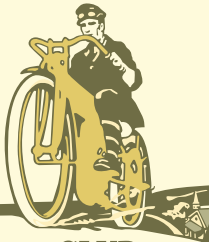


Merry Christmas and Happy New Year

THE VINTAGE
MOTORCYCLE



CLUB
OF
VICTORIA

Vintage Motorcycle Club of Victoria (Inc)

EXHAUST NOTES



Price 7/9

December 2020 - January 2021 No. 597

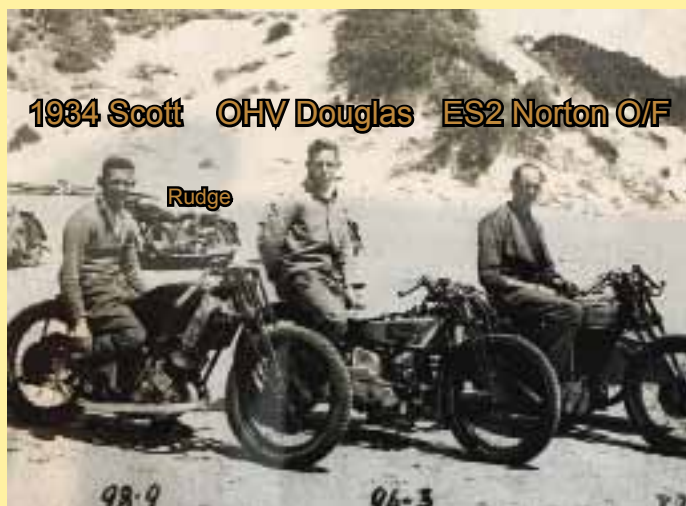
* **ANNUAL GENERAL MEETING** 11.00 AM SUN 13TH DEC. *

* **XMAS BBQ, NORTONS PARK** AFTER AGM SUN 13TH DEC. *



DAVID JAMES'
1937 ROYAL ENFIELD
G2 350cc

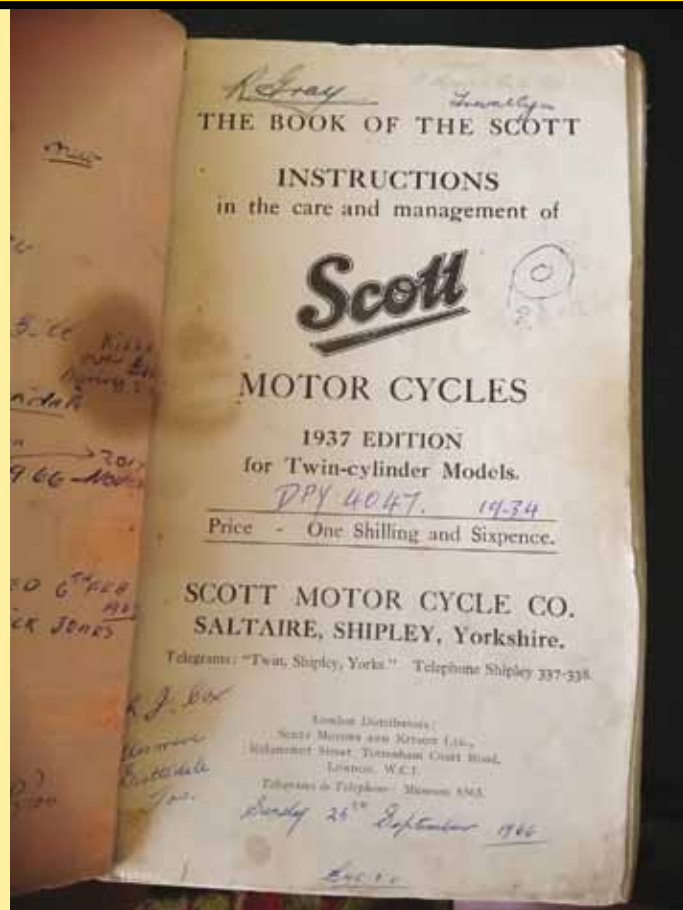
The 1934 Scott S/n DPY 4047, a 600cc water cooled two - stroke with a three speed gear box was delivered new at a cost of £134 to Mr. Ray W. Playsted in Launceston Tasmania. Ray from a family that owned a prosperous printing works, raced the Scott at Bakers Beach which is 76 km to the west of Launceston. At one of the meetings he was the fastest being clocked at 98.9 mph over the measured mile, just pipping an OHV Douglas which made 96.3 mph and leaving a Norton ES2 Outfit to struggle to 70 mph.



Ray was a committee man of the Tasmanian Motor Cycle Club (TMCC) in the mid 1930's. The TMCC formed in Launceston in 1905 as the Tasmanian Automobile Club, is the third oldest continuously run motor-cycle club in the world. Early members were the brothers James and Robert Boag who took their Launceston brewery a long way to where it is today while racing bikes. Also involved was the Fysh family. Two brothers, Phillip and Gordon, were regular winners. Gordon imported the first ABC into Tasmania and regularly won on it. Gordon was the Grandfather of Andrew McDougall who many members know through his involvement in the veteran car movement and antique motorcycling with a veteran Matchless. Phillip Fysh lent more to administration, and for a number of years was the club president. Their father, Sir Phillip (senior), was the club patron, but his big claim to fame was that he was the Tasmanian premier and part of a five-man delegation instrumental in forming the Commonwealth of Australia. The Canberra suburb of Fyshwick was named after Sir Phillip Fysh. Cousin Hudson Fysh after finishing his racing, headed to Queensland and founded our national airline Qantas.

The club branched out into beach events; time trials, record attempts and racing. Beach racing became big for the riders and mechanics, and many Australian records were set on Bakers Beach by men such as Frank Hallam, who went on to become a major figure in Jack Brabham's and Phil Irving's Repco F1 project.

Now back to Ray Playsted's 1934 Scott. Following Ray's ownership, over the years the Scott passed through a number of custodians and well kept records show they were L. Windgrove, Reg Gill, Gordon S. Hodge, Robert Gray, S. Hannon, R. E. (Bob) Cox, J. R. Playsted (son of Ray) and now Malcolm Cox.



Exhaust Notes



**The Journal of the
Vintage Motorcycle Club of Victoria (Inc)
Reg. No. A0006534S**

This Club, which was founded in 1964, meets on the first Thursday of each month at 8 pm in the VDC Clubrooms, Factory 8/41 Norcal Road, Nunawading 3131. Melway 48 G11.

The Club caters for motorcycles manufactured up to 31st December, 1942.

Membership enquiries are welcome.

Visitors will be given a cordial reception at our meetings.

Vintage Motorcycle Club of Vic. (Inc)
P.O. Box 236
Box Hill 3128

Web-Site: www.vmcc.com.au

ISSN 2207-9238 (Online - Email Copy)

Facebook: [Vintage Motorcycle Club of Victoria](https://www.facebook.com/VintageMotorcycleClubofVictoria)

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EXHAUST NOTES
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PRESIDENT'S REPORT

Hi folks.

