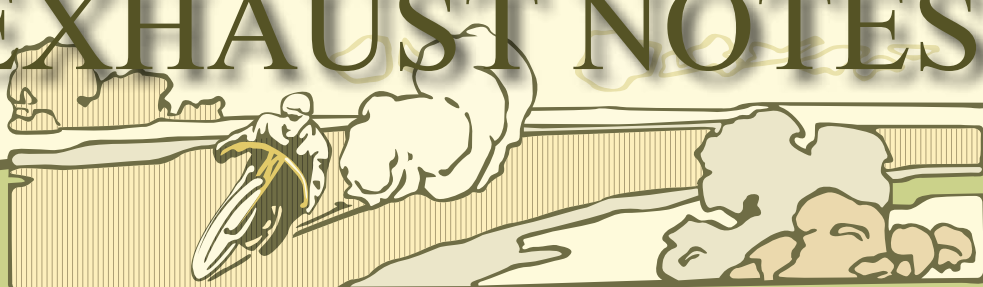


Vintage Motorcycle Club of Victoria (Inc) EXHAUST NOTES



Price 7/9

October - November 2022 No. 608

COLBINABBIN SILOS ON THE HEATHCOTE RALLY



JOHN PARKER'S HEATHCOTE RALLY 20TH - 21ST AUGUST 2022



George Coad 1918 Triumph



Phil Long 1940 BSA M20



Taradale



Rushworth



Kel Mitchener 1930 Douglas leads the way



Colbinabbin Silos

Photos: Mary-Ann King, Ken Miller, John Parker
Cover Photo: Marian Parker

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](#)

Contents

Colbinabbin Silos by Marian Parker	1
Heathcote Rally Photos	2
Contacts and Contents	3
President's, Editor's Reports; Anniv. Book ..	4
Minutes of Meetings	5,6,8
Chiltern Rally Entry Form	7
Chiltern Rally Declaration	8
Heathcote Rally Report; Irish Rally Report	9
Book Review; Defibrillator; Geelong Rally ...	10
1922 Vauxhall; Kilcunda Rally Details	11
Events Calendar; AMCA Bulli Auction	12
Buy, Swap, Sell	13
Advertisements; Cannonball Details	14
Harry Scoble and his Rudge	15
Irish Rally Photos by Conor Murphy	16

**EXHAUST NOTES
PRINTED BY MINUTEMAN PRESS,
ROWVILLE Phone 03 9763 4108**

Original articles in "Exhaust Notes", excepting those marked as "copyright reserved" are copyrighted to the Vintage Motorcycle Club of Victoria, Inc., but may be reproduced without charge by any club with similar aims provided they are not used for profit and recognition of the source is quoted.

PATRON

Lindsay Urquhart

LIFE MEMBERS

Dave Provan† Pat Walsh† Jack Nelson†

Wal Maynard† Chas Pobjoy† Joy Pobjoy†

Wes Vickers† Heather Vickers

Dave Dumble Phil Long Val Long

June Jacobson Noel Knappstein

Gil McDougall Vin Minogue

John Street John Cox

Neville Babb Alan Greenway

PRESIDENT

Mick Guilfoyle (03) 5966 7424

Email: xlch74@primus.com.au

SECRETARY

Paul Mitchell (03) 9730 1530

Email: mitchpw@bigpond.com

VICE PRESIDENT

John Fletcher (03) 9758 1152 0403 886 513

TREASURER

Barry Curley 0408 107 919

Email: barry.curley@bigpond.com

COMMITTEE MEMBERS

Andrew Cox 0408 309 221

Jeni Findlay 0418 326 420

Peter Growse (03) 9755 3310

Philip Horner 0412 433 558

Kel Mitchener 0418 313 489

Alan Scoble 0418 376 099

Lindsay Wheeler 0477 057 732

CLUB CAPTAIN

Kel Mitchener 0418 313 489

SPARES MANAGER

Alwyn Babb 0423 780 373

MEMBERSHIP SECRETARY and LIBRARIAN

John Street 0417 558 214

Email: johnstreet1954@gmail.com

EXHAUST NOTES EDITOR

John Cox (03) 9435 9904

Email: editor@vmcc.com.au

VEHICLE EXAMINERS & CLUB PERMIT

SIGNATORIES

Neville Babb (West Suburbs) (03) 9398 5250

Andrew Cox (Mornington Penins) 0408 309 221

Robert Douglas (North East Vic) 0428 378 759

Michael Guilfoyle (East of Melb) (03) 5966 7424

Phillip Long (Geelong) 0400 801 224

Ken Miller (South East Suburbs) 0418 555 287

John Street (North Suburbs) 0417 558 214



PRESIDENT'S REPORT

Welcome to Spring President's report. Nice to feel the weather warming up now, even if it is a wet spring so far with the wet period being tipped to continue for the rest of the year. I am sure we will be able to get a few rides in between showers with our spring rally season upon us.

The Kilcunda run on the 8th and 9th October promises to be bigger than Texas as it is taking in The Blessing of the Bikes in Cowes, Philip Island on the 9th October. Also the Chiltern rally 28th - 31st October not to forget Geelong and District Rally on the 27th November. With the 2022 AGM done and dusted I find myself in my fourth year of Presidency and with a full committee as well as a sub-committee dedicated to the modernisation and running of our 2023 Swap Meet to be held on the 2nd April. I think that the Club is being well served by the effort the committee and sub-committee members, so thanks' to all those who volunteer their time serving our Club.

Well, after our search for a new Editor I am pleased to find Member David Horton has stepped into the breach. This issue has been put together by John Cox and David will share in producing the December issue and by next year David should be flying solo so please support Him as Editor by supplying decent material for publishing including articles as well as photos. Likewise material for our 60 th Anniversary book is needed. This Club has a long and colourful past with some real characters and some fantastic bikes that make up its history. So please pen an article on some anecdotes and Club members from times gone by and also the present. If you want to be involved contact Ken Murphy on 0414 886 834. The next project for the Committee to focus on is our 60 th Anniversary Rally in 2024. We have some ideas already as to where and when to hold it as well as activities and content. However we would like to hear some more input by Members on what they think and their ideas on what would make this a successful rally. Contact myself or another Committee Member if you want to get involved.

In the latter part of October I will be away on the Indian - Pacific Cannonball Rally with some of our members. [See details on Page 14](#). This rally finishes the day before our Chiltern rally so time will be tight for those of us that are doing both and that will also mean 28 days on the road for some of us, can't wait!

Regards, *Mick Guilfoyle*



EDITORIAL

A big thank you to Conor and Kay Murphy, Jonathan Hill, Mary-Ann King, Kel Mitchener, Ken Miller, Phil Long, Darren Young, Alan Scoble, John Parker for reports and/or photos and input.

