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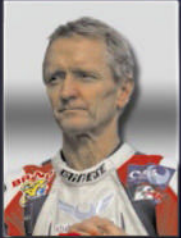
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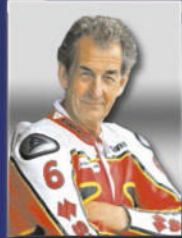
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Old BIKE

AUSTRALASIA

NUMBER 56

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Post to Locked Bag 3355, St Leonards NSW 1590

CHEVRON PUBLISHING GROUP

a division of nextmedia Pty Ltd.

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Trial and errors?

Currently, around the many and varied NSW clubs whose core interest is historic motorcycling, the hot topic is the Classic Vehicle Log Book Trail implemented by the NSW Roads & Maritime Services (RMS) from October 1st 2015. As explained in OBA 54, the CVLBT allows up to 60 days of personal use in each 12-month period, with an entry required in the log book prior to each day's use. This use is additional to club organised events, and the RMS rolling 30-year cut-off date for eligible vehicles means that mid '80s bikes and cars are now part of this scheme. It is emerging however, that some clubs are receiving enquiries from people wishing to join the club for no other reason than to obtain cheap registration. One could surmise that many of these enquiries involve people who own, say, a '70s Japanese bike that has been languishing in the shed, which could now be pressed into service 60 days per year. Some clubs already cap membership, but it is likely that this will become increasingly so, to allow clubs to maintain their ethos of preserving, restoring and enjoying old motorcycles. On the other hand, this influx of new and probably younger members may not be a bad thing if it helps to secure the future of the old bike movement.

It also begs the question of just whose responsibility it is to ensure these 'Log Book' bikes are in fact roadworthy. A disc-braked Japanese multi that has been stored for some years will have suspect items such as hydraulic brake lines, tyres, brake caliper seals and so on. Club officers who annually check members' bikes under the existing club plate scheme are generally not empowered, nor in many cases, willing to sign anything that could represent a statement of roadworthiness, official or otherwise. Their role is basically to ensure the vehicles comply with the club plate rules, and that the registration form details match those of the vehicle itself. In any case, clubs should seriously consider becoming an Incorporated Organisation, thereby carrying insurance to cover all office bearers and volunteers.

And then there is the bear in the room; the insurance company. If a 'Log Book' bike is involved in a road accident, serious or minor, and a question arises over who permitted or authorised the vehicle to receive the necessary paperwork for the log book, where does the buck stop? For all other vehicles using our roads, 'safety' is a rigidly enforced requirement, certified only by qualified and correctly-credentialed people. Why should it be any different for 'Log Book' bikes, and for that matter, cars? Not a few people in NSW historic clubs can see the probability of a blame game arising, and quite understandably, do not wish to be caught in the middle, particularly once the pro-bono lawyers step in on behalf of their clients.

At the end of the day (or of the CVLBT), many feel that it will be the insurance lobby that will dictate whether the 'trial' becomes permanent or is scrapped as being unworkable. For the moment, there is no cost for the log book beyond the requirement to be a member of a recognised club and to pay the current annual fee for a 'historic plate'. Let's keep an eye on that one.

JIM SCAYSBROOK

Editor

*VicRoads now require all new (not renewals) applications for the Victorian Club Permit Scheme (also known as Red Plate) for vehicles manufactured after 31 December 1948 to be accompanied by a current Certificate of Roadworthiness, issued by a licenced vehicle inspector.

OUR COVER

Judy Beyer's Honda CB400F.
See feature story on P58.



A pair of eights

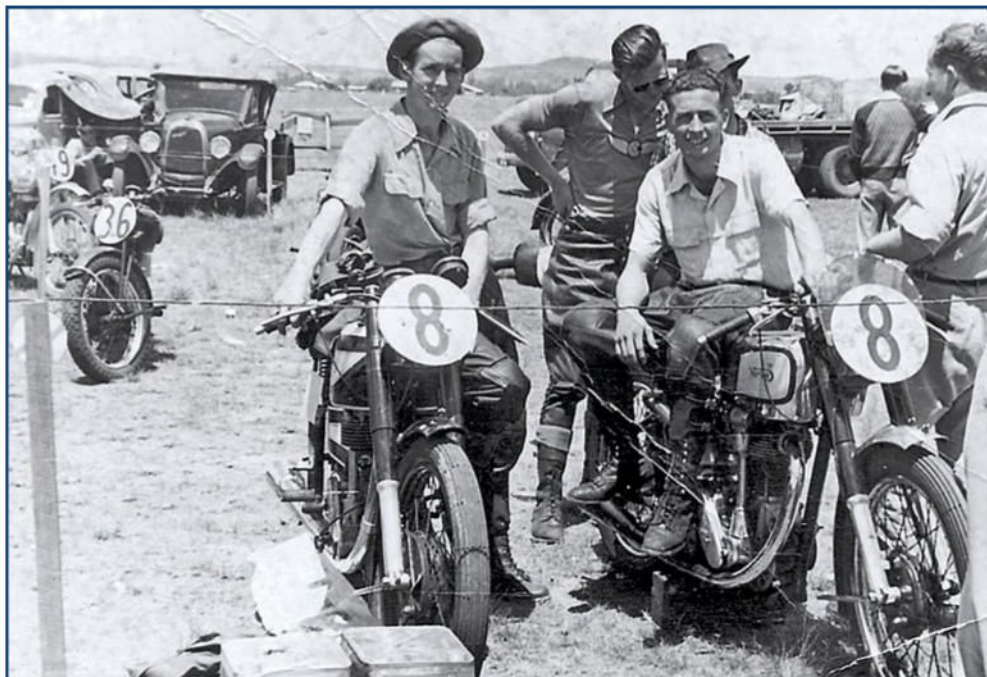
I have been scanning an old Speedway photo album; mainly S.A and Vic photos, and this (right) was amongst the pictures. I have no information as to who, what, where or when, but perhaps a reader may be able to shed some light?

Brian Darby
Sydney, NSW

Brian Darby operates some very popular websites including www.vintagespeedway.com, speedwayroyale.homestead.com, justsolos.com and classicspeedway.com. Does anyone have any information on the shot of the two Nortons? – Ed

A great read

My son sent me a copy of 'Being There'; four times world champion Hugh Anderson's brilliant autobiography. When I received it I thought that I might save it till winter but after flicking through the photographs I thought that I might read a few pages. I finally stopped at number seventy. Nothing was done during the next few days but read this very well written book. Hugh takes you on his pillion through what is an extraordinary life. He either kept a very good diary or has an extraordinary memory; a brilliant read. I have lent it to a couple of my mates on the island – all agree that it is a great book. It is not only about racing but human endeavour as you follow in the tracks of a young man living his dream. There were times when he was penniless others when he was injured but he rose above the hardships and went on to claim 25 Grand Prix wins, 47 podium positions and was recognised as the 6th most successful rider in the history of the World Championship series. Had



Hugh not been a successful competitor he could well have been a great author

Brian Douglas
Macleay Island, Qld.

Start or no start?

I was part of the PCRA Australian team that travelled to New Zealand to take on the Kiwis for round 2 of this year's Trans Tasman Challenge on 24-26 October. As your readers would know, we host them in March of every year at Eastern Creek, and they return the hospitality at Hampton Downs Raceway in October.

We had 21 solo riders, and 6 sidecars this year make the trek. Having crated our bikes, got them in the container, contributed to the cost of shipping the bikes over, spent our money for flights, accommodation and food, imagine our surprise upon arrival at the circuit to be told that we could not compete due to the lack of 'start permissions' from MA not being received by the Clerk of Course!

Investigations revealed that whilst we all had paid our AON Insurance to allow us to ride overseas under MA regulations some weeks earlier, MA had failed to follow through and advise the NZ organisers as required. This is our 5th year at doing this so I can tell you there were some pretty pi**ed off riders around the place. Fortunately the New Zealand guys are pretty keen racers, and so a compromise was reached, and the Clerk of the Course came up with some creative solutions to enable us all to run anyway.

We all enjoy the annual Kiwi trip so it would kinda be nice if MA laid out the rules so we all understand exactly what's required and this sort of thing does not happen again. By the way.. we thrashed 'em.. Aussie, Aussie, Aussie. Silverware ours once again!

Ian Morrison
Brisbane, Qld.

And the reply from Motorcycling Australia:

Dear Ian,
I have been given your email address and asked to provide you with some information on Start Permissions for Australian riders competing in New Zealand by one of our Motorcycling Australia Board Members. Hopefully this will assist with your planning in future.

If an Australian rider wishes to ride in an event in NZ, the way it works is that a rider needs to purchase insurance and apply for a start permission (an FIM licence is not required between Australia and NZ). This information is usually contained in the Supplementary Regulations for the event the rider wishes to ride in or can be obtained from the Race Secretary. The SR's for the recent event in NZ outline this requirement.

The process follows that the rider will contact AON or another insurance provider to purchase the required insurance, then the rider contacts MA for a start permission. MA checks that the rider has adequate insurance and then issues the start permission.