Well the good news is that we are now able to hold our long overdue AGM. Although to make it happen has required "thinking outside the square", so it will be an outdoor event held in conjunction with our Christmas BBQ

at Nortons Park. Be great to get this sorted before the end of year as well as catching up with fellow club members after such a long time. Please remember we are responsible for practicing all social rules connected to the spread of Covid 19 virus, it is not over yet!

As you will see elsewhere in this issue we have published dates for rally's in the first half of the year as well as a date for the Scoresby Swap Meet. Details for the Maryborough Rally will be printed in the next issue of Exhaust Notes. Normally we would print them this month but it is still impossible to organise venues for meals at this time. Thanks to all our rally organisers for their time and patience in organising these events within such uncertain times.

Online payments for Club Permits are here to stay, apparently. Even though VicRoads indicated that clubs had to use the 'Club Permit Endorsement Form' for this service, they seem also to be accepting photocopies of renewal forms appropriately filled out. Some clubs require their members to use both of these forms when renewing. I would recommend this approach if you are paying online as there have been problems with them accepting the Endorsement Forms. I have asked VicRoads for clarification on this matter, so far none has been forthcoming.

So all in all, things are looking up for our club in the New Year, so fingers crossed for fair weather ahead.

Regards, Merry Christmas and Happy New Year.

Mick Guilfoyle



EDITORIAL

A big thank you to Malcolm Cox, John Mepstead, Ron Gay, Bob Muss, Dave Dumble, Barry Curley, Kerry Thomson, Charles Blades, Neville Christie and David James for reports and/or photos.

The Diamond Creek Run is now planned for 21st February, shifted from 14th February as some romantics decided they didn't want to impinge on Valentine's Day.

Request, would the members attending the AGM and Xmas BBQ at Nortons Park in cars please bring a couple of folding chairs and if possible a spare chair for a motorcyclist. See Page 5 for details.

A further request, as members would appreciate it has been somewhat hard to compile the Exhaust Notes as there has been no meetings, thus no minutes, no rallies, thus no reports or photos. Therefore I have been thankful for those members who have sent me reports and photos of their lock down projects or bike collections. I realise that the Exhaust Notes have been that little bit different due to Covid 19 stopping our activities, however I was pleased to get a congratulatory letter from Life Member, Vin Minogue stating that the October issue was the best ever and that the article on Warren Hicks, the story by Dave Dumble and the colourful photos were so

interesting. Vin also said it was a pleasure to look over and over.

I feel I am going to be somewhat desperate to fill the next Exhaust Notes over the Xmas and New Year vacation. So please send me some photos, details of your bike/s and/or details of your project. In fact any vintage motorcycle activity that you are involved with.

Please make use of our Buy, Swap and Sell section. Even if you use Facebook type market places or bike magazines to sell items, Exhaust Notes reaches readers within and outside our Club as well.

Our Club co-founder the late Warren Hick's clearly had an eye for spotting and collecting bikes that although in some cases were at the far end of the 'unusual' spectrum, were never-the-less very valuable as has now turned out. Warren was believed to have shelled out, well over the odds, a sum of £90 in April 1960 for the un-restored Zenith Bi-Car. The buying power of £90 in 1960 would be approximately \$7,000 today.

At the recent Shannon's Spring Auction his six remaining bikes achieved the following prices:

1925 Diamond	\$4,200
1910 F.N. 4 cyl.	\$54,800
1922 Cito	\$45,500
1922 Stanger	\$30,900
1914 Excelsior Big X	\$40,700
1906 Zenith Bi-Car	\$100,500

Totalling \$276,600 and the purchasers had to pay 5% buyer's premium on top of the winning bid.

Also at the auction, other vendor's bikes sold for:

1942 WLA (Army livery)	\$27,000
1944 Indian Chief	\$36,000
1926 BSA 250cc	\$10,000
1938 BSA M23 O/F	\$20,000
1937 Douglas Aero	\$18,750

On 17th September members were emailed the FIVA Socio Economic Survey. FIVA is the organisation which represents the Historic Vehicle Movement world-wide. Around every five years FIVA conducts a socio – economic survey to determine the financial and employment contribution that the historic vehicle movement makes to the economies of the "survey" participating countries. At present from Australia's 31,887 members of clubs, 113 club replies to the survey have been completed and 60,000 individual replies received world-wide. Basically, surveys show the large contribution historic motoring makes to the economy through parts supplies, repair facilities, paints, oils, fuels, etc. and conversely how small the road usage is by historic vehicles. The survey is still open until 15th December on the link: <https://wh1.snapsurveys.com/s.asp?k=159678459190> <<https://www.vision6.com.au/ch/41815/19s7x/2893972/wmb96dpZ36NQx33QEmU8Y2LfioHVNRRSk5zwlCE.html>>

Hard Quiz Question

About when and on what did BSA fit an Enfield barrel?

Q Answer on P.12 - Don't cheat.

Wishing all members and readers the compliments of the festive season and here's to a better year in 2021. Cheers *John Cox*

NEW MEMBER

A warm welcome to Ken Woods from Gippsland. Members may know Ken from our Scoresby Swap Meets.



AGM and CLUB CHRISTMAS BBQ

NORTONS PARK, WANTIRNA SOUTH

SUNDAY 13TH DECEMBER 2020



The Annual General Meeting will commence at 11.00 am followed by the Christmas BBQ.

The venue will again be the aptly named "Nortons Park" which is in Nortons Lane which runs off High Street Road in Wantirna South. [Melway 72 A2](#).

There are plenty of shady trees and it does not get crowded. If possible you may care to bring chairs of the folding type. A toilet block is situated close by. A large portable gas BBQ will be on hand for our exclusive use. Meat for the BBQ, sauce, bread, coffee, tea, milk and the trusty club urn will be supplied by the club, so just bring salads, nibbles and drink. Members can ride their motorbikes or travel by car to the venue. For those wishing to ride their bikes the picnic area will be next to the car park to allow you to admire your bike (keep an eye on it) whilst there. Any enquiries to Denis Reed-Smith on Mob. 0430 978 077

NOTE: Please let Denis know that you are attending (and the number of adults and children).

BRIAN TYLER'S PSM DIAMOND CREEK RUN

*Note new date. Now on:

Sunday 21st February 2021

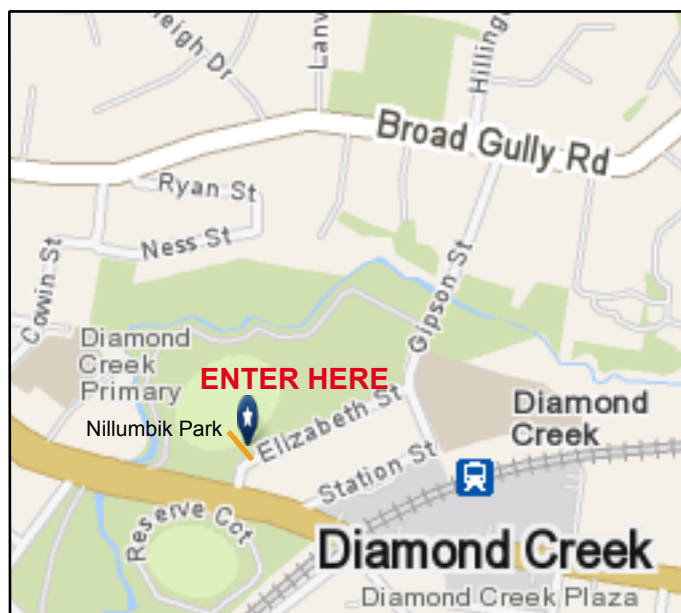
7.30 am for 8.00 am start

Melway Map **12 – A5**, Nillumbik Park, Diamond Creek
enter from Elizabeth St.