During the last couple of weeks I have phoned a few of our senior members to see how they are travelling. **Ron Serong** in Warragul who joined our club in the 1960's told me he is not riding now - mainly because he 'sneaked a ride' on his '28 Harley whilst June was out and his son saw him riding through the gate and dobbed him in to June. The Harley is now locked away at the son's place. Them's the breaks Ron!!!!

Noel Knapstein said he'd had a few health issues. I told him to get fit for Maryborough. Noel has only missed two Maryborough's since 1968.

June Jacobson had a nasty fall on the road outside her house and had a night in hospital with a fracture in her jaw and chipped teeth. All good now and hopefully coming to the Chiltern Rally.

Neville Hunter had some surgery back in March but is now 'travelling' ok. He and son Grahame went to the AMCA auction at Bulli, NSW. Neville said some English bikes didn't bring high prices but an Ariel frame he was interested in for one of his restorations went for more than he thought it was worth.

Vice President **John Fletcher** has just returned from driving all the way to Airlie Beach, Qld. to take up a trailer full of sails for a 50' yacht on which he was part of the crew racing at Hamilton Island. A 4,800km round trip.

Members will recall the immaculate Brough Superior and Norton that **Ian Reid** rode on our rallies. Ian disposed of his motorcycles after suffering a stroke some three years ago. Ian is not continuing in the club. We wish him and Jacqueline all the best in the future.

Allan Rose who was our Club Captain in 2006 is also retiring from our club. Allan rode a Panther in rallies and said he has enjoyed his membership over many years.

The late **Ron Fellowes'** 1910 FN with wicker sidecar is for sale for \$100,000. Expressions of interest to: lynnefellowes@gmail.com. The four cylinder, shaft drive bike featured in the book 'No Room for Watermelons' the story of Ron's 2012 ride on it from Nepal to Belgium, a distance of 14,600km. This is a rare opportunity to purchase a motorcycle with unique provenance. The FN is in Tasmania. [See Page 6](#) of June 2015 Exhaust Notes No.564 for the report on Ron's journey with the FN. Cheers, *John Cox*

NEW MEMBERS

A warm welcome to Andrew Brand, Clare Lynch and Keith Mertens.

OLD SPARK PLUGS

Roland Klamt, phone 0414 886 823, friend of Ken Murphy has old spark plugs for sale. You can see a photo of the plugs and a pdf of what is for sale on the following link.

<https://hotrodsofthesixties.com/rolands-old-motorcycle-parts/>

COMMITTEE MEETING 4TH AUG. 2022

Meeting opened: 6.30 pm.

Present: Mick Guilfoyle, John Street, John Fletcher, Philip Horner, Lindsay Wheeler, Alan Scoble, Paul Mitchell.

Visitors: Jeni Findlay (swap meet sub-committee).

Apologies: Andrew Cox, Peter Growse.

New Members: Peter Dow, Maree Dobbs.

Correspondence in:

1. Letter from Isobel Dunes, including photos of motor-bikes from her father and grandfather which she has donated to the club.
2. Letter from VDC re club room maintenance.
3. Federation meeting agenda for 6th August.
4. Flyer for Shepparton swap meet on 11th September.
5. Two club magazines.

Correspondence out:

1. Lindsay Wheeler to VDC re clubrooms.
2. Lindsay Wheeler contacted the Melbourne Steam Society re ongoing swap meet liaison.

Moved John Fletcher, seconded Alan Scoble - Carried.

Minutes of the previous meeting were taken as read.

Moved John Street, seconded Lindsay Wheeler - Carried

President's Report: Mick thanked all on the committee for their contribution over the year and expressed a special thank you to John Street who is retiring from the committee after serving for 28 years.

Treasurer's Report: The 2020-2021 Financial Statement was presented, which showed an improved balance from last year despite the constraints of Covid. Mick Guilfoyle noted that one reason for this has been a small increase in fees in recent times. Phil Horner moved to accept the treasurers report, seconded by Alan Scoble - Carried.

Rally reports: Mick presented the route plans for the Chiltern Rally, to be included in the next Exhaust Notes.

General business:

1. A proposal was forwarded by Ken Miller on behalf of he and Manny Vella to run a Bellarine Peninsula Rally again this year, on 27th November. The committee resolved to support the Bellarine Peninsula Rally on 27th November, subject to it being run in a safe, legal manner according to the rules and normal good practice of the VMCC. Moved Paul Mitchell, seconded Phil Horner. Carried. In responding to a proposal that the last weekend in November be set aside for the Bellarine Rally for the next five years, the committee resolved to judge the 5-year proposal on a year-by-year basis according to circumstances as they arise, as with all other rallies. Moved John Fletcher, seconded Lindsay Wheeler - Carried. Details of the Bellarine Peninsula Rally will be in the next Exhaust Notes.

2. The Australia Post mail box will be attended by Phil Horner in future.

3. We are still looking for an editor for Exhaust Notes. There are some possible volunteers, but nothing confirmed as yet.

4. The committee agreed to run the Christmas BBQ Sunday 4th December at Nortons Park. To be advertised in the next Exhaust Notes.

5. The print run cost of publishing Exhaust Notes has recently risen by \$88/issue. The committee agreed to accept the price rise.

- 6 Volunteers were sought to telephone unpaid members.

Alan Scoble and Jeni Findlay volunteered.

7. The committee agreed to delete the section in the membership application form that refers to a 'membership booklet' as there hasn't been one published.

Meeting closed: 7.35 pm.

ANNUAL GENERAL MEETING 4TH AUG.

Meeting opened: 8.12 pm

Apologies: A. Babb, A. Greenway, C. Carter, D. Dumble, K. Murphy, J. Davy, P. Growse, A. Cox, M. Gellert, B. Dawson, M. Munday, Denis Reed-Smith, M. Gascoigne.

President Mick Guilfoyle handed over the chair to John Cox to conduct the election process for our office bearers and committee. Nominations for office bearers and committee were called for, resulting in the following elections without the need for voting:

President: Michael Guilfoyle Moved P. Mitchell, Seconded G. Findlay.

Vice President: John Fletcher Moved M. Guilfoyle, Seconded J. Street.

Secretary: Paul Mitchell Moved M. Guilfoyle, Seconded J. Street.

Treasurer: Barry Curley Moved M. Guilfoyle, Seconded P. Growse.

Committee:

Peter Growse Moved G. Findlay, Seconded J. Street.

Kel Mitchener (Club Captain) Moved M. Guilfoyle, Seconded P. Mitchell

Andrew Cox Moved J. Street, Seconded P Mitchell.

Jeni Findlay Moved L. Wheeler, Seconded J. Fletcher.

Lindsay Wheeler Moved M. Guilfoyle, Seconded J. Street.

