

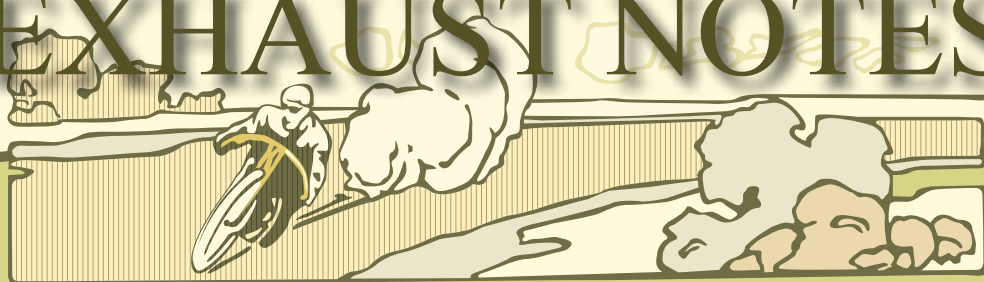
THE VINTAGE
MOTORCYCLE



CLUB
OF
VICTORIA

Vintage Motorcycle Club of Victoria (Inc)

EXHAUST NOTES



Price 7/9

February - March 2021 No. 598

✿ **GENERAL MEETINGS:** THURSDAY'S 4TH FEB. AND 4TH MAR. ✿

✿ **MARYBOROUGH RALLY** FRI. 5TH TO MON. 8TH MARCH ✿

NEVILLE BABB
VETERAN M.A.G.



NORTONS PARK AGM AND BBQ 13TH DEC. 2020

Conducting the AGM



Members at the AGM



Lindsay and Katy Urquhart, Bob, Don and Barbara McGillivray



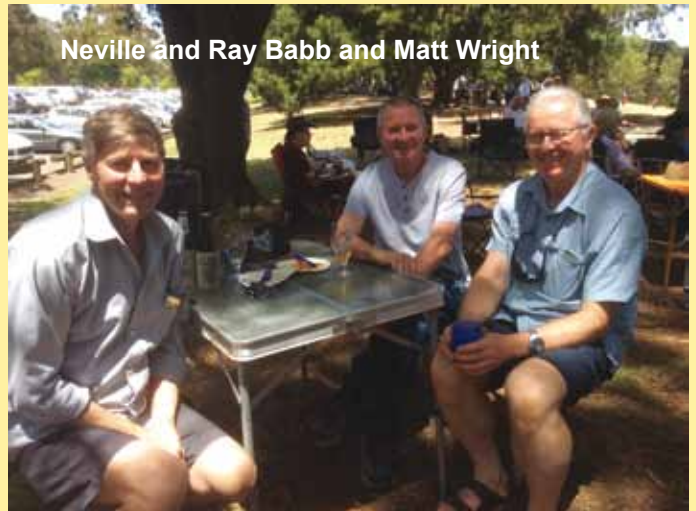
Gil McDougall, John Mepstead and John Street



Jen Findlay, Alicia and Darren Cartwright



Neville and Ray Babb and Matt Wright



Shunter Raeburn, Jaci Stephens and Denis Reed-Smith



Ray Babb and Kel Mitchener



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

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

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John Street John Cox

Neville Babb Alan Greenway

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PRESIDENT'S REPORT

Welcome to another year in Vintage Motor Cycle World! Well some good news in the form of eventually being able to hold our belated AGM along with our Christmas BBQ at Nortons Park before Christmas. A big thanks to all those that contributed to making it a fun day. Thanks to Denis Reed-Smith for organisation and bringing it all together, John Street, Kel Mitchener and John Fletcher for manning the BBQ and general duties. Again our volunteers made sure we had a successful day with no fuss.

I would also like to thank Kel Mitchener for volunteering his time and talents and again taking part in a televised interview on behalf of the Club. Previous one was at the Beaumaris Concourse event where he pulled off a fantastic interview showing off one of the Douglasses as well as giving our Club a good 'rap'. His latest interview was on the hallowed turf of Kardinia Park in Geelong where he took part in a podcast about the old motorcycle speedway track that was once there. Kel was even filmed riding one of his Dougie's around the car park. Cannot wait to see the finished product.

Also a big thanks to Robert Griffiths for organising the rally routes for the 2021 Maryborough Rally that is coming up (pending any Covid 19 restrictions). Robbie did a great job last year and this year. He will not let us down with some more roads that have not been travelled upon previously by this rally.

Now our next scheduled meeting to be held on February 4th will be at our Club rooms for the first time in nearly one year (again pending any Covid 19 restrictions) as it stands now we are allowed 80 people in the facility so heaps of room for us. If you attend you must sign in at the door using a QR code. If you do not have a smart phone there will be a monitor at the door who has and will assist you. Masks and social distancing rules do apply and must be adhered to - if not we may well be suspended from using our clubrooms. Remember the VDC holds responsibility for its premises and we should not place their club or ours at risk.

We have also cancelled the Scoresby Swap Meet that was scheduled for April this year. Government Covid 19 restrictions for 'Tier 2 Public Events', QR Codes, etc. have necessitated our decision. There has been much research and deliberation undertaken and the decision has not been taken lightly. Possibly we can have the Swap Meet at a later date.