A ride in the picturesque Diamond Valley - and it's close to Melbourne! See the beautiful scenery of the Kinglake Ranges and a portion of the Yarra Valley.

We'll finish around lunch time.

Contact: Brian Tyler Mob. 0411 55 6755



CLUB PERMIT RENEWALS

Please supply a photocopy of your application - (a copy of the section that you stick in the log book will suffice) to the club officer signing your renewal form.

TWO HAND WRITTEN LETTERS TO THE EDITOR, JOHN COX FROM THE LATE WARREN HICKS RECEIVED ON 21 OCTOBER 2020. MARKED POSTED ON 20 OCTOBER 2020 ON AN ENVELOPE WITH THREE STAMPS UNDERPAID – (TWO OF 39 CENTS AND ONE OF 18 CENTS ISSUED IN 1978).

WARREN DIED ON 21 AUGUST 2020, THUS THE LETTERS ARRIVED TWO MONTHS AFTER HIS PASSING DUE EITHER TO HOLD-UPS WITH AUSTRALIA POST OR TWIN PARKS RETIREMENT VILLAGE IN LOCK DOWN DUE TO THE COVID19 PANDEMIC.

TWIN PARKS
23 - 47 BLAKE ST
RESERVOIR Vic 3079

Dear John

TDC Racing Precision

About 1958, I bought a motorcycle from a farmer at Morchand; near Orroroo, which identified as a TDC Racing Precision. He had had a stroke and was unable to ride.

His wife did all of the farming which chiefly was driving the tractor, accompanied by her two old sisters. The TDC was much the same as approx 1912 bikes built with Sun components. Druid forks, pedals for starting, Sturmey Archer 3 speed rear hub, Thomson – Bennett magneto. The only missing bits were the magneto chain cases.

Frank Williams rallied it. He said that the high compression racing engine gave the bike a peppy performance.

The TDC was sold about 1962 to a Melbourne man named Smith who wanted a rally bike. I know nothing about it since that time. Does anybody know what has happened with it?

Warren Hicks

Morchand; near Orroroo is in South Australia 280 km north of Adelaide.

Dear John

Appropos the "Sundowners", the bike that I loaned for this was not an ACE it was a 1918 Big X Excelsior twin. It was a good deal for me – the hire fee exceeded the buying price of the bike.

I don't know who rode it for me.

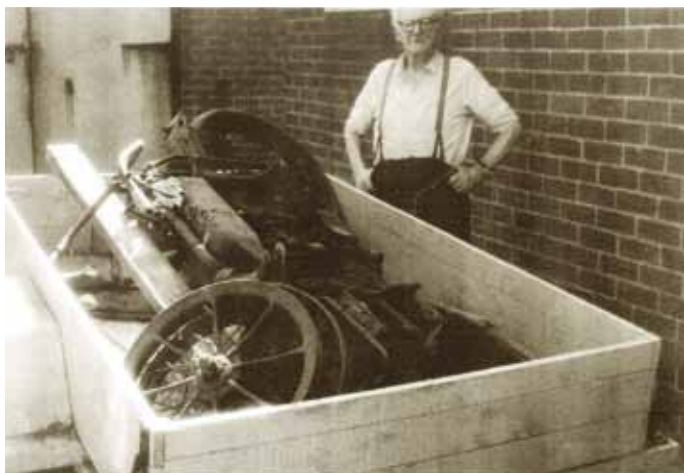
Warren Hicks

This letter refers to the Page 2 article in Exhaust Notes, No. 595, Aug - Sep 2020 on the movie – The Sundowners.



RESTORATION OF A 1913 EWB

My EWB was found as a result of our Club Captain from 1972 to 1974, the late Doug Hepburn placing a wanted advertisement on a supermarket notice board in 1970. The advert. read 'wanted old motorbike and a phone number'. To Doug's surprise someone rang up saying they had an old bike and would he be interested? Thinking it would be a Honda, Doug was further surprised when the owner a Mr. James Harrower who was then 77 said he had bought the EWB brand new from E.W. Brown of Swanston St., Melbourne in 1913, even though it had no gears at the time. A price was agreed upon and a trailer load of dismantled EWB headed from West Brunswick to Doug's place in Cheltenham.



So the resto. fun began! Ten years later and a load of work completed, Doug decided to sell the bike. It went across Melbourne and more work was done. I knew of the bike as I had been able to connect the EWB to its new owner John McCarthy in 1980 and called in to catch up from time to time. John was moving house and asked if I would be interested in giving it a new home. After a bit of work we got it running (it had last run in 1933). It is now complete thanks to Mick Guilfoyle's great paintwork, John at Solar Plating, Vintage Steel for the replica guards, Alan Greenway, John Street and Neville Babb for their help.

Another piece of Australian motoring history is back in one piece.

John Mepstead



James Harrower was about 20 years old when he purchased the EWB.

Doug Hepburn paid James Harrower \$25 for the bike on 14th March 1970. He later wrote to James and requested that he send him a receipt in an enclosed stamped envelope. The receipt stated it was a J.A.P. motorcycle.

E.W. Browns premises were approximately opposite the Public Library.



DAVID JAMES' 1937 ROYAL ENFIELD G2 350cc.

The Royal Enfield that David has for sale see P.13 was purchased new by George Cowling, who worked on a property called 'Delaware' in Brocklesby, NSW. George joined the Army and left the bike at his future wife's family at 'Tower Hill' nearby. His wife's two brothers were Don and Harwood Shippard. As Don was also away in the Army, Harwood used the bike during the war years. After the war, George Cowling took up a position at BHP Newcastle and wanting to sell the bike, he offered it to Don or Harwood. As Harwood owned a car at the time, Don accepted the offer and had it registered VG-17, a NSW plate. The bike did numerous trips to 'Carnsdale Park' approximately seven miles from 'Tower Hill' where Don visited his future wife Flo.

Later Don dropped the registration, but still used the bike between the properties of 'Box Hill' and 'Tower Hill' which were about five miles apart. Often making a one way trip to pick up a tractor and returning some days later. It was also used for sheep and paddock work. The sheep dog would ride on the fuel tank as a wind break.

George Cowling was visiting the district when a 'Back to Brocklesby' was held on 4th April 1988 and as the original owner he rode the bike in the procession. He wore a vintage helmet, a boiler suit and goggles.

David James, the third owner of this rare bike has decided it is now time to pass it on.