Philip Horner Moved G. Findlay, Seconded J. Fletcher

Alan Scoble Moved P. Growse, Seconded M. Guilfoyle.

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

John Cox proposed a motion that annual subscription be set at \$50 for the next 12 months and \$25 for new members. Seconded Lindsay Wheeler - Carried.

The minutes of the previous AGM were taken as read with no matters arising.

President's Report: President Mick Guilfoyle resumed the chair and thanked previous committee members for their efforts over the last year. Mick noted that despite Covid the club's financial position has strengthened over the previous 12 months. He thanked all the members who have stuck with the club.

Treasurer's Report: Barry Curley presented the Financial Report for 2022 and the audit by Daryl Jenkins and Associates CPA. John Cox moved that the financial report and auditor's report be accepted. Seconded Lindsay James. Carried.

Meeting closed 8.26pm

GENERAL MEETING 4TH AUG. 2022

Meeting opened 8.27pm

Rally reports:

1. The Bellarine Peninsula run is to go ahead on 27th November. Details will be published in the next Exhaust Notes.

2. Chiltern Rally will be on 28th-31st October. The routes will be published in the next Exhaust Notes.

3. Heathcote Rally will be on 20th-21st August.

4. Club Captain Kel Mitchener reported on the Brass

continued on Page 6

continued from Page 5

Monkey Rally. Kel pronounced it a great rally with magnificent weather. It was great motorcycling through the Strzelecki's, and the meals were banquets, including bacon and eggs for breakfast. It was so well attended that there was talk of capping participant numbers in future (due to accommodation needs).

General business:

1. Christmas BBQ will be at Nortons Park on Sunday 4th December.
2. Mick Guilfoyle showed the large club logos to be displayed on the backup vehicles of club members participating in the Cannonball Run. The meeting asked Mick to get a price to print 200 smaller size logos for club members to display on their vehicles.
4. Neville Babb reported that the club traffic management signs that were stored at the swap meet site have gone missing. The club may have to find some new ones before the swap meet.
5. New members are Peter Dow and Maree Dobbs.
6. Lindsay Wheeler provided a report from the swap meet subcommittee, including review of partnership arrangements, parking arrangements, catering, and advertising.
7. The club is still looking for an editor for Exhaust Notes.
8. The club has two sites at Bendigo swap on 12th-13th November and needs volunteers to man the sites.

Spares: Neville Babb reported that stock of some items are getting low and may have to be restocked, while other items that aren't selling may be offered at Scoresby swap meet.

Meeting closed: 9.03 pm.

COMMITTEE MEETING 1ST SEP. 2022

Meeting opened: 6.31pm

Present: M. Guilfoyle, A. Scoble, A. Cox, P. Growse, L. Wheeler, J. Findlay, P. Mitchell.

Apologies: J. Fletcher, P. Horner, K. Mitchener.

New Members: Clare Lynch, Keith Mertens.

Correspondence in:

1. VDC have notified us that there is new defibrillator in the clubrooms. L. Wheeler suggested that we get a list of people in the club who know how to use it.
2. M. Guilfoyle has telephoned the Melbourne Steam Society to confirm the date for the Scoresby Swap Meet is 2nd April 2023.
3. M. Guilfoyle received a quote from Gecko Signs to print 200 club logo stickers (12cm by 8cm) at \$210 + GST. The committee agreed to have the stickers made by Gecko signs.

Moved M. Guilfoyle, seconded P. Growse - Carried.

Correspondence out:

1. M. Guilfoyle, contacted Kate Bond of the Café Bar and Grill in Maryborough, who said that the business has been sold and new owners will take over in October. Mick sent Kate an email confirming the request for the Maryborough Rally dinner booking on 12th March 2023. Kate promised to forward the email onto the new owners.
2. P. Mitchell sent Daryl Jenkins a letter of thanks for conducting our 2022 audit.
3. P. Mitchell submitted the VMCC annual returns to the Department of Consumer Affairs (and received confirmation from DCA).

A. Scoble moved to accept the correspondence, seconded A. Cox - Carried.

Minutes of the previous meeting were taken as read.

Moved J. Findlay, seconded L. Wheeler. Carried.

Rally reports:

1. Heathcote Rally. About 15 bikes attended the Heathcote Rally on 27th-28th August.
2. AMCA recently held the Bulli auction and swap meet. The weather was wet and numbers were down.
3. Rallies coming up include Kilcunda on 8th-9th October, and Chiltern on 28th-31st October. The Bellarine Run on 27th November has now become the Geelong and District Rally. Details of all these runs will be in Exhaust Notes.

General business:

1. A Scoble and J. Findlay have contacted all the members (about 70) who have not yet paid their annual subscription and provided club bank details to them. Most thanked Alan and Jeni for the reminder, but a few let us know they won't be rejoining.
2. Swap meet arrangements. L. Wheeler tabled an analysis of swap meet income comparing current arrangements with prospective future arrangements. J. Findlay has verbal confirmation from Ferntree Gully Rotary that they are interested in catering at the next swap meet. Based on the information presented the committee agreed to terminate the current arrangements with Noble Park Rotary and seek alternative arrangements.

Moved J. Findlay, seconded P. Growse. Carried.

3. A number of swap meet marketing ideas are being considered. These include getting an advert into Old Bike Australia, mounting a display of club bikes on the bitumen perimeter road near the food and coffee vans, inviting another club to display bikes, and submitting an article on the swap meet to Old Bike Australia. Swap meet flyers have been prepared and will be distributed at Shepparton, Balhannah and Bendigo swap meets, and during the Cannonball Run and the Blessing of the Bikes.

Meeting closed: 7.29pm

GENERAL MEETING 1ST SEP. 2022

Meeting opened: 8.15pm

33 members in attendance.

Apologies: P. Horner, N. Robert, D. Dumble, R. Babb, A. Greenway, D. Cartwright, B. Dawson, J. Fletcher, K. Mitchener.

New Members: Welcome to Andrew Brand, Clare Lynch and Keith Mertens.

Correspondence in: Correspondence as stated in committee meeting minutes. Arising from the notice about defibrillators, it was noted that members M. Guilfoyle, D. Jenkins, R. Hore and J. Davy have current St John's first aid training including defibrillator use.

Correspondence out: Correspondence as stated in committee meeting minutes.

Moved J. Cox, seconded J. Parker - Carried.

Minutes of the previous general meeting were read out.

Moved N. Babb, seconded F. Edwards - Carried.

Treasurer's Report: As at 31st August 2022

General Account	\$16,025.80
-----------------	-------------

Rally Account	\$7,700.80
---------------	------------

Investment Account	\$58,018.85
--------------------	-------------

Moved M. Gellert, seconded P. Mitchell. Carried.