So let's hope for a freer run this year, it will all be a little different but all the same it will be great to get back to enjoying Club activities.

Regards,

Mick Guilfoyle



EDITORIAL by John Cox

A big thank you to Brian Forth, Tony Edwards, Clare Lynch, Antony Gullick, Colin Behn, Shunter Raeburn, Conor Murphy, Sharon Rudler, Barry Curley, Howard Burrows, Cooper Brownlee and David James for reports and/or photos. *continued next column*

The former **Shepparton Motor Museum** has undergone a \$5.3 million restoration and addition and is set to re-open in mid 2021. It will be known as MOVE (the Museum of Vehicle Evolution). The location is at 7723 Goulburn Valley Hwy, Kialla, Vic. 3631 where up to 100 classic and heritage vehicles, including motorcycles will be on display in over 9,000 square metres of space.

Brisbane's Gallery of Modern Art (GOMA) is featuring 'The Motorcycle, Design, Art, Desire' up until 18th April. At the moment us Victorians are not travelling to Queensland. So it seems a shame if we miss out on the chance to view the exhibit because of Covid19 border restrictions. The exhibition is based on previous ones at the Guggenheim in USA and in Spain. Jim Scaysbrook's Velocette, Peter Arundel's Indian and David Reidy's Harley Davidson Racing O/F are part of the display. In addition to the more than 100 especially selected bikes there are virtual talks, films, tours, trivia nights and other bikes displayed on the Green. In the main display there is an early steam powered motorcycle, a 1906 Brisbane built Spencer (*see below*), an Australian Whiting, a 1912 Henderson (it looks like a stretched 'limo') and a 1929 Douglas DT5 speedway machine. Accompanying the bikes is a display featuring full face helmets painted by some of Australia's leading artists. (*see also Page 14*)



~1906 Spencer at Brisbane's GOMA

The **International Phillip Island Classic** which would have been held on Australia Day weekend has been postponed. It is planned to hold it later in the year, but it will not feature the multi-nation international challenge. Circuit General Manager, David Bennett says they will look forward to welcoming Australian riders, historic teams and race fans back to the Island.

Well known historic motorcycle enthusiast and resident of Tasmania, **Howard Burrows** is cleaning out his shipping containers and storage prior to moving house. Howard has been regularly posting on Facebook items that he has for sale. To see his offerings you can look him up on Facebook.



Howard Burrows

CHRISTMAS BBQ REPORT

On December 13th, following our belated Annual General Meeting we went straight into Xmas BBQ mode. The weather could not have been better, a nice sunny day. Just over fifty folk were in attendance but only one old motorcycle. Manny and Lil Vella, from the Bellarine Peninsula, had trailed up their BSA A7-FIAT car engined motorcycle. This obviously attracted as much attention as a Santa's sleigh would have. Our Patron Lindsay Urquhart and Katy together with Past President's Neville Babb, Ray Franklin (now back to good health) and Denis Reed-Smith came along to enjoy the day. Denis was obligated to come as he brought along the supplies for the BBQ. John Fletcher and Kel Mitchener were at times the Master Chefs. For her input into the past BBQ's in providing presents for all and sundry, June Jacobson herself received a present from John Fletcher early in the day.

John Cox



56 years later and John Fletcher is still looking great, according to Shunter!!!!

BRIAN TYLER'S PSM DIAMOND CREEK RUN

*Note new date. Now on:

Sunday 21st February 2021

7.30 am for 8.00 am start

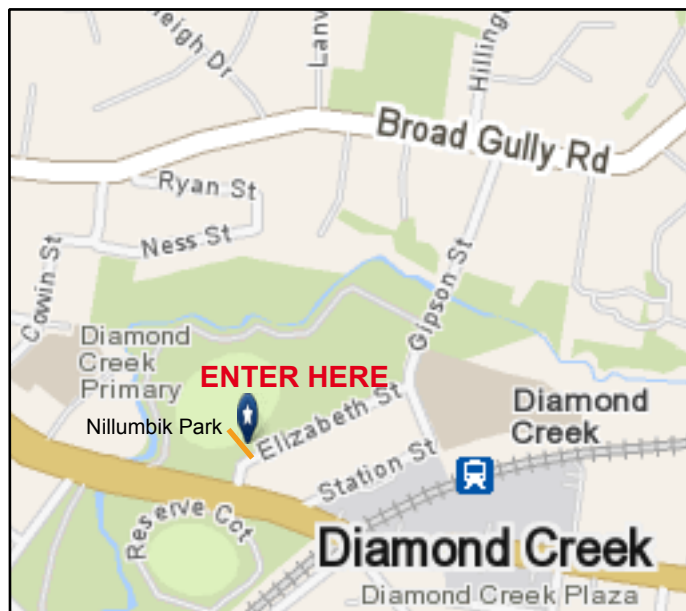
Melway Map **12 – A5**, Nillumbik Park, Diamond Creek
enter from Elizabeth St.



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.