If the rider has purchased AON insurance, Michelle Rhook from AON sends MA the dates of cover of each individual as a matter of routine. This email only provides dates of cover not the event itself or the relevant discipline – the rider needs to contact MA to arrange a start permission for a specific event otherwise there is no way of knowing which event the rider needs a start permission for. I am sure you can appreciate that there were multiple events in multiple disciplines in NZ that Australian riders were travelling over for in the period of the International Motorcycle Classic Road Race event.

The reason why some riders in the event you attended had start permissions and others did not was the ones who had them contacted MA to arrange them. Last year Peter McMillan contacted MA with a list of names to arrange all the start permissions for this specific event. This didn't

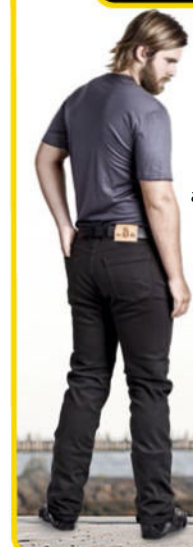
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The Maicoletta was a tough little cookie. This photo from the 1964 Clubman Rally shows a Maicoletta, two-up, chasing a Triumph through Belmore Falls.

happen this year which means MA was not aware and had no way of knowing who was planning to take part in this specific event.

In Australia for an event of this type, the Race Secretary would have identified the lack of start permissions earlier but it appears that the system in NZ is slightly different than here – NZ have far fewer riders to worry about so it is understandable that they provide more of a personal service. Start Permissions can be arranged quickly and all MA needs is the relevant information via phone call or email.

To apply for a start permission, you will need to send an email to eventsadmin@ma.org.au with the following information:

- Your name as it appears on your MA or FIM licence
- Your date of birth
- Your MA or FIM licence number
- The name of the event/s you are competing in
- The location of the event/s you are competing in
- The dates of the event/s you are competing in
- The IMN of the event/s you are competing in.

A start permission can be issued for entire championships, so it is important that you provide all information at the same time if you are planning to do an entire or selected rounds of a championship or series.

In summary, the fact that it was not identified that the riders did not have start permissions prior to the International Motorcycle Classic event was somewhat of a system failure with a level of responsibility on both sides. However, the onus of responsibility is ultimately on the rider to ensure the appropriate licence, insurances, permissions are in place for the individual to take part in any given event.

Bron Sorensen

*High Performance & Events Manager
Motorcycling Australia*

Maicoletta memories

The photo of Brendan van de Zand’s Maicoletta scooter (*OBA 55 Dargo High Plains Rally report*), stirred my geriatric brain. I had two of these around 1962, both fitted with sidecars. The wife’s one was fitted with a Morris 1100 rear tyre. I made the (sidecar) chassis with trailing arm suspension and the body from an ex-WW2 fuel drop tank on rubber block mounts. It carried daughter and her large dog in reasonable comfort. We competed in the Clubman’s Rally to Cessnock and return (crew was wife and daughter, then aged 14), many trips to Bathurst, and it never failed to start and arrive. The main downside was the width of the footboards for solo cornering. In terms of performance, it outran my low-geared Jawa scrambler on the long straight into Bathurst. My 70-odd years of motorcycling, much of it on three wheels, continues on per Postie bike, though not on the road. And yep, it has a side-box.

Ron Shoemark

Lower Belford, NSW

Looking for a home

Dear Jim,

Further to our conversation at Queensland Raceway in early November, I am sending you details of two Nortons (right) that I have for sale and that may be of interest to readers. One is a 500cc Manx Norton that has achieved many good results in Queensland and is the first Manx ridden by Kork Ballington and Barry Sheene. The Trials Norton needed a better rider than me. Both bikes are not in ex-factory condition but in good ready to use order. If anyone is interested I can be contacted on 0497 799 480.

Rob Olsen

Chermside West, Qld. >



Draggin Jeans
Best Letter

Octane ain't the answer

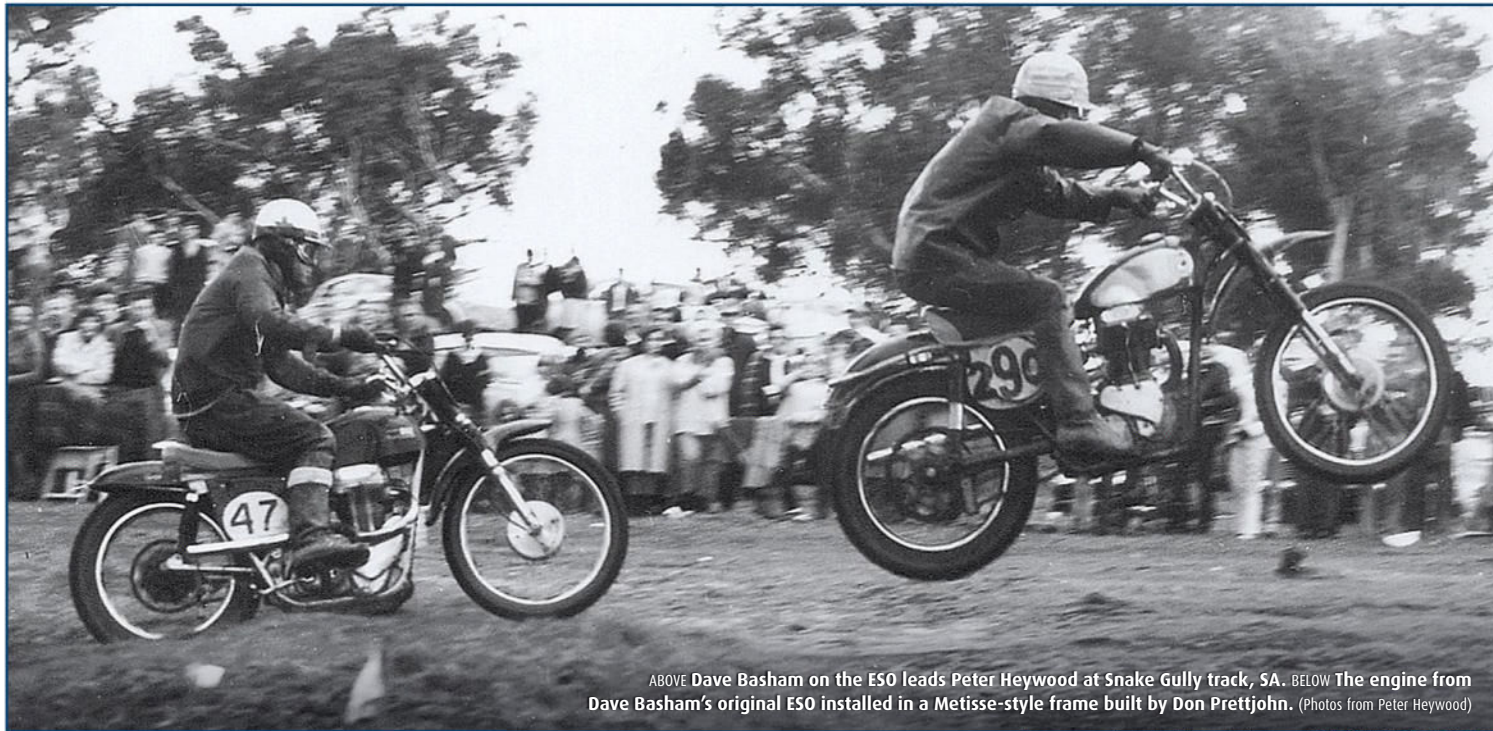
Another Velo Rally (the 2015 V.O.C.A. Good Companions in W.A.), another holed piston. These are not melted through, they are blasted through by pre-ignition. At every rally there is at least one. I have been told that a standard Velocette will “ping” (detonate) on high octane petrol. What they are hearing is not detonation but far worse; it is pre-ignition caused by running too high an octane fuel that is still burning long after the exhaust valve opens, and so overheats the exhaust valve. Detonation and pre-ignition are not the same thing although they can be connected. The calorific value of all petrol is about the same but the higher the octane, the slower it burns, and so it has to run in a high compression engine to speed up the burn. The burn should be completed when the exhaust valve opens. The compression ratio governs the speed of the burn; the higher – the faster.

The easiest time to light the fuel/air mixture is at the start of the compression stroke where it can be lit by an overheated exhaust valve. When this happens the flywheel insists that the compression stroke be completed and the resultant explosion has nowhere to go but into the crankcase via the piston crown. The ideal octane fuel to use is one that will just detonate under gross abuse; too much throttle at too low revs. Once I accidentally filled my Moto Guzzi Le Mans with 91 octane and on little throttle I rode it home, but it went so well that I carefully used it up until at the end I used too much throttle for a gap in the traffic when it indicated its distress. When I removed a cylinder head I found no damage at all. It has a compression ratio of 10.0:1.