Rally reports:

1. Heathcote. Matthew Gellert reported that the Heathcote rally was a great rally with 15 bikes participating. The roads were good, there was no rain and the big bonfire helped overcome the cold night of camping. Saturday's

continued on Page 8 Exhaust Notes Oct. - Nov. 2022

The Vintage Motor Cycle Club of Victoria Inc.

Reg. A0006534S

CHILTERN RALLY

Friday 28th October to Monday 31st October 2022

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



Doug Cowey Mark King

ENTRIES CLOSE: Thursday 6th October, 2022

NOTE: *The Chiltern store is not open on weekends. Fuel is available at the Barnawartha store 9km from Chiltern.*

Accommodation is the responsibility of each entrant.

In Chiltern and surrounding area: The Lydoun Motel

Ph. 03 5726 1788

Lake Anderson Caravan Park

Ph. 03 5726 1298

Run Details

Friday 28th October: (Approx. 30 km) Traditional run to Barnawartha Hotel, via Indigo Valley. Leave Martin Park (centre of town) at 4.45pm. Regroup at Barnawartha Hotel, then return at your leisure to Chiltern.

Saturday 29th October: (Approx 160 km) 9.00am assemble at Martin Park for 9.30am departure. Run is to Yackandandah for Morning Tea stop. Continue onto Ludlow's Reserve, Hume Weir for catered lunch by Chiltern Bakery (no shops available). Return to Chiltern via Yackandandah.

Sunday 30th October: (Approx 155 km) 9.00am assemble at Martin Park for 9.30am departure. Run is to Yarrawonga via Corowa. Lunch is in Yarrawonga, plenty of shops available to do your own thing. Return to Chiltern via Rutherglen. Sunday dinner is at the Telegraph Hotel Chiltern. 6.00pm for a 6.30pm start.

Monday 31st October: (Approx 60 km) Mystery Run. 9.00 am assemble at Martin Park for 9.30am departure.

Contacts: Run Co-ordinators: Doug Cowey 0427 327 100 Mark King 0428 964 659

Club Merchandise also available in Chiltern. You can contact Mark King.



REGISTRATION FORM

CHILTERN RALLY 2022

Please complete **both sides** of this form and forward with cheque* or money order* or having made a bank deposit

*(made payable to VMCC of Victoria Inc.) to: **Barry Curley**
36 Prior Avenue
Gladstone Park Vic 3043

Please enclose a stamp addressed envelope if a receipt is required.

	Adult Cost	No. Attending	Child Cost	No. Attending	Total Cost
Saturday Lunch	\$13.00		\$6.00		\$
Sunday Evening Dinner - Please insert Number attending in No. Attending Box to assist with catering. <i>Pay when ordering.</i>					
Rally Entry Fee	\$30.00				\$30.00
TOTAL					\$

Name _____

Membership Number _____

Rally fees can be paid directly to:

Westpac **BSB 033-135 Acc. 930732**

VMCC Rally Account. ☐ Tick Box if paid this way.

Ensure your name or membership number is clearly included on the transaction

continued from Page 6

run of about 120km to Kyneton went through Sutton Grange and Malmsbury, and Sunday's run was to Colbinabbin silos and Rushworth. Matt was the only casualty, losing a kickstart lever, but John Parker helped him backtrack about 15 km to find it. A big thank you to John Parker and family for putting on the rally and sharing their facilities.

2. John Cox gave an overview of rallies coming up, Kilcunda, Chiltern, and the Geelong and district rally, and reminded us that details will be in the next Exhaust Notes.

3. Angela Chaplin gave more details of the Blessing of the Bikes, which the club will include in the Kilcunda run. Blessing of the Bikes is the week prior to the GP, a weeklong event with 5000 bikes expected. Accommodation will be tight. Angela and Tony still have beds available for club members and camping in the paddock, but no bonfires.

4. Barry Curley noted the GP ride from Cranbourne has been cancelled.

5. John Davy attended the Hurstbridge Wattle Festival on the previous Sunday. It featured vintage cars and bikes, and a K class steam train running to and from Eltham. Vintage vehicle owners spent the day fielding questions from an interested public and this may be an opportunity for a future club activity as it was in the past.

Spares: Spares available include round and rectangular number plate holders and 8 gauge wheel spokes. Spares donated by Kevin Kearney have been catalogued and will be auctioned at the December General Meeting.

Library: John Street has been busy cataloguing Real

Classic magazines and John Cox donated a book on Ridges.

General Business:

1. Ray Franklin displayed a fluoro jacket and an AGV helmet. If anybody interested, please see Ray. Ray would like to borrow starting rollers to start his 1929 Harley if anybody has some available.

2. Lindsay Wheeler presented a report on swap meet committee activities, including the proposal to display club bikes on the perimeter road near the food vans. Please refer to committee meeting minutes for details.

3. John Mepstead reported on the Federation meeting. Salient issues include proposals to legislate for 43% emission reduction by 2030, VIN number requirements on post-1980 vehicles, and asbestos restrictions on imported vehicles. Next Federation meeting will be at Warragul.

4. We are still looking for volunteers to man the two club sites at Bendigo swap meet.

5. Exhaust Notes. David Horton has volunteered to take on the editing of Exhaust Notes. He is in a handover phase with John Cox until the new year. The meeting gave a heartfelt thanks to Coxy for his work over ten years in producing such a high quality and interesting Exhaust Notes. The meeting also thanked David for taking on the editor's role, amidst reminders that members must support the editor with quality contributions and photographs.

6. 60th Anniversary Book. Ken Murphy reminded members that he is seeking content for the book: interesting stories and old and more recent photographs.

Meeting closed: 9.26pm

EVERY PERSON ENTERING A MOTORCYCLE MUST COMPLETE THIS DECLARATION

All bike details must be completed in full

Declaration

Please accept my entry and cheque ☐ money order ☐ enclosed; or **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: _____ Year _____ Capacity _____

Reg/Permit No. _____ Solo/Outfit _____

Signed _____ Date _____

(If more than one bike and/or more additional names please attach separate sheet of details)

* 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 bank deposit 'box' above.



John Parker's Heathcote Rally Report by Phil Long

Saturday morning arrived with intermittent rain, grey skies and a somewhat cold breeze but I had planned on riding up to Heathcote and participating in John's annual weekend run based at his country lodgings. I had loaded up my old BSA M20 the night before so at 7.30am sharp I set off for Heathcote, the plan being to arrive at the Parker ranch at around 11.30am. I had planned on a time of four hours to cover the 100 miles from my place to Heathcote allowing for fuel stops and adverse weather if any. Well the weather was rather wet and windy up to Kyneton my route taking me through Anakie, Ballan, Greendale, Blackwood, Newbury, Trentham, and Tylden. Once refuelled at Kyneton I then road to Edgecombe, Langley, Barfold, Redesdale and onto Heathcote arriving at the Parker ranch at 10.45am. To my surprise I was a little earlier than expected but due to the inclement weather I only stopped for fuel as stopping and starting in the rain can be a little uncomfortable.

