar, Julie had been demoted to an extra backup for outfits.

Graeme King did a great job in the hills with his 1909 Triumph, wonderful to see the very early bikes meeting the challenge in the Grampians.

Tommy still likes leaving late and passing as many bikes as he can, can't take the racing out of him. Then back to Halls Gap via the very windy Silverband Falls road, for a bit of a refresh and out to the Halls Gap Hotel for dinner and drinks, thanks Frank for our taxi ride out to dinner.

All in all an extremely pleasant day.

Cherie Hutchinson



Malcolm Cox Catrina Sargent Frank Staig



Brendan Cain



John Cuthbertson

Faye Mullin

Cherie Hutchinson



Getting ready to take off Saturday morning

Halls Gap Rally 14th – 15th October 2017

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Sunday Rally report.

After breakfast, we packed up and assembled on the road out the front of the caravan park. After a sermon from Cutho, we wall took off towards Dunkeld and we had our first regroup at the Wannan Crossing campground. 35kms down the main road. Here we were treated to an excellent morning tea by Jenny Sargent and her helpers.

We left the campground, continued down the road to a right turn up the Victoria Valley Road. Bitumen was pretty wavy, but the scenery was excellent. Between the regroup and Dunkeld we had 2 casualties. Stoddart ceased the Triumph and the club secretary's BSA tank was dry. Funny that. No obvious leaks.



Sidecar service for Gus Wright

Bikes and riders included :

Graeme King	1909 Triumph
Colin Stoddart	1912 Triumph
Ken Vincent	1916 JAP
Brendan Cain	1917 Regnis
Jeremy Sargent	1924 Scott
Murray & Angus Wright	1925 B.S.A. outfit
Andrew Farley	1925 Rudge
Mark Gascoigne	1926 Indian
Neville Hunter	1926 Harley Davidson
Arnold DeGroot	1926 Norton
Catrina Sargent	1926 Scott
John Cuthbertson	1927 Norton
Jennifer McDonald	1927 Douglas
Stephen, Sam, Oscar Shepherd	1928 Indian
Phil Long	1928 B.S.A.
Colin Sargent	1929 Scott
Pat hunter	1929 Super X
Frank Staig	1929 B.S.A.
Malcolm Cox	1929 Norton
Neville Babb & Faye Mullin	1929 Triumph outfit
Bruce Farley	1930 B.S.A
Keith Barnard	1930 Rudge
Daniel Sargent	1930 Ariel
Kevin & Cherie Hutchinson	1930 Indian 4
Tom Kingston	1930 Scott

Backup and support crew and others present included :
Ian & Jenny Sargent, Jess, Scarlett, Larni and Hazel Sargent, Tessa Scherger, Julie Wright, Cathy Stoddart, Cody Sellens, Maureen Vincent and Jan King.

Ian Sargent had ordered and received a beautiful day. Enjoyed by all. Lunch was at Dunkeld and we all found our own lunches at various premises. The elite management group enjoyed caviar and champagne. (Rumor)

After lunch, we all took off down the main drag, back to Halls Gap. No casualties, lovely scenery on both sides. Regroup at Wannan Crossing again, and back to Halls Gap to pack up and have farewells. A really good weekend had by all.

“Many thanks to Ian and Jenny for putting on such a great weekend. Well catered for. Well done.”

Tom Kingston



Tommy Kingston about to blow the cobwebs out!



Mexican Standoff

[more Halls Gap photos on the back cover. Ed.]

The time had come once again to do an engine oil change on the over rated heap of junk on 4 wheels, that I've been paddling around the streets for the last 35 years. I had purchased a quantity of oil some time ago when it was on special at Kmart, but unfortunately they had run out of filters, so I took myself to the local REPCO shop to purchase one.

The shop was deserted and deathly quiet except for the clock on the wall, which ticked every time the sweep second hand jerkily indexed itself around the dial. I stood at the counter for a short period of time but nobody appeared, I yelled "Anybody home". I heard footsteps at the top of a flight of stairs, which disappeared through a hole in the ceiling. At first I saw a pair of shoes then legs followed by a head upside down. The upside down head looked at me and shouted something unintelligible which I did not understand and retreated as fast as it had appeared.

A few seconds later this anorexic apparition came shuffling towards me from behind a row of shelving loaded with spare parts. I reckoned I had seen more meat on a butcher's pencil. He was about 20. His hair was short and spikey, dyed red on one side and green on the other, it reminded me of the port and starboard navigation lights on a fishing trawler. A tangled mass of glittering so called body jewellery was hanging from his left ear so much so that the ear was not visible at all, the weight must have been staggering. One would have thought that the forces generated by the out of balance factor would have caused him to walk in ever decreasing circles until he fell on his side. His clothing was an odd assortment, which looked like it may have come out of the reject bin at the local opp. shop.

"Can I help you sir." He asked politely. His speech was accompanied by a funny clattering noise, it was then that I observed what appeared to be a 5/8" whitworth bolt and nut through his tongue, I wondered what the long term effect would be to the enamel on his teeth.