Andrew Duncan

Wilton, NSW





ABOVE Dave Basham on the ESO leads Peter Heywood at Snake Gully track, SA. BELOW The engine from Dave Basham's original ESO installed in a Metisse-style frame built by Don Pretjohn. (Photos from Peter Heywood)

ESO info

After reading the article on the ESO Scrambler (OBA 55), I can fill in some missing information. In 1959 Mr Fred Jolly of Adelaide, a well known supplier of JAP-powered speedway bikes and engines for racing, went on a trip to the Iron Curtain countries. While in Prague at a trade fair, Fred saw the new ESO SR45 speedway bike on display, plus ESO Scramblers and ESO road racing machines. Before leaving Prague, Fred had signed up a deal for him to become the Australian dealer/supplier of these bikes. In a newspaper article I have from December 1959 it states the new Czech speedway bike has arrived in Adelaide. It states that Jack Young is having trouble mastering these new bikes. At first, two bikes arrived plus five ESO engines. Some of these early engines had scrambles cams fitted, so a number of engines were damaged on start up. Fred soon rectified this problem, fitting the correct cams. The early ESO speedway bikes were fitted with clip-on handlebars and some bikes had 2-speed countershafts fitted.

Bob "Cowboy" Sharp from Sydney bought one of these very early models.

Fred Jolly was selling the ESOs from his house at 3 Cooper Place, Beaumont SA, so that is where one went to obtain spares and complete bikes. Some of the early motors were fitted into TQ midget speedcars. In 1962, there were 13 ESO bikes being used in Australia. These new motors needed less maintenance than a JAP motor and developed more horsepower. Two gentlemen here in Adelaide got to know these new engines pretty soon; Len Bowes, who worked for Harry Denton, and Len Dyson of sidecar fame. Len ran his own engineering business. Back in 1964 I started attending the scrambles here and a young rider, Dave Basham, was riding a new ESO Scrambler. Dave became my hero in those days, winning a lot of races on this machine. There was also a 350 ESO Scrambler ridden here by Don Dunstall. Local rider and frame builder, Peter "Fats" Heywood built a new Metisse-style frame for the ESO power unit. Dave competed on it for a number of years before moving on to other bikes.

In the mid 'sixties Fred Jolly lost the ESO dealership and C.H. Denton took it on and sold quite a number of ESO/Jawa speedway bikes. When one bought a bike from Dentons, they received all the spare parts; engine sprockets, countershaft sprockets, instruction book, and rear sprockets. Then B & D Fraser obtained the dealership for speedway, trials and road-going Jawas, carrying a wide range of spare parts.

Paul Watkins
Valley View, SA.

Historic chairs

I write in the hope that someone out there may have some stuff that I need. I race a P5 Historic Sidecar in QLD (chassis was built by Barry Horner of Irving Vincent fame) and run a GT 750 Suzuki



(waterbottle) engine. I am looking for engines or parts there of that have been raced in the past and are lying around in sheds unused. In particular I would like to find some straight cut primary gears for the GT but am interested in anything. Years ago I was the proud owner of a 977cc waterbottle engine and sold it to a bloke from Ipswich and would love to get my hands on that engine again. I believe it

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was built in Brisbane by Fred Howie and run in a speedway outfit prior to my owning it. If anyone knows its whereabouts I would love to hear of it. Also looking for historic side cars that are laying about waiting to be restored and put back on the track. We know that there are a lot of bits and pieces out there gathering dust so drag them out and lets put them to good use. Thank you to Old Bike magazine for promoting Historic racing and bringing us such great stories and information.

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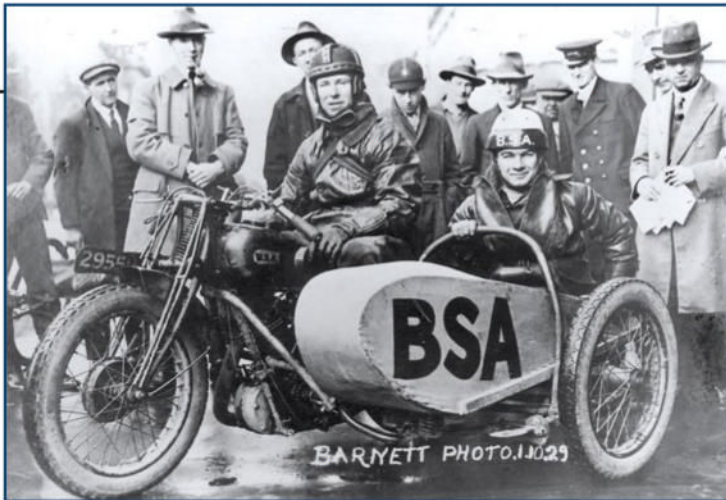
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Rex Powell and Percy Bryant on arrival in Hobart in 1929.

Percy's progress

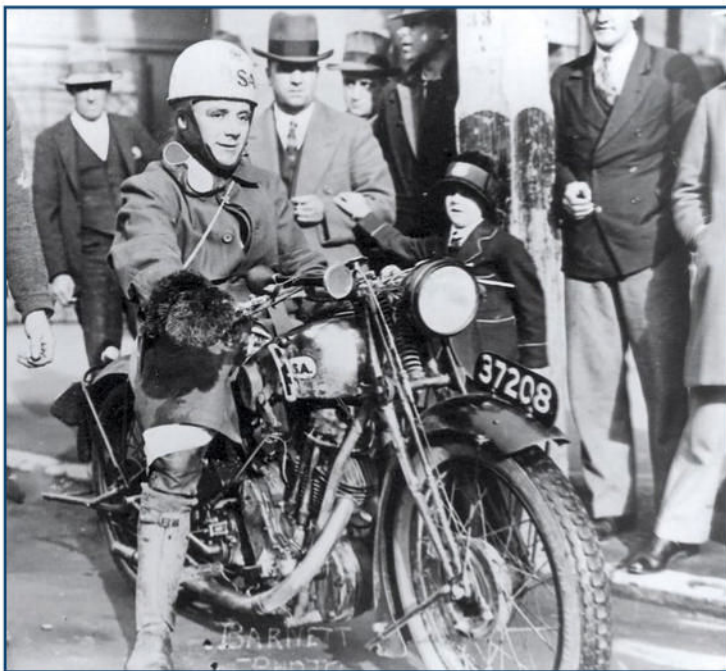
I would like to thank Ken Young (*OBA 55* Letters "Answers to Tassie Treasures") for providing information on the very old photographs that were featured in *OBA 54* Out & About ("Tassie Treasures" page 77 showing the Golding brothers and W. King in 1906). I obtained this photo from Warwick Golding; his great-great grandfather is in the photo and the shop in the background is still owned by the Golding family.

But I must disagree with Ken regarding Launceston to Hobart records finishing in 1929. Two well known records that spring to mind were both set by Percy Bryant, the first being a motorcycle record (solo) leaving Launceston on 23/12/1934, arriving at Hobart G.P.O. one hour, fifty two minutes later, riding a long stroke 500cc BSA (probably the same bike that he rode in speedway events until he graduated to a Rudge). Two years later on 20/12/1936, Percy set the car record in a 1935 V8 Ford, leaving Launceston G.P.O. at 4.10 am and arriving at Hobart G.P.O. in the time of one hour 49 minutes and 14 seconds. This was also a one-way record attempt. Percy was also in the sidecar when Rex Powell set a record on 1st October, 1929, travelling the 123 miles in 2 hours 19 minutes. So it could be said that Percy Bryant held the record on 2, 3 and 4 wheels. Incidentally this is the same Percy Bryant who toured England in 1930 with Frank Arthur and the Australian Motorcycle Speedway Team.

There will be more about Percy in the article that I am in the process of writing for *OBA* on the early speedway tracks in Hobart, such as Northall Park and Sunderland Street Speedways. ■

Jeff Frankcombe
Hobart, Tas.

Reg Hay, who set a solo record from
Launceston to Hobart of 1 hour 56
minutes in 1929 on his BSA.