Arriving at Heathcote the weather had turned calm and sunny, a far cry from when I had left some three hours earlier. The weekend did indeed look promising from here on in. After settling in to my arranged lodgings at the Heathcote Queen Meadow Caravan Park, having a quick bite to eat I returned to the Parker ranch for the 1.00pm start of the afternoon run. The Saturday run headed off back into Heathcote for a fuel stop then headed towards Bendigo for about six kilometres then turned left and proceeded to Mia Mia, Redesdale, Sutton Grange, and Elphinstone with a regroup at Taradale. There the group was delayed somewhat while the back-up vehicle went looking for a kick starter pedal that had fallen off Matthew Gellert's Ariel. The poor lad was having a bad day as he had also run out of fuel on this leg. Once the retrieved kick start arm had been refitted securely the group headed on to our refuelling stop at Kyneton. With all the motorcycles sufficiently refuelled we all headed back to the Parker Ranch via Edgecombe, Langley, Barfold and Redesdale. A very pleasant Saturday afternoon ride of approximately ninety-two miles.

Saturday evening was spent having a barbecue and chat around the open fires in John's paddock to complete an enjoyable day of vintage motorcycling.

Sunday morning we awoke to beautiful clear blue skies but with a layer of ice over my motorcycle. Now I did think that this was going to be a "very long morning" so to speak thinking that magnetos can sometimes be notoriously intermittent on mornings such as this. But to my astonishment the M20 fired up second kick so I certainly breathed a sigh of relief as it settled into its usual one note beat. I loaded up the gear sack, secured it firmly to the motorcycle and headed out to the Parker ranch for the start of the morning run. At 9.30am the group headed back into town for fuel stop for those that need it and we then set off for Colbinabbin to view the painted silos. They are truly a credit to the artists who complete the large art work on the silos. We then proceeded to Rushworth for our lunch stop where the local bakery was doing a roaring trade. The fine weather definitely enticed people out judging by the crowd circulating around the main street of Rushworth. Nourished, I said my goodbyes

to fellow rallyists at around twelve forty-five and I headed back to Heathcote then retraced my steps of Saturday and returned back to Geelong arriving home at four-thirty pm Sunday afternoon.

It was an enjoyable weekend of vintage motorcycling except for the persistent rain of Saturday morning but you appreciate the good a little more when a little bad is mixed in. Thanks go to John Parker and his family for a providing an ideal starting point for the rally, their assistance with marshalling and backup as well as Marian for the cake supplied on Saturday evening. *Phil Long*

Participants on both Saturday 20th August and Sunday 21st August:

Mathew Gellert	1938 Ariel 350
Mark and Mary-Ann King	1942 BSA 500 O/F
Kel Mitchener	1930 Douglas 600
Phil Long	1940 BSA 500
Graham Collicot	1929 Harley Davidson
Ken Miller	1939 Norton Big 4
Scott and Logan Parker	1942 Harley Davidson
John, Johnny & Sophie Parker	1934 BSA 600 O/F

Sunday arrivals:

Robert Newing	1939 Harley Davidson
Adrian Robinson	1940 BSA M21 600
John Street	1917 JAP
Andrew Jeffery	1924 AJS
Jim Swanton	1923 Triumph
George Coad	1918 Triumph

Back up: Robert Parker

Marshals: Marian, Kelly, Logan and Scott Parker; Mark and Mary-Ann King.

Conor and Kay Murphy's Letter from Ireland

Hi John

While visiting family in Europe this year after a long two and a half year lock down we managed to attend the 54th Irish National Vintage Motorcycle Assembly, based in Killarney from the 22nd -27th August.

Organisation was by the Munster Motorcycle and Car Club. It was cancelled the last few years. It is capped at 100 entries and gets well attended by riders from all over Europe.

We know a German family that has been coming every year since 1983. We met people from Malta, France, Germany, The Netherlands and many from England.

There is a big range of bikes many of which we know very little about. There was a Norton V-twin, three Brough Superior's, a few lovely Terrot's, a Rhony'x and lots more.

Kay and I tagged along for two days on our modern bikes in spectacular weather. We rode over the Healy pass twice and some other great roads around Kenmare, Killarney and Bantry Bay.

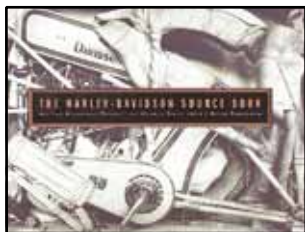
Regards, *Conor and Kay Murphy*

P.S. We will be back home to Aus. when the winter is gone. **Photos on Page 16 and they're back.**



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.



BOOK REVIEW

Reviewed by Jonathan Hill
 "The Harley-Davidson Source Book" All the milestone production models since 1903

William S. Harley and Arthur Davidson had been

friends since childhood. Born and raised in Milwaukee, Wisconsin, the young men shared a strong mechanical aptitude. They were in their early 20's in 1901, both working at the Bath Manufacturing Company – Harley as an apprentice draughtsman and Davidson as a pattern maker. William Harley's first engine design, based on a De Dion Bouton is dated 1901. However, their first complete machine, with much-improved single cylinder side-valve engine of 405cc, was built in 1903. Harley-Davidson's first official public offering of its iconic 45-degree V-twin was the 1909 model, known as the 5-D.

Considering the number of American motorcycle companies that were launched at the beginning of the 20th century - there were hundreds. How many of those early companies are left today? The answer is one. Only one survived. The Harley-Davidson Motor Company is the one American motorcycle company that has managed to stay alive continuously for almost 120 years.

1936 saw the introduction of their first o.h.v. "Knucklehead" V-twin engine – so name because of the shape of the rocker box covers – with its now famous Springer front forks. George Brough blatantly copied these forks calling them Castle forks, offered as optional extras for his Brough Superior machines. H-D introduced telescopic forks in 1949 and hand clutch and foot gear-change mechanisms in 1952.

There have been hundreds of books written on The Motor Company's history, specific models, lifestyle, etc. This book is not about why Harley-Davidson is so popular or why it has been around for so long. This book is a chronology of specific models that, one by one, slowly (though sometimes abruptly) moved The Motor Company ahead and secured its future. Each of the featured machines or engine platforms aesthetically or mechanically influence following models and even future bikes. These models were either planned in advance by the visionaries at Harley-Davidson or they were developed gradually over time.