3rd bi-annual WANGARATTA HISTORIC MOTOR SHOW & FLY IN

18th April 2021 \$20 entry U/15 free

Wangaratta Airport Greta Road (CS21), Wangaratta

The most diverse display in the Southern hemisphere

Proudly presented by:

- Historic Commercial Vehicle Club Australia – Northern Branch
- Warty Engine Club
- Lions Club of Wangaratta
- Early Holden Car Club Wangaratta Inc.
- Veteran, Vintage & Classic Vehicle Club of Wangaratta Inc.
- Harry Ferguson Tractor Club of Australia
- Precision Airmotive & Classic Air Adventures
- Wangaratta Rod & Custom Car Club
- Rural City of Wangaratta

Stationary Engines Working Display

Food & Drink Stalls

Exhibitor Camping available onsite

Trade Displays

Kids Entertainment (Sunday Only)

Exhibitor Function with Guest Speaker on the Saturday Night

Ample off Street Parking

Exhibitor Pass available from supporting clubs. All exhibitors MUST be in place by 8.30am on the day.

More information contact Mike on 0448 986 505 or email: northwichevea@gmail.com

Bookings for Camping or Saturday Night Dinner Function – contact Mick on 0451 986 586 or email: mickdavis71@gmail.com

NOTE: Open to Public from 9.00am Sunday COVID Regulations Apply



WANGARATTA AERODROME DISPLAY

Sunday 18th April 2021

David James will co-ordinate a display of our motorcycles at the Wangaratta Historic Motorshow and Fly In. Our bikes must be set up by 8.30 am. Please let David know by

Mon. 5th April if you will be attending so that he can mail you an exhibitor's entry ticket. Contact David James on email jamfam@dragnet.com.au or Mob. 0409 011 953



NEW MEMBER

A warm welcome to Gabe Bolvary on the left. Pictured with Grant Cole at the Xmas BBQ

ANNUAL GENERAL MEETING 13th DEC. 2020

Held at Nortons Park, Wantirna South

Meeting Opened at 11.04am.

Apologies: B. Love, I. Reid, B. Curley, A. Cox, Dianne McGillivray, M. Gellert.

President Mick Guilfoyle opened the meeting with a welcome to attendees and read his President's Report. He mentioned the trying time we have had with Covid 19 forcing the cancellation of many events; the assistance given by the Vintage Drivers Club waiving rental for meeting rooms; a minor shortfall in income given no 2020 swap meet. On a positive note we have scheduled the running of upcoming events such as the Diamond Creek Run and Maryborough. He thanked those who had contributed throughout the past year.

Mick handed over the chair to John Cox.

Secretary John Fletcher read the minutes of the previous AGM.

Motion: That the minutes be accepted:

Moved R. Franklin, Seconded J. Dargie - Carried.

John Cox presented the financial report and the auditor's report, which were read.

Motion: That the financial report be accepted:

Moved R. McGillivray, Seconded J. Mepstead - Carried.

Motion: That the auditor's report be accepted:

Moved David Jenkins, Seconded K. Mitchener - Carried.

Our thanks to Daryl Jenkins for doing our audit are to be passed on.

Nominations for office bearers were called for, resulting in the following without the need for voting:

President: Elected Michael Guilfoyle

Vice President: Elected Ken Miller

Secretary: Elected John Fletcher

Treasurer: Elected Barry Curley

Club Captain: Elected Denis Reed-Smith

Committee: Elected John Street, Andrew Cox, Peter Growse, Darren Cartwright, Matthew Gellert.

There was one unfilled committee position.

John Mepstead is Federation Representative.

The number of ordinary members of the Committee was confirmed (seven).

A round of applause was given to the committee.

Motion: That the annual subscriptions \$50 and \$25 for a new member's first year be confirmed.

Moved K. Miller, Seconded R. Franklin - Carried

Secretary John Fletcher made a presentation to June Jacobson and John and Heather Cox for their contribution to our club.

AGM Closed 11.15am



Sue and Matt Wright and
Pam Jenkins at the Xmas
BBQ.

AUSTRIA'S TOP MOUNTAIN CROSSPOINT MUSEUM TRAGIC FIRE

More than 230 historic motorcycles (including 15 Brough Superiors) and at least a dozen classic cars and vans were destroyed when the Top Mountain Crosspoint Museum located in the Austrian Alps, just south of Innsbruck, caught fire on January 18th.

Built at 7,135 feet, near the border between Austria and Italy, the Top Mountain Crosspoint stood out as the highest museum in Europe.



Several feet of snow couldn't prevent the flames from destroying the wooden building and most of the multi-million-dollar collection housed in it. What sparked the fire, which started at about 4 a.m., remains under investigation. When the fire broke out, there were two people in the building, but they were woken up by the fire alarm system. It appears that there was no sprinkler system.



The 3,000 square metre building was largely made of wood and was built in 2016 by the brothers Alban and Attila Scheiber who own ski tows with adjacent restaurants, shops, 5-star hotels and the toll road.



From Internet and Facebook sharing - [John Cox.](#)



Mick Guilfoyle
Run Co-ordinator



**Assistant Run
Co-ordinator
Robbie Griffiths**
0413 819 950

- Bristol Hill Motel
- Golden Country Motel / Caravan Park
- Junction Motel
- Wattle Grove Motel
- Maryborough Caravan Park
- Highlander Haven Motel

Pre Rally Enquiries:
Mick Guilfoyle (03) 5966 7424

MARYBOROUGH RALLY 2021

Friday 5th to Monday 8th March 2021

For motorcycles manufactured up to 31st December 1942 and military machines up to 1945.