Old Style CLASSIFIEDS



1973 Harley-Davidson TX125

So here we have a Genuine Harley Davidson, albeit not quite as we know them today, but a piece of history all the same – she has travelled very low miles, showing only 2,153 miles. #584H3 \$7,500. Call Richard – 0400 222 040

1983 Honda CX650E

Showing 40,224 Miles. Be quick to secure this one! #00456 \$7,500. Enquire now – 1300 734 826

1975 Honda CB750K5

This red CB750 is showing only 13,460 miles and is one very tidy and clean bike indeed. #25000 \$9,990. Call Today – 0400 222 040

1974 BMW R90

Low miles and VERY good condition – only 29,855 miles from new. #43056 \$12,500. Call Richard 1300 734 826



1981 Suzuki GSX1100

This GSX1100 is simply a glamour – the paintwork, alloy and chrome are in sensational condition. #06619 \$9,750. www.classicbikesdirect.com.au

1973 BMW R75/5

Only 2 owners from new and the last one since 1977! #02160 \$10,950. Enquire now – 1300 734 826

1975 Triumph Trident T150V

This example is showing only 10,774 miles and is very tidy throughout. #44213 \$11,950. Enquire sales@classicbikesdirect.com.au



1972 Kawasaki Z1 900

Rare and desirable – this is where the appreciating dollar will be. #03893 \$22,000. www.classicbikesdirect.com.au

1970 Honda CB450

Showing only 16,519 miles she would be a great retro ride or base for a full restoration. #06944 \$8,750. Call now – 1300 734 826

1985 Honda VFR1000R

This example has stock pipes and low mileage. Manufactured in April 1985 – serviced in our workshop and ready for use. #02295 \$12,990. Enquire sales@classicbikesdirect.com.au

1972 Honda CL450

This example is showing 20,709 miles – presents very well – and would be great as a club run bike or even daily ride. #05086 \$7,750. Enquire today – 1300 734 826

1986 Suzuki GSXR750R

She is not perfect, but a very good base for a ride bike / restoration to original or? #06873 \$12,000. Call Richard – 0400 222 040

1979 Kawasaki KZ1300

Showing only 12,524 miles she hasn't exactly done much work – enquire early. #04678 \$12,990. Enquire sales@classicbikesdirect.com.au

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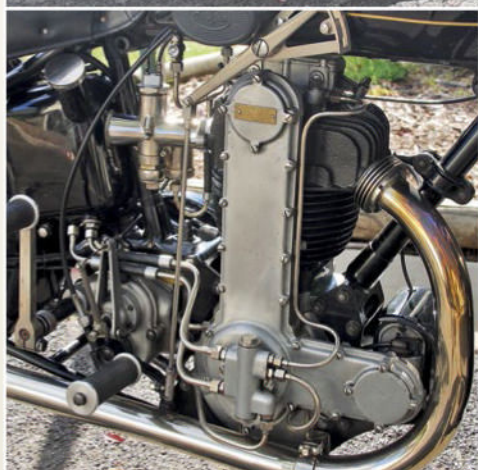


CLASSIC COB

OUT IN THE SHED



ABOVE Rob Smyth (right) with the M10SR AJS, and Michael Smyth with a 1924 B1 350 AJS at the 2015 Jampot Rally. LEFT The engine of the M10SR. A lot of work went into rebuilding this old racer.



Rare overhead cam AJS

The first weekend in November I attended the Jampot Rally at Kelso near Bathurst. There was the usual roll up of twin and single AJS Matchless motorcycles including some nice looking Competition Models. However one different machine caught my eye and appealed to me the moment I spotted it. It was a 1929 M10SR 500 OHC owned and built by Rob Smyth from South Australia. He was there with his son Michael who was riding another of Rob's machines, a 1924 B1 350 which Rob purchased in 1958 for one pound.

It transpires that Rob was an Electrical Technician working at the South Australian Institute of Technology which later became the University of South Australia. He explained to me that the letter M indicates that the machine is a 1929 model, 10 is 500 OHC, S for Special and R for Racing. His machine was originally stamped No.5. When raced it was

fitted with a sidecar and raced by Alex Ridgeway in both scrambles and short circuit meetings. It had a major engine blow up in the late 1940s or early 1950s and never rebuilt. Chris Harley gave Rob some parts and agreed to give more once he saw that he was undertaking a rebuilding task.

These parts initially consisted of two crankcase halves and a couple of heads. The crankcases had been cracked vertically and required extensive welding. A later model feed oil pump was fitted which then required Rob to make a new scavange pump which lubricates the cam chain. There were no flywheels, pistons or valves. Steel Red Hunter flywheels were fitted which gave a 95mm stroke and 83 mm bore. The original engine would have been 101 ml stroke with a 79 ml bore. The petrol tank was located in Broken Hill and the rear 21 inch rim in Mildura. The racing machine would have had a four speed gearbox which was unable to be located so a 3 speed close ratio from another 1929 model AJS was fitted. Rob tells me that this was the last year that AJS actually made their own gearbox.

This machine is fitted with a nine inch rear and an eight inch front brake which is correct for the original specifications. He used a modified M8 frame. The original M10SR frame had a third strut going from the back axle to the rear of the engine

under the gearbox. This project took several years before it was completed in 2000. He has ridden this motorcycle in a number of rallies during which time it has clocked up some 27,000 miles. Rob took it to show Alex Ridgeway who then produced a photo of this machine in racing trim. Alex has since passed way. Rob tells me that he is aware that there is also one of these machines being restored in Tasmania.

This machine is a credit to Rob's engineering skills and ability and shows how somebody with dedication can make such a nicely presented and reliable motorcycle when they had so very little to commence with.

Goulburn Motorcycle Swap Meet

The first motorcycle swap meet in the new year is at the Goulburn Show Ground on the 17th January, 2016. Sellers are allowed in from noon Saturday the 16th and buyers from 6.00am on the Sunday. This is another of those swaps where there is no bric-a-brac, clothing or furniture, just plain motorcycle parts, and in some cases, complete machines for sale. Sellers sites are \$15 each and buyers admission \$5. For further information contact Wayne Adams on 0437 401 033. ■

See you next issue,
Pete

You can get in touch with Pete at...
cob.smith@bigpond.com
or call (02) 6553 9442 after 7.00pm

....the letter M indicates that the machine is a 1929 model, 10 is 500 OHC, S for Special and R for Racing.

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Buzz Box

OLD BIKE NEWS



Back in leathers; Marty Craggill.

Craggill back for Island Classic

Twice Australian Superbike Champion (1997-1998) Marty Craggill will break an eight-year retirement to race in the Australian team at the 2016 Island Classic on January 22-24. 46-year-old Craggill will ride Phil Andrea's Yamaha TZ750 in the team event, with Queensland veteran Johnny Allen on a similar four-cylinder two stroke. Alongside them in the Australian team will be Steve Martin, Shawn Giles, Cameron Donald, Scott Webster and Jed Metcher (all on Suzukis), Beau Beaton (Irving Vincent) and Paul Young (Harris Honda). The local side will be up against 8-man teams from New Zealand, Ireland, USA and the defending championship, UK. The UK squad again features TT hero John McGuinness, as well as Jeremy McWilliams, Ryan Farquhar, Conor Cummins, Glenn Richards, Keith Higgs, Michael Russell and James Hillier. As well as the International Challenge, the packed program includes races for categories from Period 2 up to 1990, plus trade displays and the popular Shannons Parade Lap. For tickets and camping information call the circuit on (03) 5952 2710 or visit www.islandclassic.com.au ■

Old BIKE AUSTRALASIA

• ISLAND CLASSIC • BARRY SHEENE FESTIVAL •



LEFT Kevin Schwantz will be Manx-mounted the BSFoS in 2016. ABOVE Chris Vermeulen, back on track.

Schwantz on Manx for Sheene Festival

The 500 Classic class at the 2016 Barry Sheene Festival of Speed will be enlivened with the addition of former World 500cc Champion Kevin Schwantz aboard Ken Macintosh's Manx Norton which was raced in the Isle of Man Classic TT by Bruce Anstey. Joining him on the grid will be Kiwi veteran Dave Cole on Ross Graham's McIntyre Matchless, Nick Cole on Peter Lodge's ES2 Norton, and a full field of local stars including Ian Lovell (Norton ES2), Neil May (Manx Norton), Bob Rosenthal (Matchless G50) and Jack Wright (Manx Norton).

As well as racing the Manx Norton, Schwantz will line up in the Barry Sheene Top 50 aboard a McIntosh Suzuki, while former Supersport World Champion and Moto GP winner Chris Vermeulen will return to the track to ride a Suzuki XR69 owned by Paul Edwards, appropriately in Barry Sheene livery. Schwantz will also be on track in the GP Legends Clash, where he will ride an ex-works 1994 XR84 Suzuki. With previously announced Didier de Radigues and Christian Sarron now unavailable, Jeremy

McWilliams and Kevin Magee will also be in the Legends line up. Now a regular at the BSFoS, Maria Costello will ride Peter Beugger's 500cc Paton twin, the same machine she raced at the Isle of Man Classic TT.

Organiser Peter Macmillan says interest in the 2016 event is at an all-time high. "As well as the huge influx of international riders, we have had enormous interest from the trade and other exhibitors," he said. "The paddock area will be packed with all sorts of displays and trade stands. Stu Avant and Tom Dermody will have a big display of rare race bikes in their Pirelli hospitality centre, including the ex-works YZR500 that Kevin Magee will ride."

The 2016 BSFoS will be held over four days from March 17-20, with private practice on Thursday, qualifying on Friday morning and racing from Friday afternoon. The feature event, the Barry Sheene Top 50, will be contested over four 6-lap legs. For tickets and information visit www.barrysheene.com.au or email festivalofspeed2015@gmail.com ■

• TRAN-TASMAN CHALLENGE • IOM WORKS NORTON •



Attention BEARS racers; get aboard the Christchurch trip!



David Johnson and Cameron Donald – Norton team mates for the TT.