BARRY CURLEY'S '36 INDIAN SPORT SCOUT

By Kerry Thomson

This story features some reminiscences of Kerry Thomson who grew up with the Sport Scout with Victorian Registration Number 25 owned by her

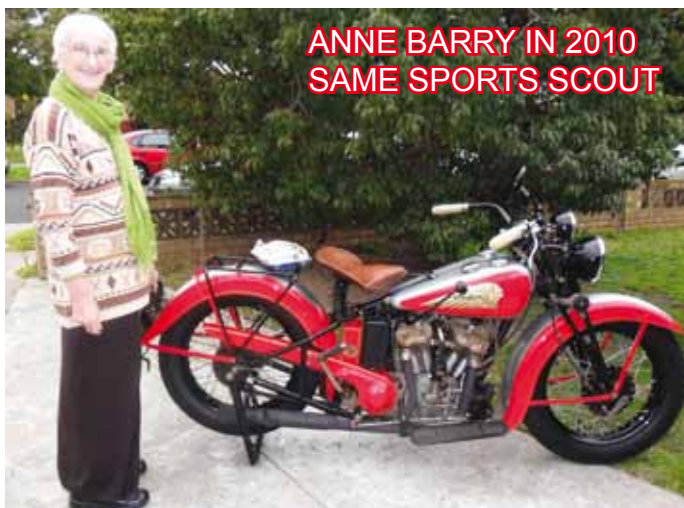
father who was Barry Curley's uncle.

The old Indian with the Victorian number plate 25 has far too many stories to share but has always featured in my life, being taken for granted often, cursed, maligned, loved but not often respected except of course by Dad who tinkered with it gallantly to keep it on the road, rarely spending good money when baling wire could be used to secure a way-ward part. Repairs were dutifully carried out in and around the old shed – a must for every man.



KERRY'S COUSIN
ANNE BARRY IN 1939

Well before my arrival the bike trekked between Craigieburn where Mum lived and Tocumwal where Dad worked on bulldozers digging out stretches of the Mulwala Canal. After work on Friday he would ride the Indian to Melbourne courting Mum who rode pillion straddled on the back of the bike seated on tightly rolled sugar bags tied once again with the ever reliable rope. However, did she manage? Dates to the pictures, dance, visits to family and friends, whatever they did in those days – all enjoyed before Dad headed back to Tocumwal on Sunday afternoon. Neighbours could confidently set their clocks as the old bike started up at 7am as Dad left for his daily ride to work in all weathers from home in Ascot Vale to Marfleet and Weights in Abbotsford five days a week and on to night school at Footscray Tech. – all done on the old bike.



ANNE BARRY IN 2010
SAME SPORTS SCOUT

Fond memories of the rush of wind in my face on our regular trips out to Grandma's at Craigieburn all

Exhaust Notes Dec 2020 - Jan 2021

wrapped up like an Egyptian mummy perched over the petrol tank on a pillow securely tied with rope. I must have been all of three years old. Dad would don his brown leather motor bike jacket, soft leather helmet, goggles and gloves before swinging his leg over the bike and lifting me into position. On our return journey I would be zipped into that jacket to keep me safe from the cold. We bumped along over rough and ready tracks at a steady pace never either of us dreaming of life any other way.



KERRY AND HER
YOUNGER BROTHER
SHANE IN EARLY 50'S

The old Indian has always featured in our lives as it was the family's only means of transport, other than whatever public transport was available, and ferried us one at a time wherever we needed to go. The old junk shop on Saturday morning was a much loved venture and we never knew what we might find. Dad, as an avid collector of junk, always had an eye out for the treasure that might make up the next bike, scooter, car or pram that would become our much loved Christmas presents.

Now diligently rebuilt, Old Indian Vic. 25 is respected and cared for by its proud owner of the next generation, his own pride and joy. There would be no prouder person than our Dad.

Happiness is a bike.

Kerry Thomson

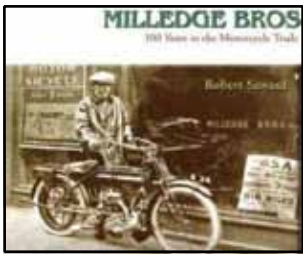
Barry believed his uncle Phillip purchased the Sports Scout second hand in 1937 from a policeman in Deniliquin, NSW. Phillip used it continuously until 1963. He then filled the petrol tanks with oil, painted grease over the rest of the bike, put it up on both front and rear stands, placed several layers of canvas, weighed down with chains over it and there it remained until his death in 1975. On the afternoon of his funeral, Barry's aunt said "That old bike you've always wanted - you can have it!!!".

A quick restoration was completed in 1975, which saw the bike running again in Vintage Motorcycle Club of Victoria rallies. When Barry's family came along in the late seventies the Indian proved to not be a family oriented recreation and full registration an unnecessary expense. So in 1982 the bike was again temporarily retired and garaged.

The bike was fully stripped during Easter of 1998 and a full restoration commenced. Following this restoration, the bike saw its first outing at the Bendigo HMC Sandhurst Rally in October 1998 and was awarded best restoration. At Maryborough in 2003 the Sport Scout gained a Gold restoration award.

Editor from Barry's Notes





Book Review by Ron Gay
Milledge Bros - 100 Years
in the Motorcycle Trade
by Robert Saward
Published in 2007 129 Pages

The impetus for this book lay in the November 2003 "100 Years of Motorcycling in Elizabeth Street" celebrations in Melbourne.

One hundred motorcycles, representing each year from 1903 to 2003 were displayed in the so-called motorcycle precinct, and many thousands more visited the area to create the biggest motorcycle celebration Melbourne has ever seen. Robert Saward had his 1912 Peerless motorcycle on display, and was approached by Alex Milledge Jnr. to write a book on the family business and the history of motorcycling in Australia. Robert started producing this book during December 2006, which was exactly 100 years since Alex and George Milledge sold their first motorcycle, a second-hand Rex.

The Milledge Bros story started in 1854 when a 22 year old glazier, George Milledge, emigrated from Lymington in England to Australia. He settled in Melbourne, and married Letita Dexter who had arrived from Northern Ireland. They set up a hardware and ironmongery in Kyneton, Victoria. Part of their business was selling supplies to people on their way to the Bendigo gold diggings. George and Letita had nine children, the oldest, George Jnr., born in 1863 and youngest, Alexander, born in 1879 - the other children being all girls. George Jnr. joined his father in the business and started building bicycles for sale. George Snr. died in 1896 and both boys worked in the business now called Milledge Bros.

A manager was employed to run the successful Kyneton business, while the boys started another similar business in South Melbourne. In 1903 Alex purchased a second-hand Rex Motorcycle as the owner could not get it to run correctly. Alex prevailed and consequently fell in love with motorcycling. Three more new Rex Motorcycles were imported, assembled and sold from another small shop in central Melbourne. George Jnr. was never a motorcyclist, but Alex was a member of the Victorian Motor Cycle Club competing with the original Rex Motorcycle in many events. Milledge Bros became the Rex Motor Cycle Agency in Swanston Street Melbourne from a small shop. The Agency gradually developed selling other English motorcycles such as Triumph, BSA, AJS and Sunbeam. This continued until the First World War when English motor cycle stock became unavailable. The business survived by selling spare parts, motorcycle repairs and setting up a sub-agency for Indian Powerplus Motorcycles during 1916/7.