RIDES:

Friday 5th March - Meet at Maryborough Caravan Park for registration 4.30 pm followed by a 5.00 pm start for the run to the Talbot Hotel and back. Approx. 40 km.

Saturday 6th March - Meet at the Hockey Field 9.00am for registration followed by a 9.30 am start for the run. Route is Avoca, Amphitheatre, Chute and Raglan to Beaufort for morning tea. From Beaufort to Lake Goldsmith Vintage steam and stationary engine museum. Return to Beaufort for lunch. Lunch is buy your own. Return to Maryborough via Waterloo, Lexton and Talbot. Approx. 140 km.

Sunday 7th March - Meet at Maryborough Post Office 8.30am for a 9.00 am start for the run. Route is Carisbrook to Maldon for morning tea. Maldon to Fogartys Gap Rd, North Harcourt, Harcourt then to Castlemaine for lunch. Lunch is buy your own. Return via Newstead to Maryborough Hockey Field car park for Display and voting. Approx. 120 km.

Presentation dinner is 6.00pm for a 6.30 pm start at the Railway Café & Tracks Bar.

Monday Morning 8th March - Run commencing 9.00 am Maryborough to Avoca for morning tea. Back at Maryborough by 12.00 noon. Distance to be determined by riders on the day.

NOTE: Some details could be subject to change if necessary.

We will require definite numbers and names so name cards, meal vouchers and program can be prepared and also numbers for catering purposes, please deliver entry by **Wed. 24th February.**

Accommodation is the responsibility of each entrant. Suggested accommodation is listed below:

03 5461 3833
03 5461 1101
03 5461 1744
03 5461 1877
03 5460 4848
03 5460 4122

On the Rally: Mick Guilfoyle 0473 232 372
Runs Co-ordination: Robbie Griffiths 0413 819 950



REGISTRATION FORM

MARYBOROUGH RALLY 2021

Please complete both sides of this form and forward with cheque or money order (made payable to **Vintage Motorcycle Club of Victoria Inc.**) to:

Barry Curley
36 Prior Avenue
Gladstone Park Vic 3043

Please enclose a stamp addressed envelope if receipt is required.

ENTRIES CLOSE
Wednesday 24th February 2021

All activities subject to Covid19 Regulations.

* Rally fees can be paid directly to: Westpac BSB 033-135 Acc. 930732 VMCC Rally Account. *Please ensure your name or membership number is clearly included on the transaction. Also tick direct debit bank deposit 'box' on next page.*

	Adult Cost	No. Attend- ing	Child Cost	No. Attending	Total
Saturday - Beaufort (Buy or bring your own)	BYO		BYO		
Sunday - Castlemaine (Buy or bring your own)	BYO		BYO		
Sunday - Presentation Dinner at Railway Station 6.00 for 6.30 pm. Mains and Dessert.	\$36.00		\$20.00		\$
Rally Entry Fee	\$30.00				\$
TOTAL					\$

If you require a vegetarian meal at Sunday Presentation Dinner? Please circle **YES**

LETTER FROM TONY EDWARDS FROM U.K.

12th January 2021

We hope you and your family are well and avoided this dreadful virus. So far we are fine but as you would know we are in a crisis through the government not making hard decisions.

We are not in our new house yet due partly to lock down etc. but it is just about finished. We were living in our on-site caravan but it got too cold and the pipes froze. We were very lucky that a friend of ours let us stay in his house when he went down to his daughters in Hastings.

Not much more to say as everything is at a standstill here.

Happy New Year to you and your family

Best Wishes *Tony and Susan*

OLD BIKE AUSTRALASIA ISSUE No. 91

The latest magazine has excellent articles both written by and featuring our members. Noel James has written the story of Peter Gaggioni's tour of Tasmania with five friends in 1950. The photo's associated with the adventure are of high quality. Their motorcycles were loaded by crane into the 'Taroon' for crossing Bass Strait. The then 20 something year olds slept in US Army hammocks slung between trees. Oh! and Peter and one other mate picked up girl hitch hikers for a pillion ride of 50 miles to Hobart. They also photographed Jock Walkem's AJS - V Twin record breaker.

Our Patron Lindsay Urquhart has presented a five page story titled 'A Vintage 8-Valve Challenge'. His well known 1915 racer associated with Jack Booth and Harold Parsons features as does the Anzani engines from the 1920's and the Indian Altoonas raced by Peter Birthisel, Stan Mucha and Rob and Daniel Urquhart. Lindsay also mentions the four 1924 Harley-Davidson 8-Valve engines that Peter Arundel had acquired patterns for.

Editor Jim Scaysbrook suggests readers subscribe to Old Bike Australasia as some newsagents have closed due to Covid19 or are not stocking as many magazines as pre-Covid19.