All-Australian works Norton team for 2016 TT

Two-times Isle of Man TT winner Cameron Donald will continue his role with the works Norton team for the 2016 TT, and will be joined by South Australian David Johnson. The duo will ride the Aprilia-engined SG5 Norton in the Superbike and Senior TT races next June. Johnson is a rising star amongst the TT elite, achieving a best result of 4th place last year and setting a best lap of 131.595 mph – the ninth fastest in TT history. In addition, ex-pat South Australian Glenn Richards will continue his testing role with the team, which will again be managed by Mick Grant.

The first Australian to gain a works Norton ride was West Australian Len Stewart, who rode a CS1 model in the 1927 TT. Since then, Harry Hinton Senior, George Morrison, Gordon Laing, Ken Kavanagh, Maurie Quincey and Tom Phillis (on the works Domiracer) have all had stints as factory Norton riders. ■

BEARS at Christchurch

Christchurch B.E.A.R.S. Racing Club is hoping to attract Australian racers to their 2016 Trans-Tasman Challenge by offering a container and all freight costs from Melbourne to Christchurch and return. The annual "Sound of Thunder" race meeting will be held at Ruapuna Mike Pero Park from February 27-28, 2016, with an open practice day on Friday 26th. The Melbourne shipment will depart Sunshine Freight Depot on Thursday January 28, and will be repacked for the return trip on the day after the event. Track garages will also be supplied at no charge to the visitors. There will be barbeques each night, and there is plenty of accommodation nearby. For more information, contact Eddy Garner at eddy.garner@hotmail.com. Ph 0416 046 901. ■

Campbell family relish V8 experience

1957 350cc World Champion, Victorian Keith Campbell, was one of a select few to race Moto Guzzi's 500cc V8, and Keith's brother George and nephew Keith are looking forward to seeing and hearing the legendary machine at Broadford next Easter. The priceless racer, owned by Giuseppe Todero, the son of its designer Umberto Todero, will be demonstrated on track throughout the weekend, making its sole Australian appearance before being flown back to Italy. Giuseppe says, "I am so happy to be given this opportunity to come out to Australia with our friends and our special Moto Guzzis. I've heard a lot about this country, its people, its Grand Prix riders and the 'hoppers'. I want to meet the family of Keith Campbell, one of the Aussie riders of my bike too."

Named after his uncle, Keith Campbell is a multi Australian Champion in Classic Racing and is hoping to be able to "complete the circle and ride a bike from my uncle's era, if our Italian friends OK it."

As well as the action on the road race circuit, the 2016 PBBB will feature a huge Dirt Track side, with all manner of bikes, from US Flat Trackers to home-grown specials, taking to Broadford's testing layout. For full details, visit www.ma.org.au or call event organiser Peter Drakeford on (03) 9684 0515 or 0422 299003. ■

See or 'What's On' listings on page 113 for more race and event dates and information.



Australia's first World Champion, Keith Campbell, in action on the Moto Guzzi V8 in the 1957 Belgian Grand Prix.

Little Scrambler

Capitalising on the success of their Scrambler brand, Ducati has previewed the new Scrambler Sixty2 – a LAMS Approved 399cc v-twin that gets its name from the year the Ducati Scrambler first appeared – 1962. No price has been announced for the new model, which will be available in a choice of three colours and should be on sale in Australia early in the New Year. ■



Guzzi's scrambling too!

Shown to an appreciative audience at the EICMA Show in Milan in November, the Moto Guzzi V7 II Stornello (which loosely translated means "folk song") is a brand new incarnation of the 1967 Stornello Scrambler America, a single cylinder model. The new Stornello uses the proven 744cc 90° v-twin and six-speed gearbox, with a red and white décor reminiscent of the original machine. Further retro touches include the rubber knee pads on the fuel tank and the plush dual seat. The new model is fitted with a two-into-one Arrow exhaust system and has standard ABS and traction control that can be disengaged. As yet there is no word on Australian pricing and availability, which is expected to be first quarter 2016. ■



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Enfield expansion

Royal Enfield Australia's dealer network has expanded further into New South Wales to include a new dealership in the inner west suburb of Burwood. Royal Enfield Sydney will become New South Wales' first Royal Enfield concept store. The dealership location – also known as Eagle Rider Sydney – is well known for hosting motorcycle tours across Australia with a fleet that includes Royal Enfield motorcycles. It was their experience with Royal Enfield tours that fueled the passion of owners Will & Santina Keith and Simon Gobran, and further inspired them to open their own dealership. Will and Santina have both been involved in the motorcycle industry in the US and Australia. As motorcycle tour operators they compliment one of Royal Enfield's core values; to encourage more riding and exploration of our country's beautiful terrain. As the state's first concept store, Royal Enfield Sydney will soon feature the full range of Royal Enfield Motorcycles, accessories and apparel, and provide test rides and service for Royal Enfield motorcycles.

Royal Enfield Sydney
 336 Paramatta Rd
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 02 9715 7354
 Email: info@resydney.com.au
 Web: royalenfieldsydney.com.au ■

Chum, not Jack

A NUMBER OF READERS have pointed out an error in the ESO story in *OBA 55*. On page 33 it says "Jack Young also won the 1966 Australian Speedway Championship on an ESO". Not so. The 1966 title, held at Adelaide's Rowley Park, was won by West Australian Chum Taylor (pictured) riding a J.A.P. in what must have been the last such championship for the venerable British marque. The following year, also at Rowley Park, the winner was local Jack Scott. ■



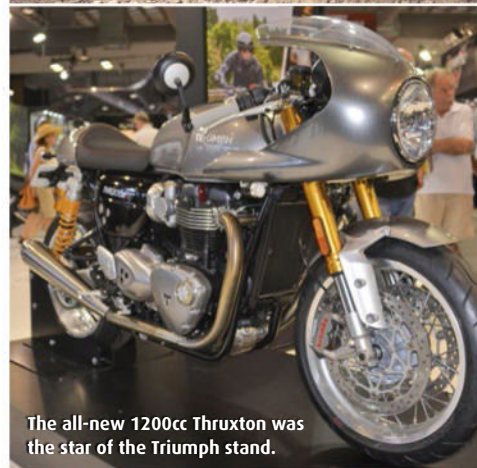
• SYDNEY MOTORCYCLE SHOW •



Ducati surprised by revealing the all-new Multistrada 1200 Enduro.



Fearsome TZ700 Flat track racer on the Yamaha stand.



The all-new 1200cc Thruxton was the star of the Triumph stand.



Kel Carruthers entertained visitors all weekend with reminiscences from his illustrious career.



Superbike legend and promoter Troy Bayliss officially opens the Show.



Royal Enfield display included the new model 350 Classic.

Sydney show packs 'em in

Despite scorching temperatures, over 24,000 people flocked to Sydney Olympic Park for the 2015 Sydney Motorcycle Show held from 20-22 November. Brands including Ducati, Triumph, BMW, Kawasaki, Indian, Victory, Harley-Davidson, Suzuki, Yamaha, MV Agusta and Royal Enfield all released new models just days after their global launch at EICMA in Milan.

A huge line-up of special guests mingled with show visitors across the weekend including football stars Nathan Hindmarsh and Michael Hooper who were on the Harley Davidson stand, former world 250cc champion Kel Carruthers on the Yamaha stand, Graham Crosby at WFO and Garry McCoy at Steven Walter Foundation.

Yamaha Motor Australia Communications Manager Sean Goldhawk said Yamaha enjoyed one of their best ever shows. "Yamaha used the 2015 Sydney Motorcycle Show to celebrate our 60th Anniversary and to communicate our new Blue and White world and Lifestyle product segments," said Goldhawk. "We revealed a range of new models at the show

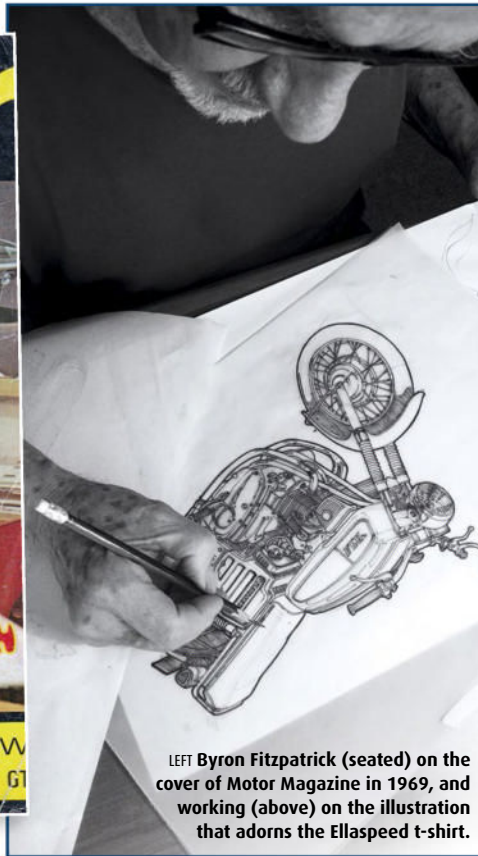
and received universally positive customer feedback. Our stand was humming the entire weekend making this event one of the best shows ever for Yamaha," he added.