The book's subtitle, "All the Milestone Production Models Since 1903," plainly describes the content. From the very first 405cc single-cylinder, bicycle-framed effort to the latest 1800cc eight-valve V-twin Milwaukee-8 powered models, the author Mitch Bergeron touches on all of the stepping-stone production bikes in between.

This is a fascinating, excellently researched high-quality book containing hundreds of emotive period photographs of interested to not just Harley-Davidson addicts but to motorcycle enthusiasts in general. Highly recommended.

Author: Mitch Bergeron.

Publisher: Motorbooks, an imprint of the Quarto Group.

E-mail: specialsales@quarto.com

www.QuartoKnows.com

Available from specialist bookshops and Amazon.

Hardback, 280 x 240mm (landscape); 287 pages with 400 colour and black and white photographs.

ISBN 978-0-7603-6190-0 \$61 AUD; £35 GB; \$41 US

DEFIBRILLATOR AT VDC CLUBROOMS

John, below is the email from VDC regarding new Defib. Although it is preferable for people to be properly trained by a professional I believe it is worth sharing the link in case any member wants to watch the video.

Regards

Lindsay Wheeler

Just wanted to let you know that we've installed an additional defibrillator in the VDC clubroom which is located on the wall by the entrance to the auditorium.

This is in addition to the existing one (owned by the Peugeot club) located on the wall by the lift.

The new one is available for all clubs to use but may occasionally be taken out on VDC club runs.

If you are interested in learning how it works, there is a short training video available here (feel free to share with your members - it's less than 5 mins).

The link is:

[Heartsine Samaritan 500P Demonstration Video](https://www.youtube.com/watch?v=I3-jrlcegaM) or <https://www.youtube.com/watch?v=I3-jrlcegaM>

Best wishes,

Richard Badham (Secretary VDC)



Manny



Ken

Geelong and District Rally Sunday 27th November 2022

Manny Vella and Ken Miller are running an interesting Geelong area rally. A 95 km run has been organised around the Geelong area meeting at **9.30am** for departure at **10.00am** from the **Geelong Sports Complex 262-282 Anakie Road, Norlane, Vic.** Where there is plenty of parking for vehicles and trailers.



Geelong Sports Complex

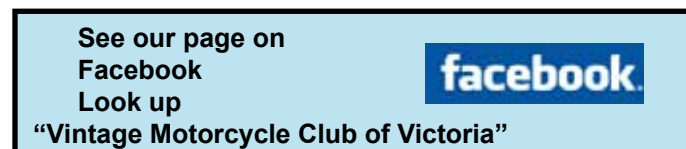
We will provide a sausage sizzle, soft drinks, bottled water, tea and coffee for lunch.

We will need to know numbers for catering so notify Manny on **0408 524 701** by the **18th November, 2022**, if you are coming.

There will be a **\$5.00 charge** – pay on the day.

Directions from Melbourne: Stay on the Ring Road and take the Anakie Road exit.

There will be marshals and backup vehicles.



1922 VAUXHALL 945cc FOUR

In 1922 Vauxhall commissioned consultant Ricardo Engineering to build them a 3-litre Grand Prix car and a luxury motorbike. Harry Ricardo built the car and delegated the construction of the motorcycle to his chief of engineers Frank Halford. Halford had designed aviation engines and a four-valve Triumph Ricardo in the 1922 Senior TT, so it was no surprise that the Vauxhall engine design bore a strong resemblance to a four-cylinder inline aviation engine just mounted on backwards, that is, cylinders up.



The engine was a set with a three-speed hand-held gearbox and had final-to-gimbal transmission. This box had the shifter running into a slot in the centre of the fuel tank unlike almost all of the competition whose shifter levers were next to the tank. One of the big stirrups contained the toolbox and the other hid the muffler.

The engine maintenance had been carefully thought out, as each individual cylinder could be removed without disturbing the rest of the engine. Also, the gearbox and clutch could be removed on site once the seat column had been removed from the frame.

The air-cooled four-cylinder engine used wet crank lubrication and fully closed head valves. It delivered 30 BHP, which was well above what the engine of a 1500cc medium car could achieve back then.

A "Leading-link" front fork mounted on a double-bed frame with an oil tank mount – all too advanced for its time. They would have been too expensive to manufacture and sell and the economic cues weren't particularly positive at the time, not even for a sophisticated motorcycle capable of smoothly travelling at 80 MPH.

It was a luxury motorcycle, built for the sidecar market, as it had huge anchors in the frame.

An initial batch of six prototypes was ordered, although only two were completed. The Vauxhall Four did not go into production and prototypes remained in factory sheds until one of them was rebuilt in the early 1950s.

Vauxhall Four (Specifications)

Engine: 4-cylinder in-line air-cooled, wet crankcase, 67mm x 67mm; 945cc; 22.4kW (30 BHP) @ 3,500 rpm. Fully sealed head valves, cast iron cylinders and heads.

6 V Electrical System

Transmission: 6" multi-disc clutch in oil bath; three-speed gearbox with lever in middle of fuel tank.

Twin crib frame, twin front fork with spring suspension; rigid rear;

17.8 cm (7") drum brakes

Fuel Tank: 20.5 L (4 1/2 gal)

Tires: 700 x 80 on quick detachable wheels.

Distance between axles 147cm (58"); long 229cm (90"); high 99cm (39")

Weight: 193 kg (425 lb).

Performance: Top speed 132 kph (82 mph); 38.5 kph (24 mph) @ 1000 rpm; Fuel consumption 4 L/100km (70 mpg) @ 80 kph (50 mph).

Production: 2 units



KILCUNDA RALLY

Sat. 8th - Sun. 9th Oct. 2022

To coincide with the Blessing of the Bikes, this year's Kilcunda Run will be a different beast to previous years. The main run will be on the Saturday. We will meet at the public car park in

Kilcunda at 8:30am for a 9:30am start.

Assembly Point: Kilcunda Car Park (Adjacent to Kilcunda Caravan Park) The car park is 'beach side' and the entrance is just past the Kilcunda shops. You can get a coffee and or breakfast across the road at the cafe and there is a Rotunda for cover and Toilet block for all of us in need.

Come with a full tank of petrol, as there will only be one fill up point on the rally. Also participants are requested to donate a small gold coin towards backup fuel.

The Sunday run will meet at Angela and Tony Chaplin's property at 38 Anderson St., San Remo at 8:00am for a cuppa and leave at 9:00am to do a run into Cowes for the blessing of the bikes. There is a cost of \$5 which goes towards childhood organ donation. After the blessing we will park up as a group and have a wander through the gathered machinery trying not to dribble on the paintwork of anything that takes your fancy. Some might want to make a day of it and stay in Cowes, I will be taking off for a run into the hills at the back of Kilcunda to wind up my Sunday. Any who wishes to join me will be most welcome, the choice will be yours .

Back-up would be appreciated - contact Brian Tyler with offers.