For subscriptions see: www.mymagazines.com.au

EVERY PERSON ENTERING A MOTORBIKE MUST COMPLETE THIS DECLARATION FOR MARYBOROUGH 2021

All bike details must be completed in full

Declaration

Please accept my entry and enclosed cheque ☐ money order ☐ or **direct bank deposit*** ☐ for \$_____ to cover my entry fee and meals. I hereby acknowledge that the owner of the motorcycle entered and rider thereof and passengers while participating in this rally will do so on the condition that they have no claim against the VMCC of Vic or its agents for any damages or injuries incurred to the machinery or person participating, or any damages or injuries involving said entrant or their machinery or passengers with any other property or persons whatsoever, whether or not the same be caused or contributed to by any act or omission or negligence on the part of the VMCC of Vic. or its agents.

I also declare that I am the holder of a current motorcycle licence and the motorcycle I will be riding is either fully registered or on a club permit and is in a roadworthy condition. I freely acknowledge that I am bound by the foregoing special conditions and that all information supplied on this form is true and correct.

Name _____

Membership Number _____ Additional Names _____

Address _____

Contact Tel _____ Next of Kin _____ Contact Tel _____

Email: _____

Machine Make: _____ Model _____ Capacity _____ Year _____

Reg/Permit No. _____ Solo/Outfit _____

Signed _____ Date _____

(If more than one bike please attach separate sheet of details) All activities subject to Covid 19 Regulations.

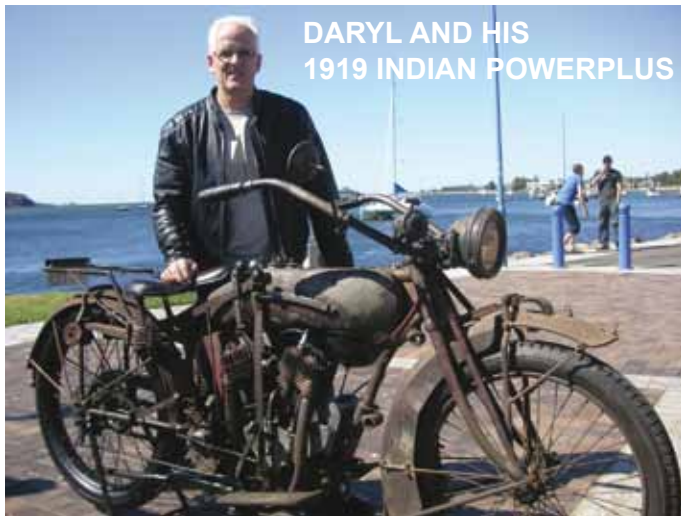
MARYBOROUGH 2021

Original Gypsy Tourist

By Tim Pickering

Submitted by Barry Curley

The Belle of the Ball at the 2008 Gypsy Tour was this unrestored 1919 Powerplus, owned by Daryl Jenkins, our honorary auditor. There is strong evidence that it was ridden in the original 1927-28 Gypsy Tour by his grandmother's brother, Mr. Mervyn (Mac) Atwater.



DARYL AND HIS
1919 INDIAN POWERPLUS

Daryl has childhood memories of 'Uncle Mac', as he was known, getting the bike out of the shed on a sunny day every two or three years and leaving it to stand in the sunshine for a couple of hours, to 'warm up the engine'. More often than not it would fire up upon application of the Atwater boot, then be shut down and put away for another spell. For one period in its history, the bike got used to power a water pump that supplied drinking water to the house from a nearby weir.

Uncle Mac passed away forty years ago and the Powerplus went to Daryl's father's cousin Jack Corrie, with some parts and memorabilia. Jack was apparently no motorcyclist, so he subsequently offered the bike to Daryl, who had ridden Suzukis in his youth. Along with the bike came family stories about the deeds of its first owner, such as one about him joining a "Gypsy Tour" to Sydney. Sure enough, perusal of Uncle Mac's photo album, which had some shots in it of the bike taken in days of yore, revealed a group photo of the 1927-28 Gypsy Tourists. This photo is similar to, but not the same as, the one now available as a poster from Darryl Woodhouse. The two photos were clearly taken on the same occasion but a few moments apart, because the same people are in it but they hold slightly different poses.



1927 GYPSY TOUR

Many people would have left this bike as a trailer queen, or simply mounted it above the mantelpiece, deterred from riding it by its overall condition and by the daunting array of control levers beside its long gas tank. Daryl, on the other hand, decided to return to motorcycling specifically to ensure that this bike would get ridden. He approached 'Everybody's Favourite Indian Emporium' in Ashwood about a renovation plan. When the bike's history emerged, Daryl was urged to consider riding it in the 2008 Gypsy Tour.

Main obstacles to this repeat performance were the rear wheel spokes and rim, both wheel hubs, the steering stem, clutch, gearbox, magneto, and drivechains, which all needed the Jim Parker wand waved over them. The engine wasn't touched, apart from routine adjustments. With time running out (more drama than an American Choppers episode!), a 741 carburettor got fitted pending the sorting-out of the original. Daryl rolled the Powerplus up to the start of the Gypsy Tour at Healesville after a thirty year lapse from motorcycling, and with barely 20 km of experience in actually riding this family treasure.