Event Organiser Troy Bayliss said the feedback from both exhibitors and consumers was extremely positive. "We have had a lot of feedback from exhibitors confirming they recorded their largest sales in Sydney in comparison to similar events," said Bayliss. "The atmosphere across the weekend was phenomenal and it was great to see so many people participating in the test rides. "We would like to thank the exhibitors, sponsors and most importantly the visitors who attended the event," Bayliss concluded. ■

Under the Chequered Flag



LEFT Byron Fitzpatrick (seated) on the cover of Motor Magazine in 1969, and working (above) on the illustration that adorns the Ellaspede t-shirt.



BRYON FITZPATRICK recently passed away at his home on Bribie Island, Queensland, on Sunday, September 27, aged 84.

Bryon received worldwide acclaim as a celebrated product designer with fantastic drawing skills. He passionately continued to practise these talents to the end. He loved all things automotive and to the old bike fraternity Bryon made a significant contribution. In the early 1960s well documented management turmoil saw the final design of the new BSA/Triumph three cylinder machines farmed out to a design consultancy – Ogle. Bryon worked there at the time and he was credited (although not individually acknowledged) with penning the resultant BSA Rocket 3 and sister Triumph Trident. The Rocket 3 was released in 1968. The largely square geometric overall design differed greatly from anything else in the market. It was really ahead of its time and some say it didn't bode well with the majority of the conservative motorcycling community and so was face-lifted to a more conservative design in 1971. The standout feature in Bryon's design are those amazing swooping triple outlet mufflers affectionately known as "rayguns" or "Flash Gordon mufflers". Bryon's son (Leon) has published that Bryon had actually drawn them up as a joke however, they were submitted and actually approved for production. An original set of "rayguns" is highly-prized by collectors today. They actually perform very well with excellent flow and

long life. They were also considered better performers than the redesigned later items. The "rayguns" have stood the test of time and have become the iconic standout feature of the short-lived early triples. OBA pays tribute to the Rocket 3 in OBA 48. Not many early model Rocket 3s were produced but quite a few still frequent the local "Triples Rally" each year.

Bryon's fantastic rendering skills also earned him the name of "The Drawing Machine" and videos of him in action can be found on the internet. I particularly remember (and still have copies) of 'Street Car' magazine which printed one of Bryon's series of Aussie muscle car renderings in each edition from the beginning of 1984 to early 1985. In 2014 he was commissioned by "The Machine Files" to render a set of blueprints of classic motorcycles. The first was a 1975 Ducati 900 SS and there was also a Norvin. Earlier this year Bryon worked together with Ellaspede to redraw his famous Rocket 3 which was to be printed on a limited release tee shirt. 100 individually numbered tees were released for sale on the 10th of November but sadly Bryon didn't get to see the product launch. I don't have a Rocket 3 but I did buy the tee shirt and there are still some available from Ellaspede in Brisbane. This is Bryon's final contribution but will remain a lasting legacy of his design and drawing skills. Vale Bryon, your talents will be missed. ■ Gaven Dall'Osto

Keith Milich (right) with his Rapide, and scrambling (bottom) on his MAC Velo in the early 'fifties.



In OBA 31 we ran a feature story on **KEITH MILICH** with the title, "Never a dull moment". The headline perfectly captured the spirit and vitality of one of Adelaide's best-loved motorcyclist, who passed away on November 30, aged 86.

Keith's modest house was crammed with motorcycles and parts – not just in the shed but throughout virtually every room of the house itself. His beloved Vincent Rapide – a motorcycle he owned since 1949 when it was one year old, was regularly ridden, as was his Velocette Thruxton – reputedly the last one assembled by the factory in 1970. Both bikes were retro-fitted with electric starters to allow him to continue to exercise his passion for riding, and the first thing Keith did with his now push button-equipped Rapide was to ride it to and from the National Rally in Victoria. Sharing the shed with these two machines were a 1927 350cc H6 AJS and several other Velos, including a 1946 MAC which Keith bought in 1950. This bike was sold new through Adelaide agent Lou Borgelt in July 1946 to a Mr Tanner, who paid £205 for it. After owning the MAC for four years and racing it in scrambles and hill climbs, Keith sold the bike and thought that would be the last he saw of it. Five owners later, in 1974, he bought it back for ten dollars. Keith was a life member of both the Vincent HRD Owners Club of SA and the Velocette Owners Club of SA, and a member of the Veteran Competitors Club of SA. His funeral was held on 7th December in Norwood, Adelaide. ■ JS



BRYAN HINDLE

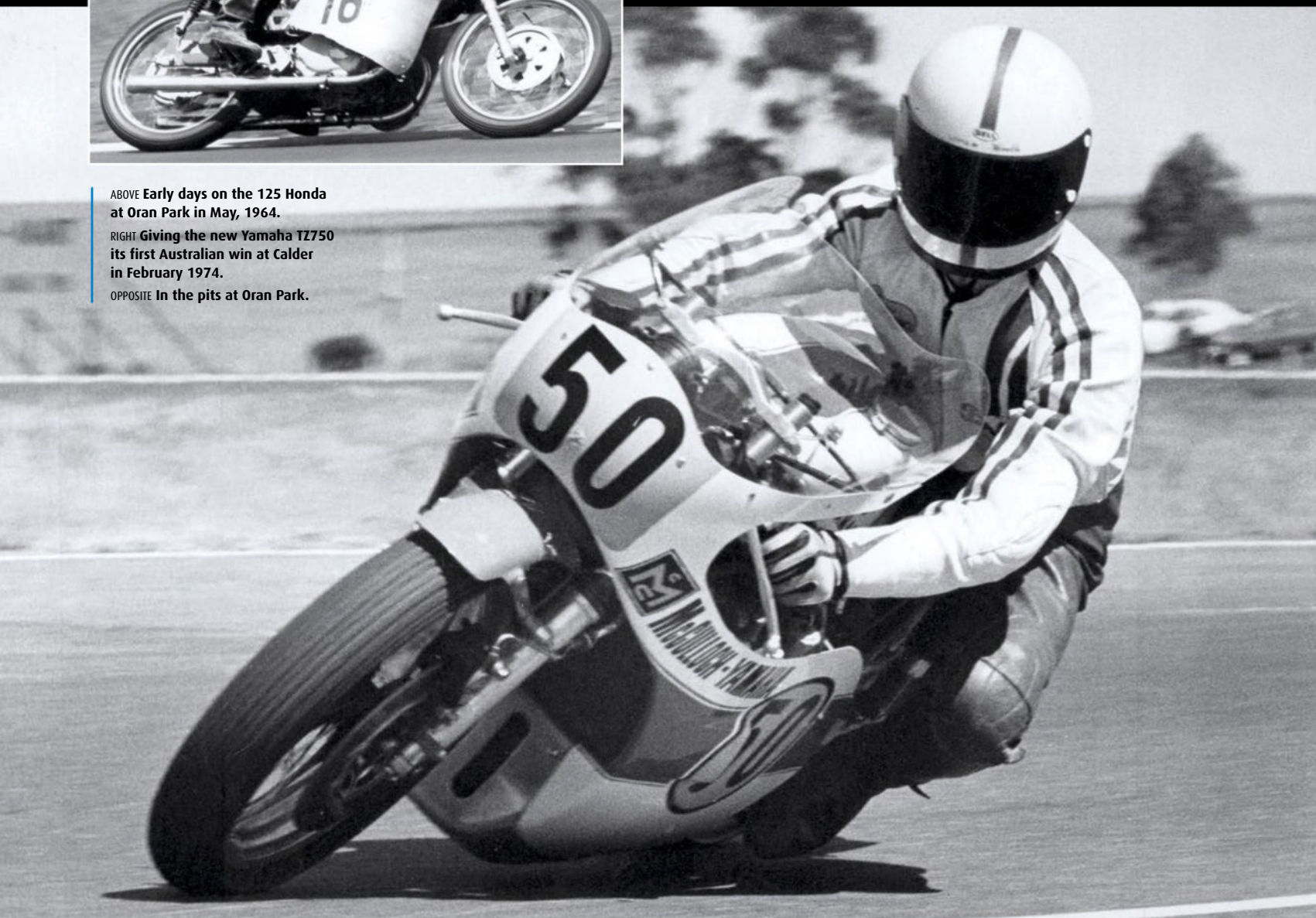
ONE QUICK CHEMIST



ABOVE Early days on the 125 Honda at Oran Park in May, 1964.

RIGHT Giving the new Yamaha TZ750 its first Australian win at Calder in February 1974.

OPPOSITE In the pits at Oran Park.



Is there a stereotype motorcycle racer? If so, Bryan Hindle probably would not have fitted the bill; teetotal, strongly religious, slight of build, baby faced, but possessed of a fierce desire to succeed.