There is plenty of camping space available at Angela and Tony's, but the bed accommodation in the house is filling up fast, so first in best dressed! Participants wishing to stay on Angela and Tony's property need to phone Angela on 0402 222 953 to confirm a place, on a first come first served basis. Happy to have people arrive from 4.00pm Friday so they can have an early start. See you there. *Brian Tyler* Mob. 0411 55 6755



VMCC CLUB EVENTS 2022

8th - 9th October KILCUNDA RUN [Page 11](#)
28th - 31st October CHILTERN RALLY [Page 7 - 8](#)
27th November GEELONG & DISTRICT RALLY [Page 10](#)
4th December XMAS BBQ NORTONS PARK WANTIRNA SOUTH



Brian Tyler
Doug Cowey & Mark King
Ken Miller & Manny Vella

VMCC of Vic. Meetings at VDC Clubrooms subject to COVID-19 regulations

Next Committee Meeting 6.30 pm Thursday 6th October. Next General Meeting 8.00pm Thursday 6th October.
Then Committee Meeting 6.30 pm Thursday 3rd November and General Meeting 8.00pm Thursday 3rd November.

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.

2nd October Euroa Show and Shine 8 am to 3 pm www.australiannationalshowandshine.com.au

7th - 9th October Motorclassica, Royal Exhibition Building, Melbourne. www.motorclassica.com.au

8th - 9th October Wagga Classic Motorcycle Rally. Contact Mick Powell 0417 223 411 waggaclassicrally@gmail.com

14th - 27th October Indian-Pacific Cannonball. Starts at Busselton pier WA and finishes at Eden pier NSW.

28th - 30th October 'The 2022 BSAOC of SA Annual Rally' Berri SA. On the picturesque banks of the Murray River. [www.https://www.bsasa.org.au](https://www.bsasa.org.au) or contact David Long on Mob. 0413 899 189

29th October Biketoberfest, Bair St., Leongatha 9am - 3pm. Stalls, entertainment, merchandise classic bike display, trials riding display.

30th October Point Nepean Heritage Motor Show at Quarantine Station www.PointNepeanMotorShow.com.au

19th - 20th November Cootamundra (NSW) 100 Not Out Rally Contact: John Simpford on Mob. 0409 328 566 or jmsimpf@bigpond.com

20th November Hobsons Bay Men's Shed Classic Car & Bike Show Apex Park, Queen St. Altona. 9am- 3pm

SWAP MEETS

2nd October All-Motorcycle Swapmeet & Show Balhannah Oval, Balhannah SA

12th - 13th November Bendigo Swap Meet, Prince of Wales Showgrounds, Bendigo

10th December Geelong Swap Meet, Barwon Valley Activities Centre, Graham Rose Event 0428 394 249

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

Bulli AMCA Motorcycle Auction 27th August

There were 26 motorcycles on offer by Manshed Auctions of which only 11 sold.

The 1903 CCMC veteran motorcycle featured in the August Exhaust Notes realised \$36,000.



An older restoration 1938 Panther 350cc realised only \$6,200. Someone got a great buy!



A 1918 Cleveland lightweight 13.5ci realised \$12,000. Largely complete it came with a spare engine.



A 1923 Indian Powerplus Outfit went for \$25,000. The Sidecar is home built and a home made electric start with magneto and coil. Also has an Albion gearbox with a reverse gear.

A very rare 1911 Brooklands Rudge 500cc went for \$24,000. This bike was part of the Rob "the Rudge" Hart stable. Built as a Brooklands replica rallied and raced extensively in the 80's and 90's



For a comparison a Moto Guzzi 1972 "V7 Sport" 750cc OHV V-twin realised \$22,500. Number 157 of the first production series and was originally supplied to The Netherlands. It had a long-time owner and after a four-year dry storage period was recommissioned with electronic ignition. The paintwork was in original condition and some 8,000 km ago the engine, gearbox and drive-line had been overhauled.

John Cox



Also from Rob Hart's collection an original 1937 Rudge Ulster realised \$16,000. It had the original tank with it which had been completely repaired. The right hand pipe and muffler were missing.



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

FOR SALE David James is handling the disposal of the late Barry Holland's collection on behalf of Shirley. Please contact Dave on Mob. 0409 011 953 if you are interested in any of the following:
Dusting sidecar frame (no wheel), box of fittings, body, sidecar light, dusting transfers and book of dusting sidecars. \$2,500. Pick up Wangaratta.



Smiths - Taco (looks new) and Speedo (body ready to paint), in working order. Sell as a pair \$1,100. Wangaratta pick up or can post.



FOR SALE 1936 Sunbeam, very original, lots of patina. Used regularly as a reliable rally bike until 10 years ago, would need minimal work before getting back on the road. Eng. No. 17.538.0.134 Selling for a mate due to illness, \$20K ONO. Contact Mick Dunn on 0407 845 211



FOR SALE XAX Fluro Jacket XL new \$100.
AGV Helmet with Hot Wheels logo, never worn, small size \$100
Please contact: Ray Franklin
on Mob. 0403 929 978



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 18th November 2022.**

Exhaust Notes Oct. - Nov. 2022

FOR SALE 1926 Indian Scout. Good reliable rally bike and genuine condition. Has been rallied for a number of years. Enquiries contact Bob Douglas Ph. 0428 378 759.



WANTED A 'dolls head' gearbox body (casing) for a 1939 Model 18 Norton. Please contact Wayne Price on email: w.price038@gmail.com or Mob. 0447 843 428.

WANTED I'm trying to restore a 1934 BSA W34-7 and am looking for parts. Please contact Adrian Foott on email foott146@gmail.com or Mob. 0419 100 586

WANTED Generator for a 1957 Model 30 AJS 600 Twin. Please contact Mark King on Mob. 0428 964 659

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.

WANTED I have a 1912 triumph project. I am looking for a rear (pedal gear) and front hub. The frame diamond I managed to get is a 1914 drop down top tube. I am still looking for the right type (straight top tube).
Contact: dennis_m_cranston@yahoo.com

FOR SALE Sidecar frame. History and model unknown. It is wider than the standard outfit. \$200.
Cleaned out from my Father's farm shed.
Contact: Rowan Hore on Mob. 0428 709 708.



LIGHTFOOT ENGINEERING

EST. 1981

14 Lightfoot St., Mont Albert 3127

Ph. 03 9898 3677 Email: lighteng@hotmail.net.au

www.lightfootwheels.com

Motorcycle Wheel Restoration and Rebuilding

- * Stainless steel and zinc plated spokes and nipples made to order.
- * Brake relining and machining. Bead blasting.
- * Bearings replaced.
- * Paint, powdercoating, all plating and polishing prepared and arranged.
- * Components and ancillary items restored.