Daryl wisely started his Tour in small bites, picking the right conditions to cover 10 or 20 km before stepping off and putting the bike back on the trailer again. The mag still appears weak, because the engine would sometimes fire on one pot for a day, then on the other pot the next day. A change to hotter plugs got it firing more consistently on both, and then he was able to cruise at a steady 70 km/h, leaning back as if in a Lay-Z-Boy armchair while reaching out to those long tiller-like bars. At every town where we stopped, a knot of on-lookers would form around Daryl's Powerplus, all bombarding him with questions about this Original Gypsy Tourist. At times I followed along behind in the recovery ute, and day-by-day I could see Daryl's ability and confidence with the machine increase. On the final day he rode it about 50 km down the Pacific Highway from Shoal Heads to a point only 5 km short of our final destination at Lake Illawarra, where the traffic was starting to get a bit hectic.

Overall, Daryl Jenkin's Powerplus ride in the 2008 Gypsy Tour was a plucky and determined effort. Fifty kilometers may not seem far to the modern motorist but, on an 89 year old machine with a feeble mag, every kilometre is a victory. It really brings home to you the achievements of the early motorists.

The bike (and Daryl) are still regular rallyist's some 12 years on from the 2008 Gypsy Tour. Daryl also rallies the Indian with a sidecar attached.



2008 GYPSY TOUR

KARDINIA PARK CHRONICLES GEELONG SPEEDWAY

Kardinia Park, now Geelong's football ground, was in the 1920's the home of speedway racing.

The organisation now controlling the stadium has embarked on a project to make videos of the stadium's history which they will use for people taking tours and also to put on line. For the video on its speedway history our club was approached to provide a spokesperson and bikes from the 1920's era. Whose name came to the fore - Kel Mitchener? Kel had not only been involved in speedway but he also has two 1920's Douglasses. On November 27th, Kel willingly volunteered to head off to Geelong and take with him the two Douglasses and Ken Walker who rode speedway for a number of years.

The film shoot involved riding one Douglas in the stadium's carpark and interviews on the hallowed ground's perimeter. Kel is a natural on TV, having excelled on the TV 'shoot' at Beaumaris Display in 2019 and having had similar experiences way back in 1988 when he was in charge of Australia's display sport of water skiing at the Seoul Olympics. A man of many talents - water skiing, pilot of microlight airplanes, speedway sidecar 'passenger', mechanic, stilt wearing fencer of tennis courts and regular rallyist.



Kel Mitchener, Kirsten Blake and Ken Walker with the Douglas

THE LETTER THAT KEL SENT TO THE ORGANISER.

I am Kel. Mitchener, a collector of old Douglas motorcycles. I have been involved in speedway since I was fifteen years of age when I was a motor mechanic apprentice. Although I never rode on the speedway, except for swinging on a sidecar a few times, I have always been in the pits. A good rider is no good without a good pit crew.

My mate is Ken Walker, a top rider from a speedway family. His father and brothers were all riders and in

1980 Ken won the Australian National Speedway Sidecar championship. More recently he held the British Classic Sidecar Speedway title in three states for a number of years - Victoria, South Australia and New South Wales.

Regards, *Kelvin Mitchener*



Film Crew with the Douglas

KIRSTEN'S INTRODUCTION AND OVERVIEW

Kardinia Park and this iconic stadium, is synonymous with sport - more specifically AFL but today we're going to explore the roaring days of Geelong's speedway right here at Kardinia Park. But before we do, let's take a step even further back. In 1872 the park was named Chilwell Park and proclaimed a public park by the Commissioner of Crown Land. The precinct used to total 60 acres and span past Kilgour St, until the railway line was built in 1876.

In 1903 Kardinia Park was a zoo complete with an elephant! Long before a stadium stood there, Kardinia Park was a significant place of gathering in Geelong. Families enjoyed picnics by the lake, feeding the ducks - even horse and cart rides. It has always been a place of community connection. Then came sport. And not just cricket and football. Tales of horses racing cyclists on this famous patch of grass and in speaking with our friends throughout this process - re-living childhood memories of school sporting carnivals on the stadium. These are just some of the examples of how our community has connected here throughout the stadium's modern history.

We were lucky to meet Kelvin Mitchener (Mitch) and Ken Walker to explore the days when Kardinia Park was home of the Geelong Speedway. The Kardinia Park Chronicles will create a virtual stadium tour and a unique opportunity to engage with the stadium's history. They are virtual tour/episodes taking in unique spaces at the stadium and stories from past and present also they are edited for social media.

RESPONSE FROM ORGANISER.

I sincerely want to thank you all for taking the time to come the stadium and help bring the stories of Kardinia Park stadium to life. You were wonderful to work with in front of the camera and I absolutely understand it's not an easy job! I want to thank you for your enthusiasm, patience and of course your stories.

Thanks again superstars. We really appreciate your input so far.

Kind Regards

Kirsten Blake

Community Engagement Coordinator



Corner marshalling is the most important function once the riders hit the road for a run or rally. With a constantly changing membership and frequently new riders on club runs it is imperative that everyone fully understands the system to ensure it works for all. Please ensure you're fully conversant with the system.

Corner marshalling seems to be one of the more contentious issues of motorcycle runs and rallies. I'm sure everyone will agree that rallies are a lot more enjoyable if everyone arrives at the same place at about the same time.