Story Jim Scaysbrook

Photos Merv Whitelaw, John Hiscock, Rob Lewis, Dick Darby, Greg Heath, Ken Duperouzel.



BRYAN HINDLE



While on honeymoon following his marriage to Berna in December 1961, he visited the annual New Years Day meeting at Phillip Island in January 1962, where newly-crowned World Champion Tom Phillis and his 4-cylinder Honda 250 were the star attraction. Bryan was impressed, but admitted thinking that he could hold his own with the rest of the fields. Food for thought.

As a single bloke, Bryan had owned a Velocette MSS, but that was disposed of prior to the nuptials. However he needed transport to get to and from work, so he purchased a 125cc Honda Benly twin. It was a quick little gadget, even in road trim, and Bryan decided to have a crack at racing it as well,



TOP LEFT On his converted ride-to-work Honda Benly at Bathurst in 1967.

ABOVE Not exactly a picture of sartorial elegance, Bryan hustles his Velocette special up the hill at Bathurst in 1966.

BELOW LEFT "A bit of a beast". Bryan on his 500cc Velocette special at Oran Park in 1967.

mindful of the fact that it was a vital tool in his daily life as well. The Benly was fitted with a home-made full "dustbin" fairing, which were still legal in these parts although outlawed in Europe. It was no thing of beauty ("the ugliest fairing ever made" he said) but at Bathurst at Easter 1963 he finished a creditable twelfth in the Ultra Lightweight TT, which was won by Allan Osborne on a much more highly tuned Benly. The result was sufficient to ignite the flame, and from then on the Honda became increasingly more slanted towards performance than economy.

He persevered with the Honda for three more years, but the 125cc class was becoming the domain of the two-stroke Bultacos, and the 4-speed

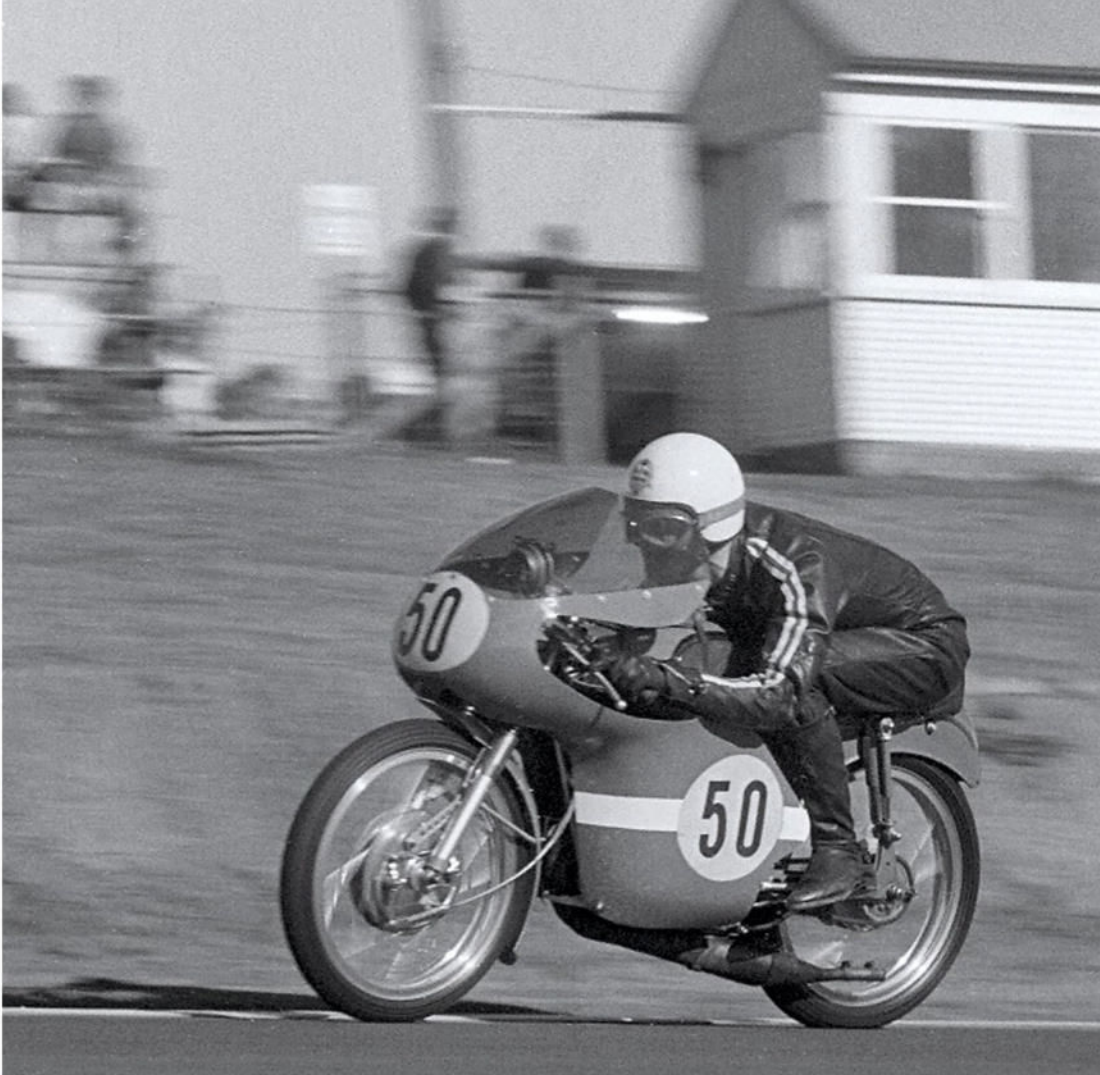
Honda struggled to keep up. Nevertheless, Bryan's race craft was becoming more finely honed. He decided that if he were ever to reach A grade he needed to step up to the highly competitive graded races where the tackle was usually 350cc or 500cc former road bikes, or a well-used Manx Norton if you could afford one, which he could not. He settled on another Velocette; not a thoroughbred racer, but a jumble of parts assembled around a 1932 KSS overhead cam engine that had been enlarged from 350cc to 500cc. It was housed in a mid-fifties swinging arm frame and looked fairly evil ("the greatest beast of all time", Bryan quipped), but it took him to his first win – a Senior C Grade race at Oran Park. When the Velo was running it was quick and handled reasonably well, but it was chronically unreliable. After enduring the frustrations for two seasons, Bryan sold the Velo and began looking for a more competitive – and reliable – replacement.

By this stage he had switched clubs from Blacktown MCC which was mainly focussed on the rough and tumble world of dirt track Short Circuit, and joined the Motor Cycle Racing Club of NSW, which boasted lots of the big names of the road racing set. Parramatta dealer Barry Ryan was a staunch supporter of just about every facet of motorcycle sport and always had a good stock of used racing bikes on his showroom floor. He happened to have a 250cc Yamaha TD1B which was a bit battle scarred but otherwise healthy, and he loaned it to Bryan for a practice day at Oran Park. After the big, heavy Velo the little Yamaha was a revelation and Bryan decided