Milledge Bros moved to a much larger site in 287 Elizabeth Street where it remained for many years. After the First World War, the company started selling Douglas, AJS, Brough Flat Twin Motorcycles and Goulding Sidecars. Harley Davidson Motorcycles were added by 1922 and, in 1923, 500 Harley Davidson motorcycles were sold in eight months. In 1924, the Harley Davidson Club of Victoria was commenced with a Ballarat Branch which survived for three years. At the same time Milledge Bros. opened a store at 107 Sturt Street, Ballarat with Messrs. J. O'Toole and W. Cripps in charge. This branch survived for only three years.

George Jnr. died in May, 1925 aged 62 years, but by 1926 the company was also selling Johnson and Evinrude Outboard Motors, and their Marine Section would remain part of the business for the rest of its life. In 1928 Victoria Police ordered a few Harley Davidson-Yeats sidecar outfits and this important market continued for many years.

During the 1930's Depression, the Company, with 34 employees, struggled to survive, with their first trading losses in 1932 and 1933. By 1934, they were selling Ariel Motorcycles, but very few American motorcycles due to Australian Government Tariffs. In 1938 the Victorian Police purchased their first Ariel Square 4 motorcycles. During World War 2, new motorcycles were not available, and again the company struggled to survive. At the same time, many of their staff joined the armed forces. After the war, Milledge Bros purchased Australian Army used Harley Davidson WLA and BSA M20 motorcycles to repair them and then sell them to the public.

During 1946 Alex Milledge Jnr., at the age of 16 years, joined the Company. By 1948 new motorcycles became available again and the motorcycle boom in sales started. The Company was selling Matchless and Francis Barnett motorcycles, as the American motorcycles were still hard to import to Australia. By 1950 the English motorcycles sales had slowed down and the Company started selling motor mowers. Because a number of these mowers used Villiers 7F engines, Villiers set up a manufacturing factory for these engines in Ballarat, thus making spare parts supply very easy.

Over the next few years Milledge Bros were also selling Motor Scooters, Messerschmitt Bubble Cars, Gogomobile Cars and Scooters. Alex Snr. died in 1956 and Alex Jnr. became the Acting Chairman of the Company. The poor state of the British motorcycle industry in the 1950's and early 1960's, combined with the lack of interest in motorcycles, forced many Melbourne Companies to close. Alex Jnr. obtained the Victorian and Tasmanian distributorship for Yamaha Motorcycles. Yamaha Motorcycles did not have an export division at the time - so Milledge Bros were their first overseas distributor, developing into a wholesale and retail business. By 1962, Milledge Bros were selling Yamaha, Matchless and Harley Davidson motorcycles. With the sales growth of Yamaha, the Company outgrew its Elizabeth Street store and built a new building in South Melbourne. Yamaha and Milledge Bros carried out development in Australia of farm and off-road motorcycles. By 1967, Yamaha had passed Suzuki to become the second largest seller of motorcycles in Australia, behind Honda.

Milledge Bros started a second company Mini-Iya Pty Ltd to sell their other motorcycles that were not Yamaha. By 1971 this new company was selling Harley Davidson, DKW, BSA, Ossa and Hodaka motorcycles. A third company called the Melbourne Motorcycle Company was commenced as a new Victorian Distributorship for Suzuki Motorcycles in South Melbourne. This business was closed in 1981, with Yamaha Motor Australia Pty Ltd being developed by the Japanese Company. By 1983 Milledge Bros were no longer representing Yamaha in Victoria. After this period Milledge Bros continued as an investment company. In 1998 Alex Milledge invested in one of his previous employees' company to obtain the Moto Guzzi motorcycle import and distribution business.

This Company, the Australian Motorcycles Importers, operating in Bayswater, already had the Australian franchises for Laverda Motorcycles.

By 1999, Alex Jnr. took over the Company with his daughter, Libby Ross, until 2002 when Moto Guzzi was taken over by Aprilia. By 2003 the Company was also selling Mondial, Bimota, Sachs motorcycles, but this part of the Company was purchased in 2005 by Stoney Creek Power Sports, another motorcycle importer.

This book review is the longest I have ever written for our VCCC Newsletter, but it only scratches the surface of all the important history in this outstanding book. One of the appendices in the back of the book covers the Milledge Bros sales over the 1949-1957 period, while spread through the book are detailed tables of ALL the companies selling motorcycles in Melbourne over a 100 year period !

This book is dedicated to the memory of Tom Milledge, son of Alex Jnr. and Sue Milledge, and grandson of Alex Snr. Tom died suddenly in Germany on June 1st 2002 aged 40 years.

With thanks to Ron Gay, of VCCC of Ballarat who wrote this review in their Oct. 2020 Newsletter.

Rob Saward author of the book was the VMCC of Vic. Librarian and Editor during some of the 1980's and our President from 1995 to 1997.

FROM DAVE DUMBLE

Don't know if you can use this pic, PSM at my factory in Mordialloc on 8th October 1989. The bike is Vin's Suzuki 'Water Bottle'. Copied from a very small original photo. **Note:** I wear safety boots when working!



Dave's wearing of thongs with overalls definitely qualifies him as having become a 'true blue Aussie'.

In the centre of the photo is Vin Minogue and the two founders of the VMCC of Vic. Dave Dumble on the left and the late Warren Hicks on the right.

It was Dave who photographed Warren riding no hands on the 1904 Zenith Bi-Car back in 1974.

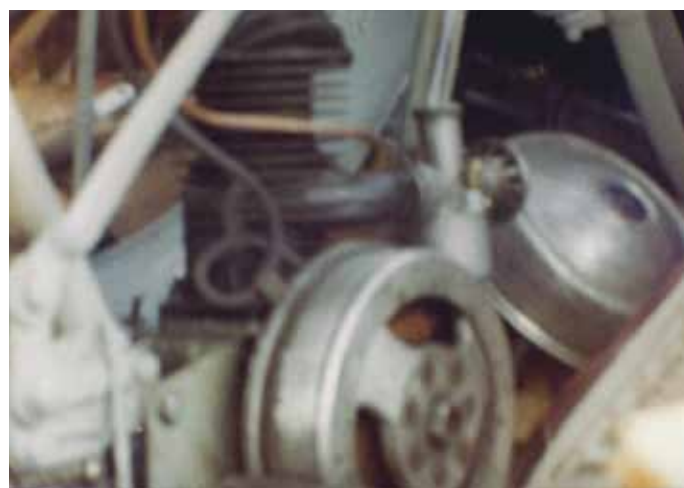
Editor

THE LATE WARREN HICKS' METHOD OF BIKE TRANSPORT

Peter Allen of the VVMCCSA wrote in that Club's Smoke Signal newsletter about Warren's unusual way of bringing his bike to a rally. He states: Having restored the 1914 Big X V-twin, but no longer having a trailer, Warren did not let this factor disturb his plans for entering VVMCC of South Australia's 30th Anniversary Rally. He simply took the forks out of the Big X and with the back seat removed from his rear engine Skoda, most of the bike travelled in the rear with forks and front wheel in the front passenger area. Reassembling the bike, he rode the week-long rally, after which he again took the forks out, repacked the bike and drove home to Melbourne.