"I would like a Ryco Z30 oil filter for a 186 Holden engine please." He shuffled towards the computer and started on the keys, after he had pressed what seemed like 50 keys, he moved off and disappeared behind the row of shelving. I stood there for quite a long time, 2 more customers came in stood behind me at the counter. Port and Starboard reappeared "Wrong number" he clattered and started on the computer keys once more, after another 50 keys he wandered off behind the shelves and the long wait started I never saw him again By now there were 5 of us waiting to be served, one fellow had a huge armful of automotive cosmetics he must have been getting the Rolls ready for concourse day.

Finally after what seemed to be forever a well dressed man in his late 30's appeared complete with white shirt and tie carrying a Ryco filter box " Who's for the filter." he said, I pointed my finger skywards, paid the money, and left amidst the grumblings of the gathering of discontented customers.

What ever happened to the good old-fashioned service that was provided by the person behind the counter who had the product knowledge in his mind and knew where to locate what ever was required?

I think those days have gone.

Laurie Deller



For Sale

Dusting sidecar for sale, very good condition \$3,900

Contact : Deidre 0402 269 266

Advertisements

Wanted

Wanted to buy or borrow to copy
A 1927 V Twin BSA intake manifold, hoping
someone can help

Contact : Garry Smith 0421 677 142

Wanted

1 pair of Bentley and Draper stabilizer front fork
friction dampers.

Contact : Laurie Deller phone (02) 9638 4261

Wanted

1925 V twin BSA parts & Veteran BSA model K parts
please. Home : (03) 5342 4408

Contact : Murray Wright 0448 112 622

Wanted

Veteran lightweight motorcycle, must have gearbox
and clutch. Thanks.

Contact : Grahame Dawe 0407 843 272

Wanted

Douglas TS 2¾ HP 1924 flywheel clutch, headstem
cups and conrods.

Contact : Grahame Dawe 0407 843 272

Wanted

1913/14 Triumph Silencer/Magneto platform to buy
or I have to swap 1910/11/12 item or other veteran
Triumph parts.

Contact : Graeme King (03) 5332 7491 or

Email : kingmotorcycles@gmail.com

Wanted

Triumph 1914 single speed rear wheel or parts
Right Hand fork Blade

Contact : Barry Jeffs (03) 5330 2330

Email : barryj123@hotmail.com

Wanted

Looking for a cylinder barrel to suit a Precision V-twin
500cc internal flywheel engine and inlet manifold.

Contact : Paul Fullard 0417 390 027

Email : thetrady@outlook.com

Wanted

Healing lightweight veteran motorcycle.

Contact : Paul Fullard 0417 390 027

Email : thetrady@outlook.com

Wanted

1915 Hedstrom Indian parts, anything considered.

Contact : Steve Wright 0421899755

Email : sloper@tpg.com.au

For Sale

Club Clothing with Logo:

Polo tops, we have small to XXL and they
are \$20 each, Fleecy tops (jumpers with zip
neck) some have bands around the waist and
some don't. Sized Small and Medium are \$35
and L to XXXXL are \$40

Contact : Merrilyn Sargent (03) 5334 8068

For Sale

Leather oil pump cups made to order,
enquiries re size and style.

Contact : Laurie Deller phone (02) 9638 4261

For Sale

New leather saddle cover for early veterans.
Length 33 cm width 25 cm.

Several stamps available: FN, Brooks B100, Peugeot,
Ideal, Brown etc..

Contact : Geert de Boer, the Netherlands (member)

Email : 1927ajs@gmail.com



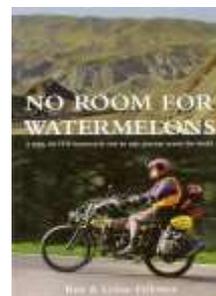
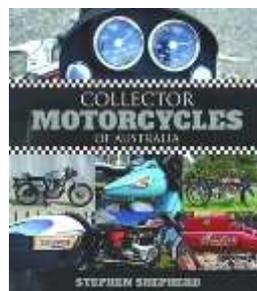
For Sale

'Collector Motorcycles of Australia' book signed by
the author. Covers motorcycles from 1885 to 1980.
450 different machines, 130 different marques,
400 pages in full colour.

\$40 + \$15 postage anywhere in Australia.

Contact : Stephen Shepherd 0417 217 508

Email : scshepherd@datafast.net.au



For Sale

Book - No Room For Watermelons

By Ron & Lynne Fellowes published by High Horse
Books. In 2012 Ron Fellowes, originally from New
Zealand and now living in Tasmania, rode his 1910
four cylinder single-speed F.N. 14,606 km from
Kathmandu to Herstal, Belgium. This book is the story
of their adventures during that journey. 229 pages soft
cover. Price: \$29.95 plus shipping \$6.00 Australia
Direct sales : ronfellowes@gmail.com



www.antiquemotorcycleclubofaustralia.com.au

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