Successful corner marshalling is the secret to this success, as long as all those accepting the role understand what is required of them.

Corner marshalling usually relates to crossroads where there is several directions of travel possible, generally if there is no marshal present, riders proceed straight ahead.

Some of the larger rallies will have specific marshals and this generally works well, the problems seem to arise when the self-marshalling system is necessary. The system normally used is where the lead rider (who hopefully knows where they are going) directs the rider immediately behind them at the time, to stop and marshal specific corners.

The expectation is that the rider so directed will stop at the corner and give clear, unambiguous directions to all those approaching, to ensure everyone leaves the corner in the same direction. The corner marshal must remain at the corner until the back-up vehicle, or in the absence of one, the last rider clears the intersection.....

Seems pretty simple-so where does it go wrong? Well, there is a number of answers to that question-

- i) the directed rider fails to stop
- ii) the marshal doesn't take up a visible position at the corner
- iii) the marshal doesn't clearly indicate the direction of travel
- iv) the marshal doesn't wait for the back-up/last rider to clear the intersection.

All these actions result in lost riders!!! So, what should the corner marshal do?

Firstly, if you don't want to marshal - don't ride immediately behind the leader. Secondly, know who is leading, and who is tailend Charlie...

-If you're directed by the leader to stop and marshal a corner, ensure you stop in a position where you are clearly visible to approaching riders. This is especially important if the corner requires riders to approach in a specific lane.

-Park your bike pointing in the direction of travel, and give clear hand signals to indicate the direction of travel.

-Remain at the intersection until the back-up vehicle/last rider has arrived (regardless of how long this may be) There is also an obligation from other riders - if you see someone fail to stop to marshal then take the initiative and stop.

If you arrive at a corner and there is no marshal present and you are unsure of the right route, don't take a guess - stop and wait for following riders to ensure everyone is together to ascertain the correct direction to travel.

Remember a chain is only as strong as the weakest link and it only needs one corner marshal to fail to meet the requirements of the position for the ride to end up in chaos.

1919/20 Flat Twin Harley Davidson Model W

Colin Behn has an extremely rare 1919/20 Flat Twin Harley Davidson model W which was his father's 'Courting Bike'. His father bought the bike in early 1930 and rode it until 1946. He then pulled the motor out and used it on a swing saw in the 1950's. For an historical parade in Eudunda, S.A. in 1980, the bike was reassembled and ridden in the procession.

Colin is close to completing a magnificent restoration of the Harley and has it in a rideable condition. However, the handlebars have been welded a couple of times in the past and are out of shape and the kick starter assembly is incorrect, being one made up to work but not exhibiting originality. Therefore Colin is urgently seeking parts, so please see his wanted advert on [P.13](#) as he has more work to be fixed before August when he is hoping to take the bike to Bulli, NSW for the AMCA meet.



LOOKING FOR BMW ENGINE No. 77277

I've a new project in the shed. It's a rare 1936 R17 BMW, only 450 were made. I got it from a bloke in Woodanilling, it originally belonged to his dad George Murphy, who was an Australian sidecar champion. It had been in the family for over 60 years.

The engine was removed in Shepparton, Vic. many years ago for work, and that's what's missing, engine number 77277. So it would be good if my motorcycle enthusiast friends could put the word out, it's gotta be somewhere. The metal, gearbox, diff., etc are in good condition. [Bob Rees in W.A. \(Contact via Facebook\)](#)



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

21st February	DIAMOND CREEK PSM (See P.5)	Brian Tyler
5th - 8th March	MARYBOROUGH RALLY	Mick Guilfoyle
11th April CANCELLED	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	POSTPONED TO LATER ON
18th April	WANGARATTA AERODROME DISPLAY (See P.5)	David James
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.

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

General Meetings 8.00 pm Thursday's 4th February and 4th March at VDC Clubrooms.

Next Committee Meetings 6.30 pm on Thursdays 4th February and 4th March at VDC Clubrooms.



The Peter McAliece Memorial Run started from Lilydale at 7.30 am on Sunday 17th January. The outward ride was through the Yarra Valley in some light rain. On arrival at Marysville the rain had abated and breakfast was enjoyed at the cafe. Riders made their own ways home via a longer ride or a more direct route, riding in small groups and peeling off at various junctions.

Participating VMCC of Vic. riders who are either members of the IMCA or were invitees were as follows: Our Patron, Lindsay Urquhart on a Honda, Barry Curley on a Triumph, Animal on a Harley-Davidson Servi-Car and on Indians were Sammy Vella, Conor Murphy, John Lynch, Jim Parker and Daryl Jenkins our honorary auditor.

See photos on back cover.

Photos from Clare Lynch and Conor Murphy. Input from Barry Curley.