There was also the small, additional complication that the Skoda had put a hole in the top of a piston on the trip over from Melbourne to Adelaide. This did not deter Warren who simply lowered the sump and took out the offending rod, piston and spark-plug, replaced the sump and drove slowly back to Melbourne, filling the motor with more oil periodically. Peter imagines that, somewhere, there are still motorists who vividly remember driving to Melbourne behind a crawling orange Skoda leaving an oil mist behind it.

Bob Muss of our Club sent me proof that Warren did indeed employ this method of transporting a bike inside his Skoda. In this case the 1925 Villiers engined Diamond. Bob wrote with this photo, John not the best picture. Thought you would like to see it. Taken in, I think, late seventies or early eighties on a Diamond Creek Run or at Panton Hill footy oval, where I think the 1904 Bi-Car photo was taken. Yours *Bob Muss 2nd October 2020*





IMCA 2020 OMEO RALLY 31st Oct. - 2nd Nov. 2020

By Neville Christie

Six of us on Indian Motorcycles left the Tyers Servo at about 10.15 am on Saturday morning, heading to Omeo to meet with other riders coming over from Northern Victoria. I was the lead rider on my 1948 Chief, Chris Richards was on his 1953 Chief, Gary Byrne on his 1946 Chief, Keith McKendry on his 1946 Chief, Mick Chegg on his 1936 Chief and Barry Duvoisin on his Dad's 1946 Chief Outfit and Barry's son Luke was riding in the sidecar. Jim Micah, Lovette Brown and Sandi Woods were in the back up vehicle. Julieann Richards, Sue Byrne, Eric Duvoisin, Danny and Sue followed behind their various vehicles.



Saturday Morning at Tyers

We rode to Heyfield, skirted around to the north of Maffra past vegetable farms, then to Valencia Creek, where there was a sign saying the low level crossing over the creek was flooded, which it wasn't. We crossed Valencia Creek, continued on to Stockdale and then along the Beverly road to the Bairnsdale-Dargo road and stopped for a regroup. We rode through Calulu and Wyung, bypassed Bairnsdale and stopped at Bruthen for lunch and fuel. After lunch, it was up the Great Alpine Road to Omeo. We stopped at Swifts Creek for a regroup. We arrived in Omeo around four in the afternoon, Darren Naporoski and his partner Tracy were there after trailering his 1947 Chief up. Some of the group were staying in the Omeo Motel, some in the Hilltop Hotel and others in the Caravan Park. After we checked into our various accommodations, we gathered at the Hilltop Hotel to await the Northern Victoria lads and lasses. Soon Peter and Toni Birthisel, Maurice and Mae-lei Dunston and Mike and Carolyn Tomas arrived and after a few drinks it was tea time. There was a good selection of dishes from the menu. They really looked after us at the Hilltop Hotel and the staff was very friendly with the waitress remembering most our names by the end of the weekend.

Sunday morning we were served a monstrous breakfast which set us up for rest of the day. The plan was to tour the Omeo District, with me being the leader. First stop was the King Cassilis Goldmine historic site in Tongio. We had to cross a small creek to get to it and everyone handled the crossing ok. This mine started in the 1880's and by WW1 it had closed. It was worked again in the 1930's. There is a lot of old rusty machinery lying around the site. After visiting the mine we headed off

to Swifts Creek, crossed the Great Alpine Road, crossed the Tambo River and rode along a road that followed the river downstream. We got back onto the Great Alpine Road, rode down to Ensay, turned left, got onto the Reedy Creek road and followed it till it joined the Great Alpine Road. We turned right, rode back towards Ensay and turned left onto Ensay Doctors Flat road. We rode along this to The Great Alpine Road and then to Swifts Creek for lunch. After lunch, we rode along the Cassilis road to The Great Alpine Road, turned right and rode into Omeo for fuel. After fueling up we headed for Benambra. The scenery was really nice along the Benambra road; it is so green with many flowering trees and shrubs. We had a coffee stop at Benambra and then rode along this dirt road that circles Lake Omeo, which is dry at the moment. We turned onto Blowhard road, which was dirt too and stopped at a Lookout on this road. The view is spectacular with 360° views back to Benambra and over the Omeo Valley and down the Mitta Mitta River. After the Lookout the Blowhard road was rather steep as it descended down to the Omeo Valley road. We turned right and rode to an old wooden bridge that spans the Mitta Mitta River. This bridge is not used anymore. It was built in 1910 and is the only wooden multi span bridge left in Victoria. We left the bridge and rode back to Omeo. We had another very satisfying tea; we adjourned to a wood fire outside the pub and sank a few.



At the Hilltop Hotel in Omeo

Monday morning, after another big breakfast, we assembled the bikes outside the pub for some photos, said our goodbyes with the Northerners heading north and the Gippslanders heading south. I was leading the Gippslanders. It was back down the Great Alpine Road, we passed through Swifts Creek, Ensay, Tambo Crossing and into Bruthen for fuel and a coffee. After the Bruthen we headed to Bairnsdale, turned left for Wy Yung. Chris Richards took the lead now and we headed for Lindemore South. Chris lead us through Fernbank, Stockdale, Stratford and to Maffra where we stopped for lunch. After lunch it was Heyfield, Cowwarr, Toongabbie, Glengarry and then into Tyers for the finish of the 2020 Omeo Rally.

It was a great Rally with great people, great scenery and great bikes. There were no serious breakdowns, if there was a problem it was fixed in minutes.

East Gippsland is at its finest now after the drought and bushfires. The wet Spring we are having has turned East and North Gippsland green.

Melbourne members were prohibited from attending due to Covid 19 regulations in force at the time. Editor

Keith McKendry 1946 Chief



Keith McKendry 1946 Chief



King Cassilis Goldmine Site



Some of the machinery at the King Cassilis Goldmine



Abandoned truck at the King Cassilis Goldmine



Blowhard Road Lookout



Victoria's last remaining Multi span wooden bridge over the Mitta Mitta River



Three generations of the Duvoisin Family. Barry, Luke and Eric



All upcoming events subject to COVID-19 restrictions and/or organiser and/or club decisions as to whether or not to proceed with the event.



VMCC CLUB EVENTS

* THE COMBINED NEW GISBORNE RUN NORMALLY HELD IN DEC. 2020 IS CANCELLED		
13th December	AGM and XMAS BBQ NORTONS PARK (See P.5)	Denis Reed-Smith
21st February	DIAMOND CREEK PSM (See P.5)	Brian Tyler
5th - 8th March	MARYBOROUGH RALLY	Mick Guilfoyle
11th April	SCORESBY MOTORCYCLE ONLY SWAP MEET National Steam Centre, 1200 Ferntree Gully Rd., Scoresby 6am to Noon. Sellers Site \$20.00 No booking required. Brian Tyler 0411 556 755, Neville Babb (03) 9398 5250, Ken Miller 0418 555 287	
8th-9th May	ALEXANDRA RALLY	Denis Reed-Smith
29th - 30th May	HISTORIC WINTON DISPLAY	Denis Reed-Smith
10th - 11th July	BRASS MONKEY RALLY	Denis Reed-Smith
15th - 16th August	HEATHCOTE RALLY	John Parker
25th September	KILCUNDA RUN	Brian Tyler
29th Oct. - 1st Nov.	CHILTERN RALLY	Doug Cowey and Mark King

OTHER EVENTS PLEASE CHECK VIA WEBSITES FOR CANCELLATIONS DUE TO COVID-19

1st SUNDAY IN EVERY MONTH "Nine until Noon" Run from Baxter Tavern (Melway 107 B4). Leisurely run of about 120 km. 8.30 am for 9.00 am start. Contact: Mike Munday Mob. 0407 933 225.