Eastern Engineering

- Turning to 1500mm
- Milling and Gear Cutting
- Reverse Engineering CAD
- Steel and Tooling Supply
- Fabrication – Mig & Tig
- Hydraulic Cylinder Repairs
- Heat Treatment and Grinding

andrew@easternengineering.com.au

0433 548 668 Factory 5-53/55 Sinclair Rd,
Dandenong 3175, Vic

STAINLESS STEEL VINTAGE AND VETERAN PARTS

INVERTED LEVERS
BOWDEN LEVERS
INDIAN LEVERS
BEST & LLOYD FILLER CAPS
REPRO P&H HORNS
COMBINED AIR/THROTTLE LEVERS
MAGNETO LEVERS
FULL RANGE OF PILGRIM PUMP PARTS



For Catalogue and Price List Contact

CHAS LIPSCOMBE 0402 751 132

chas61sarah@gmail.com



COB'S CLASSIC SPARES

Peter Smith

- Reproduction
- New Old Stock
- Used Parts

Email: cob.smith@bigpond.com

Phone: 02 6553 9442 after 7pm

or 0415 372 108 after 7pm

For British Motorcycles Only

www.cobsbritishcyclespares.com

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



**14TH TO 27TH
OCTOBER 2022**
START BUSSELTON, WA
FINISH MERIMBULA, NSW

The **Indian-Pacific Cannonball Classic 2022** is an endurance ride for pre-1949 motorcycles. The Event is run over 14 daily stages. Our President, Mick Guilfoyle is travelling with Doug Cowey in Doug's motorhome and the two of them will act as officials doing the starting each day, marshalling and back up for Ken Phelps on his Vincent Rapide.

Our members competing are:

No. 6 Ken Pollock, 1922 Henderson Deluxe 1300cc backed up by a friend from WA.

No. 77 Darren Young, 1935 HD VLD 1200cc and Jenny doing back up.

No. 84 Lindsay James, 1944 Indian - Military 1200cc and Linda doing back up and sons of our members:

No. 28 Michael Christie, 1928 Indian Scout 750cc and his dad, Neville doing back up.

No. 33 Douglas Young, 1933 HD VD 1200cc and Lauren with son Arlen 18 months old doing back up.

This is a light-hearted competition, to see which rider and bike, can get across Australia with the highest points in their class. A big advantage is, the older the bike, the greater the points. The disadvantage is, the slower it is and the more likely it is to break down on such a long ride. The combination of age and reliability is the

key. Above all though, it is just a fun challenge to make a Trans Continental ride from the Indian Ocean to the Pacific Ocean. Sportsmanship and fun is the goal, not to win at all cost. If any form of cheating is found during the event, competitors will either be docked points or disqualified. This is a fun run across Australia, raising funds for the Royal Flying Doctors charity and to showcase our sport to the towns we pass through and people we meet.

Of the 82 entries 75 are either Indian's or Harley's and an Invincible JAP, an Ariel W/NG, a Montgomery, a Henderson, a Vincent and two BSA M20's make up the rest of the field.

People will be welcome to see the riders en-route and at the nightly stops. The stops nearer to our members are: October 22nd Mildura, 23rd Moama NSW, 24th Lavington NSW, 25th Corryong, 26th Jindabyne NSW and at the finish on 27th October at Merimbula NSW.

Updates will be available on Facebook on the page **Indian-Pacific Cannonball Classic**.

Iron men, Doug Cowey and Mick Guilfoyle are expected to then go to Chiltern on the 28th October.



The Young family's horse float for the Cannonball. Note the VMCC logo on the side.

My father Harry started his motorcycling career rather humbly on a Utility Two-Stroke. He tells me his father gave him permission to purchase a moped and when he arrived home with this 3-speed hand-change Villiers his father was less than impressed. After pleading ignorance he was allowed to keep this jolly little machine. After a period of wondrous enjoyment the search for more power was yearning. Unfortunately Dad chose a BSA C10 as the budget was rather tight at the time. He persisted with this unfortunate machine until his attention was drawn to an advertisement offering not one but two Rudge Whitworth machines for sale locally with one being a basket case. As was expected his father was not in favour of him storing the second machine at home so this was delivered in large lumps to his new girlfriend's (my mother) parents' old chook shed where it was destined to stay for many years. The remaining machine (a 1928 special) was pressed into service as his daily ride to the local garage where he worked as a motor mechanic. Digressing somewhat, Harry had worked for his father on their poultry farm since leaving school and had decided it was time to launch into the great wide world of spanner twirling as he was particularly gifted and motivated in that department. One incident he told was while at work he was chipped by the local Policeman who had noticed that the bike was unregistered and suggested it might be a good idea to make things right!

Dad enjoyed and mum mainly suffered many an outing on the Rudge. Over the years the Rudge was sold on and the remaining bits and pieces were thrown out and lost except the spare engine which Harry managed to salvage from its tumbled down resting place. The story goes that during the rescue process dad was warned that the old shed was infested with fleas. He ignored the warning and was subsequently scratching for a month! Nonetheless the motor was salvaged and sat in several sheds over the years with pride of place. Being pressed into service when I was a teenager when dad slotted it into a BSA frame. This was Dad's machine as naturally he bought me a Bantam.

About 1970 Harry still had a yearning for a complete Rudge and his prayers were answered when an advert appeared in the Trading Post offering a 1930 Special for sale. It was promptly snapped up for \$50 and after a period of me trying to destroy it as a paddock bike Harry decided on a complete restoration. Dad joined the REC and the Vintage Motorcycle Club of Victoria at this time as he'd also purchased an Indian Scout outfit. Parts were generally unavailable then so everything had to be remanufactured and or outsourced. It was a severe learning process then as very little information was available on Rudges. After period of approximately two years everything was ready for the big day of commissioning and as the family gathered around breathless with anticipation Harry gave her a good tickle and leap on the kickstarter with great gusto. Alas rather than burst into life the 'bloody' thing burst into flames! However thanks to my quick thinking mother who saved the day by snatching my uncle's singlet and proceeded to somehow beat the fire into submission. A very valuable lesson was learned that day and subsequently Harry has refrained from utilising maglighters on any of his Rudge's. [Harry joined our club in the 1970's.](#)





Conor and Kay Murphy at the 54th Irish National Vintage Assembly



Picturesque stop for Kay and Conor.
Guinness for the guys and a Corona for Kay



A 1930 Gnome et Rhône made in Paris, registered in The Netherlands.



Don't see these in Australia. It's a Terrot, made in Dijon, France. Registered in The Netherlands.



Rhony's was made from 1924 to 1932 first in Bron and later in Lyon, France.



Three Brough Superiors on the rally.
[See Page 9 for Conor and Kay's Letter](#)