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 1919-1923 Flat Twin Harley Davidson model W parts required to finish my Fathers 'Courting Bike'. Handle bars, complete kick starter assembly or part thereof, inlet valve cam follower, foot brake guide for 1919-1920 bike, flywheel, manifold and carburettor. I would be interested to talk to anyone who has spare parts as I am also trying to put together a spare motor. Please contact Colin Behn on Mob.0407 070 287 or email colin@clbengineering.com.au See P.11

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 Sturmev 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

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

FOR SALE 1947 Speed Twin Triumph 500 which has been fully restored. All mechanicals and electrics refurbished. Cosmetics, paint and chrome refurbished. Motorcycle has been started but not ridden and has not been re-registered since restoration. Motorcycle is being sold due to the owner's age. Asking price \$23,500 neg. Prospective buyers please contact Phil Long on Mob. 0400 801 224 and he can arrange detailed photographs, etc. Phil is a friend of the owner.

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



FOR SALE 1939 Ariel Red Hunter 350cc. \$12,000 or best offer. Nice reliable rally bike. Please contact Gil McDougall Ph. 03 9460 2050.



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: **Monday 15th March 2021.**

See our page on
Facebook
Look up

"Vintage Motorcycle Club of Victoria"



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**COB'S WEBSITE HAS BEEN UPDATED. HAVE A LOOK AT IT.
NEW SECTIONS ON PARTS FOR POPULAR BRITISH BIKES.**



'The Motorcycle':

Design, Art, Desire, world-exclusive exhibition,
only in Brisbane, is on view across the Gallery of Modern Art's (GOMA) entire ground floor until 26th April 2021. 'The Motorcycle' features 100 of the most iconic, innovative and influential motorcycles created over the last 150 years.

The exhibition taps into the appeal of this iconic object of design

and art through an immersive installation experience, featuring more than 100 motorcycles from the 1860s to the present day, and drawn from private and public collections across the globe. It includes the earliest 19th century steam-powered motorcycle, right through to electric motorcycles and exciting design propositions for the future.

The exhibition includes interactive experiences — a green screen motorcycle riding experience, a motorcycle design studio for building and customising virtual bikes, and an in-space mobile companion site which enables audiences to navigate the show and dive deeper into the history and stories behind each bike on display — and will appeal not only to bike and motor sport enthusiasts but to anyone curious about social history, popular culture, design and technology.

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Highlights include:

- An 1871 Perreaux, the first steam-powered velocipede and oldest known motorcycle in the world;
- The earliest Australian designed and built machines including a Spencer produced in Brisbane in 1906;
- A 1951 Vincent Black Lightning that set an Australian land speed record in its day and more recently a world record for the highest price paid at auction for a motorcycle;
- Symbols of speed from a 1930s Triumph Speed Twin to a 1970s Ducati 750 Super Sport to the 1990s Britten V1000.



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.

Exhaust Notes Feb - Mar 2021

MANNY VELLA'S BSA - FIAT 500

In Manny Vella's long association (40 plus or so years) as a member of our club, he and Lil have alternated between riding BSA's or an Indian on our rallies. Well at our Nortons Park Christmas BBQ they turned up with something different.

Manny has engineered a FIAT 500 ohv engine into a BSAA7 frame. And what a perfect fit. As there is getting to be rarity with FIAT 500 cars and they command a good price, Manny did not wish to butcher the engine in any way. In fact, the only alteration he made was to remove the oil filler cap and close the hole and allow for oil filling lower down on the engine. With the bike he extended the frame by six inches, installed a single plate clutch and gear box from a BSA M20. He also modified a M20 primary chain cover to fit the assembly.



As mentioned the FIAT 500 motors are hard to locate and Manny assembled his from parts located in Queensland and Western Australia. To complete the look Manny has added transfers of the Union Jack and the Italian flags onto the petrol tank and a FIAT 500 badge to the primary chain cover.



At the BBQ, our members were most impressed with the bike which started easy and sounded great.

Manny believes the engine's power is similar to the original A7 motor.

Just a bit of trivia; the seven letter 'BSA-FIAT' name is the abbreviation of 'Birmingham Small Arms - Fabbrica Italiana Automobili Torini'.

Thank heavens for the contraction!

ANTONY GULLICK'S CHATER LEA

Antony Gullick recently acquired this machine and is looking for any history pertaining to the engine. The engine was found some years ago by the late Arthur Pendlebury and was shoe horned into a Chater Lea chassis. Arthur was a superb engineer and built many Chater Lea's and also built an OHC Chater Lea motor which Antony is planning on reuniting with the bike.



The bike was advertised as having a Precision racing motor and what Antony would like to find out is if there are any records of one of these being raced and what chassis it was in. He plans to return it to its original state as a single speed racer. Any information would be gratefully received.

Below: 'Precision' Racing Engine



VMCC of Vic. member and expert on F.E. Baker's Precision engines, Graeme Wilson, believes the motor doesn't match any vee twins that appear in brochures or advertisements (unless there is an elusive advert). That said, Frank Baker and his team were responsible for many engine configurations. It could be a special built for racing, or a special that a racing team put together.

Below: Chater Lea Engine



Chris Cutler agrees and hopes that Antony can find a suitable chassis for the Precision engine and return the Chater Lea engine to its correct frame.

Lilydale start at 7.30 am



John Lynch and Conor Murphy



**PETER McALIECE MEMORIAL RUN
17TH JAN. LILYDALE TO MARYSVILLE**

Barry Curley and Sammy Vella



Lindsay Urquhart and John Lynch