9th - 10th of January Geelong Classic Truck and Machinery Show has been cancelled.

17th January IMCA early morning run from Lilydale - Details Daniel McAliece Mob. 0409 198 653.

26th - 27th February Ballarat Swap Meet has been cancelled.

2nd - 5th April Antique Motorcycle Club of Australia, Annual Easter Rally must be booked before 1st Jan 2021. Sites at the Nagambie Caravan Park, 143 High St, Nagambie, Phone: (03) 5794 2681 have been reserved in the name of the Antique Motorcycle Club by Bruce Farley. Please mention both the Club and Bruce when making your booking.

17th - 22nd October 13th National Veteran Motorcycle Rally, Manjimup, W.A. Contact: Sharon Rudler on email shaz.muzza@westnet.com.au

The Indian Pacific Cannonball Classic has been postponed to a date in 2022.

VMCC of Vic. Meetings

NOTICE OF AGM

The Annual General Meeting of the VMCC of Vic. Inc. is to be held at: NORTONS PARK, WANTIRNA SOUTH AT 11.00AM ON SUNDAY 13TH DECEMBER 2020

Members wishing to nominate for positions on the Committee are invited to do so at the commencement of the meeting. 'Nortons Park' is in Nortons Lane which runs off High Street Road in Wantirna South. Melway 72 A2.

Next General Meetings and Committee Meetings - subject to COVID-19 Regulations and/or Committee decisions. Date/s to be advised - possibly via email.

Answer to Quiz Question on P. 4

In 1894 BSA fitted an Enfield barrel to a Martini Metford .303 rifle. See the rifle below resting on a WW1 Douglas at a Remembrance Day tribute in the UK.



Has anyone seen a Joseph Lucas spanner similar to the King Dick type, but having a 'flipping' jaw with serrations to make a grip similar to pliers? No short circuits with this Lucas product.



Probably every motorcyclist has one of these King Dick spanners. Don't remember standing on it though.

BUY, SWAP OR \$\$\$

All For Sale advertisements should state a price.

Cut off date for adverts for the next issue is the second Friday of the month preceding the issue.

Email: editor@vmcc.com.au or Phone: (03) 9435 9904

WANTED BSA M20 exhaust pipe, girder forks, rear stand, and may consider other BSA M20 bits also. Please contact : Paul Ramsay on Mob. 0407316788

WANTED Harley-Davidson 1918 rear cylinder. Please contact Matt Wright on email slam41@bigpond.com or Mob. 0400 481 378

WANTED A.G. Healing frame, about 1920, to take V-twin engine and a 4 bolt gearbox. Any condition. Also a rear gearchange linkage arm off a Sturmey Archer CS box. Have some SA bits to swap. Also a front cylinder off a 770cc V-twin JAP about 1919. Have rear cylinder to swap. Please contact Paul Mitchell on Mob 0438 984 644 or email mitchpw@bigpond.com

WANTED to buy a set of girder forks for 1929 Norton. I have Ariel heavyweight girder set and frame or Triumph 350 girder set as swaps if required. Please contact John Pocock on email jcpoc1@gmail.com or Mob. 0409 007 427

WANTED frame and tank to suit a veteran Precision Big 4 engine. Please contact John Mepstead. Email jmmepstead@bigpond.com or mob 0409 424 504

WANTED Flywheels for a 1925 Big 4 Norton, 633cc, 120mm stroke. Also a Best & Lloyd hand oil pump to fit the front of the petrol tank. Please contact Mark Campagnolo on Mob. 0408 524 092 or Email markcampagnolo1@gmail.com

FOR SALE Our VMCC Club Spares have new metal round or rectangular club permit holders that bolt onto the frame. These are available at the meetings for \$10 each.

FOR SALE New style T-Shirts in stock \$20. They have the club logo and VMCC on the right sleeve. Also hurry going fast, Club Windcheaters with club logo \$30. Purchase at club meeting or contact: Ken Miller on Mob. 0418 555 287



Club Merchandise now available in Chiltern, North East Victoria. You can contact Mark King on 0431 453 482

FOR SALE 1937 Royal Enfield G2 350cc. 100% complete in running condition. Engine No. 2G 2673. There were only about 130 G2 Royal Enfields manufactured. Selling with it original NSW Rego Labels. \$12,000 Neg. Contact David James on email jamfam@dragnet.com.au or Mob. 0409 011 953



The four NSW registration labels from 1948 to 1951 go with the Royal Enfield opposite. The Rego. was VG 17.

See our page on
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Look up

facebook

"Vintage Motorcycle Club of Victoria"

Items for the next EXHAUST NOTES

may be emailed to editor@vmcc.com.au or sent to: John Cox, 17 Boulton Crt, Greensborough 3088 or you may phone John Cox on 03 9435 9904.

Definitely and positively, the deadline for the next issue is: Friday 15th January 2021.

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Our President Mick Guilfoyle's lockdown project was the WL Harley featured on P.10 of the June issue of Exhaust Notes. Since then he has found time to paint the petrol tank (above) in yellow and black (before Richmond Tigers won the AFL premiership). Mick has nicely captured a muted 'flame' effect. Another tank for a client (right column) has a painted chrome effect achieved with 'Mirra Chrome'. For painting Contact Mick on: Ph. (03) 5966 7424 or Email: xlch74@iprimus.com.au

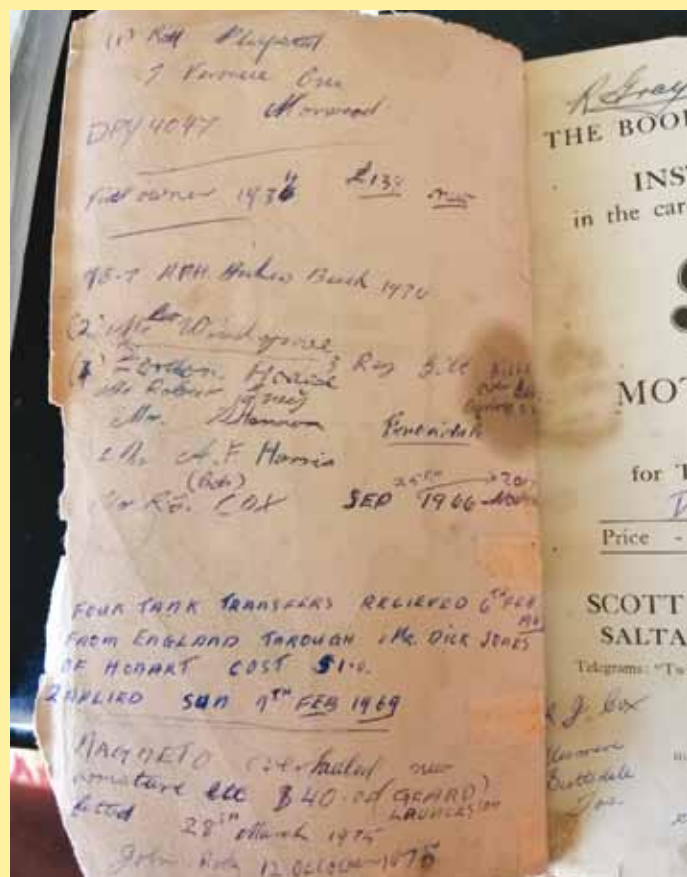
DISCLAIMER The views and or comments expressed in the publication of this newsletter are those of the individual contributors and are not necessarily endorsed by the current committee of the club. Whilst every care is taken to determine the safety of any technical information supplied for inclusion in this newsletter, it is printed in good faith and neither the committee nor the club accept responsibility for loss or injury incurred by the application of such information.



Continued from P. 2 When Bob Cox (no relation to present owner Malcolm Cox) purchased the Scott all in bits for £45 in September 1966 he brought it home in his FJ Holden's interior and boot. His son John said the car boiled all the way to Scottsdale (appropriate name eh!). In September 1966 we were into decimal currency, so Bob's recorded £45 was probably a payment of \$90 and Bob was still thinking in pounds!

Bob kept a record, perhaps not meticulously but comprehensively. His notes being in the 1937 Handbook, on scraps of paper or on old envelopes and even on the shopping list for the butcher where his week-end order was 4 cutlets, 1 lb of stewing steak, soup bones and shin, a leg of lamb, 1 lb lamb chops, 2 lb round steak, 1 lb mince. Today you would get a reproduction 7" headlight from India for the cost of that much meat.

The inside cover of his instruction booklet records Bakers Beach racing results, the previous owners, the 1969 purchase of four tank transfers for one dollar and a magneto overhaul for \$40 in 1975.



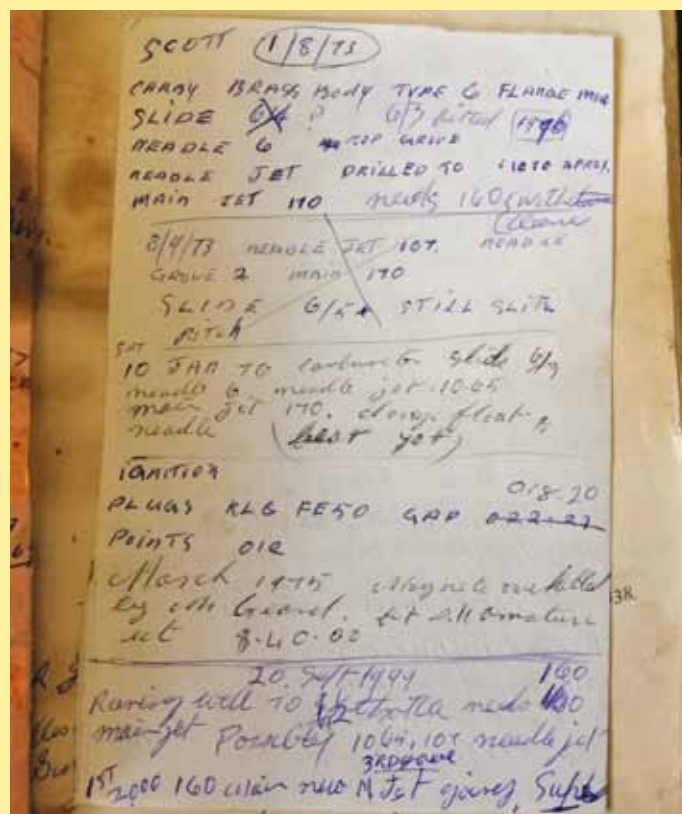
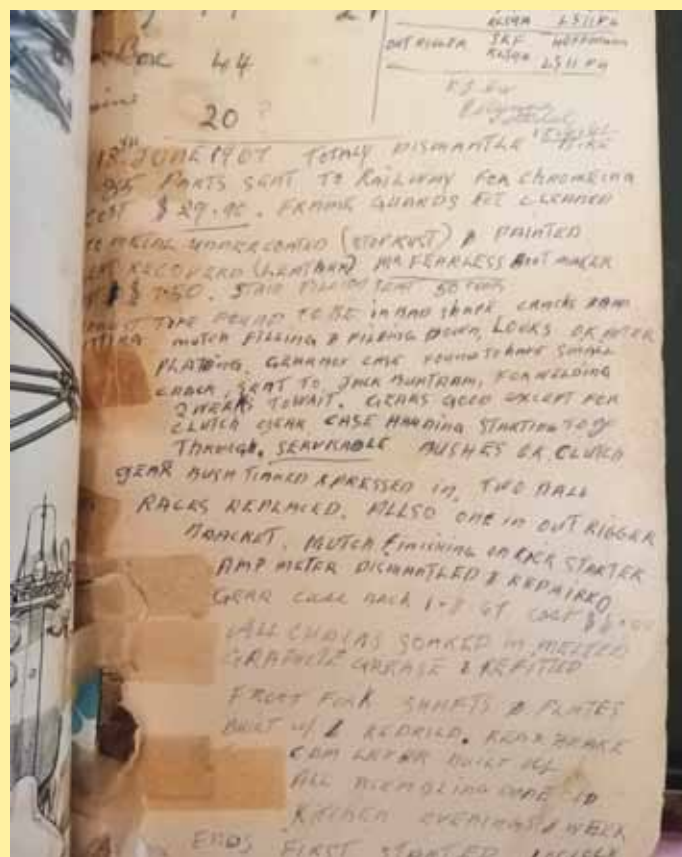
Stuck in the booklet with dux tape, no I better say Scotch tape is a list of repairs carried out when reassembling the Scott in 1967.

Loose in the booklet is a piece of white paper with details of tuning in 1973. By 1999 the Scott was running well but possibly needing a 160 main jet. Into this century in 2000, Bob noted that with a 160 main jet now fitted the bike was going super.

Present owner Malcolm Cox was rapt to receive the instruction booklet and Bob's notes therein, together with the Bakers Beach photo (on Page 2) with the original owner Ray Playsted. Malcolm has had phone conversations with Bob's son John (again no relation to Malcolm or your Editor) who has been most helpful in providing information on the restoration carried out by his late father.

Malcolm would encourage us all to keep a record of a bikes history, the repairs, who carried them out and the costs involved at the time. Good provenance obviously can add to a bikes value.

What stories can your bikes tell? A famous owner, a famous rider, where has it been? Do you have a historic photo, a newspaper article or a written record of an involvement in an important event? Did a previous owner go out riding with C.J. Dennis? Allegedly, the first owner of my 1915 Peerless Precision did!!!!



TWO FRENCH MOTORCYCLES



ABOVE: TERROT MADE IN DIJON

BELOW: KOEHLER ESCOFFIER MADE IN LYON



FROM CHARLES BLADES PHOTO COLLECTION