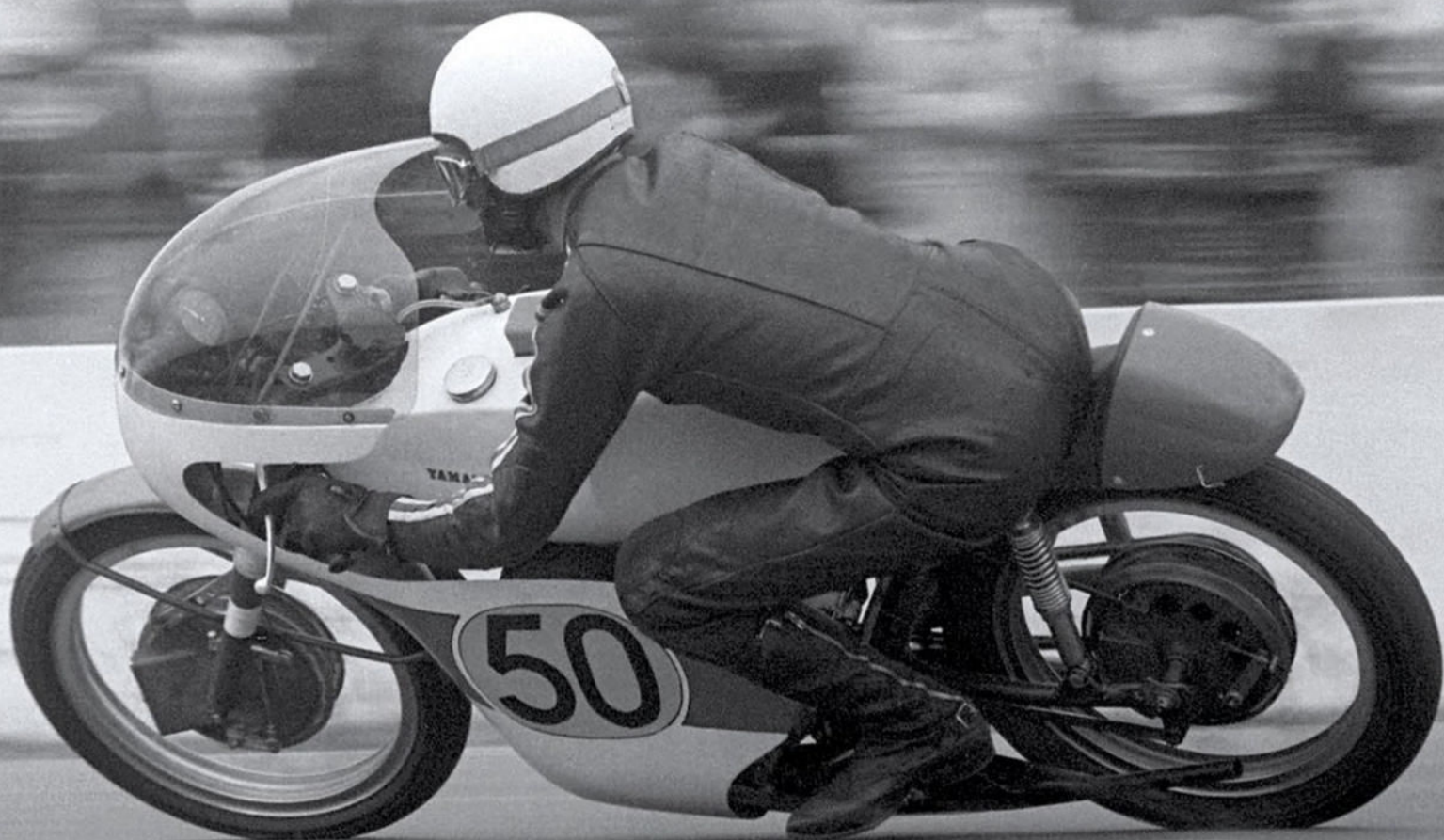
to buy it. In his first race on the TD1B – a 250cc C Grade event at Oran Park – he finished third, and there was better to come. Soon he was a consistent winner in not just C Grade but B Grade as well, and after cleaning up the C Grade races in 1969, again at Oran Park, he was upgraded to B Grade just in time for Bathurst. 1969 was the year when Victorian Peter Jones, who was graded B in NSW, swept all before him, including the B Grade Junior, but in that race Bryan grabbed second spot after an entertaining battle with Graham Gates on the Bultaco Bandito scrambler. Unfortunately later in the day the Yamaha engine let go in a big way, but NSW distributors McCulloch stepped in with a sizeable discount on the replacement parts which included later model TD1C barrels and pistons. His talent had also been spotted by Bridgestone dealer Alan Honey, who had built up a surprisingly fast 125cc class racer from a disc valve Bridgestone 100 which became known as the Honey Special. With Bryan in the saddle the little special scored several successes.

Of course success breeds hunger for more success, and what had really impressed Bryan at Bathurst was the pair of new 'Daytona' Yamahas – a TD2 250 and a TR2 350 – ridden by the 'maestro' Ron Toombs. Bryan decided he simply had to have one – a 350 which would allow him starts in the Junior, >



ABOVE Aboard Allan Honey's Bridgestone special at Oran Park in 1968.

BELOW Showing the style that would take him to the top, Bryan fires his TD1B Yamaha through Energol Corner at Oran Park.



BRYAN HINDLE



RIGHT Heading for victory in the 1970 Castrol Six Hour, riding Barry Ryan's Bonneville with Len Atlee.

ABOVE The winning team in the 1970 Castrol 100; Bryan, entrant Barry Ryan, and Len Atlee.

BELOW Bryan's smooth style and consistent pace in the 1971 Castrol Six Hour were the winning ingredients.

BOTTOM Bryan and Clive Knight; 1971 Castrol Six Hour winners.



At Bathurst in 1972, Bryan heads for second place on the 125cc Yamaha.

Happy group at Oran Park; Bill Burnett, Bryan, Ginger Molloy and Ago.



Senior and Unlimited classes – and apart from his occupation as an industrial chemist specialising in printers' inks, he worked a second job to raise the purchase price. The TR2 was supplied by Parramatta Yamaha dealer Brian Collins in August 1969; marking the beginning of a long and very successful relationship. After a few outings at Oran Park, Bryan headed to Bathurst at Easter, 1970, freshly promoted to A Grade status. It would be his first true clash with Toombs on the circuit where Ron was the absolute master. By the time the Junior Grand Prix gridded up, Toombs had already won the Ultra Lightweight (with Bryan second on the Honey Special) and Lightweight races, but the hot favourite was into the pits after just one lap to change plugs and Hindle led from the beginning, with Kevin Cass snapping at his heels. Behind trailed big names like Eric Hinton, Bill Horsman and motocross star Graham Smith on Bert Flood's 350 Bultaco, but Bryan repeatedly pummelled the lap record – leaving it at 2.39.0 – and ran out a narrow winner from Cass. From that moment, the Hindle and Toombs rivalry

was a feature of almost every meeting in New South Wales and frequently interstate.

Although his focus was on the pukka racing classes, Bryan could see the value in becoming involved in the Castrol Six Hour Production Race (or the Castrol 1000 as it was officially known), which was to be held for the first time in October 1970 at Amaroo Park. With \$1,400 prize money for the outright winner, plus a further \$1,700 for class awards, most of the big names were only too happy to step down to road bikes for the occasion. Teamed with his mate Len Atlee on a Triumph Bonneville entered by Barry Ryan, Bryan came out on top in a race marred by crashes and break-downs.

His growing stature led to Brian Collins providing a brand new TD2 for the 1971 season, as well as continuing sponsorship for the 350. At Bathurst he once again had to play second fiddle to Toombs in the Ultra Lightweight (where he rode Clem Daniel's CSD Special) and in the Lightweight as well. In the Junior GP, he made a slow start but rocketed through the field as Toombs, Atlee and Hinton all struck



trouble, equalling the outright lap record of 2.35.0 along the way. He won easing up from Horsman and Queenslander Barry Rattray, and later in the day added the Unlimited GP to his tally, bringing his prize money for the meeting to \$1,200.

It was back to production bikes in October for the second running of the Castrol 1000, this time teamed with Clive Knight on a Honda CB750 entered by Parramatta Motorcycles (run by Brian Collins' son Dennis). It was a professional operation, clocking up hundreds of kilometres around Amaroo in the lead up to the event, as well as practicing rear wheel changes should that prove necessary. Hindle took the opening stint and kept to his pre-determined lap time strategy to conserve tyres and fuel while running close to the leaders. As the usual prangs and mechanical woes reduced the runners, Hindle had stretched the advantage to two full laps by half distance, and 22-year old Knight managed to maintain the gap during his stint. For the run to the flag, the rear tyre was in tatters, but Hindle masterfully stroked it home to win by three laps from the Yamaha XS2 ridden by Paul Spooner and Tony Hatton.

Most of Sydney's Italian population was at Oran Park in December 1971 to see super star Giacomo Agostini and the howling MV Agustas in what was expected to be a cakewalk, but they had reckoned without the determination of Hindle. The opening encounter was the 350 A Grade race, where Agostini made a casual start - too casual as it transpired. Hindle was away like a shot, setting a new outright lap record of 50.3 seconds to become only the third person (after Phil Read and John Cooper) to lower the Italian's colours in 1971. "I don't care if I never win another ace," Bryan beamed. "This is my most exciting moment." The win made headlines around the world, but it didn't tempt Bryan to try his hand in Europe. With a young son and a mortgage on the family home at Merrylands in Sydney's west, he reckoned he had enough on his plate.

Even with Toombs opting to miss the Australian TT at Bathurst in 1972 in order to contest the Singapore GP, Easter failed to produce a win for Hindle, although he was runner up in the 250cc and 350cc classes and third in the Unlimited. There was no third time lucky at the Castrol Six Hour Race either; Hindle on Yamaha's unloved TX750 twin was an early exit

when co-rider Clive Knight crashed early in the race. The year concluded on a higher note however. Although he did not contest all three rounds of the inaugural Pan Pacific International Series, Hindle thrashed the visiting international riders Ron Grant and Cliff Carr to win the opening round at Oran Park, setting a new outright lap record of 48.4 seconds.

In February 1973, Hindle journeyed to Lake Lefroy in Western Australian as part of Brian Collins' troupe to attempt the Australian Motorcycle Land Speed Records. While Collins rode a 47cc Yamaha to set 24 new marks, Hindle narrowly set up a new outright record of 241.89 km/h (150.30 mph) riding his trusty 350 Yamaha. He fractionally beat the 16-year-old time of 149.07 set by Jack Forrest's 500cc BMW at Coonabarabran NSW. The record stood until 1976 when Bert Flood pushed it to 243.90 km/h on a stretch of the Northern Highway near Rochester, Victoria.

Like most of the NSW A Grade riders, Hindle boycotted Bathurst in 1973 because of a dispute over entry fees. Instead, he achieved a personal milestone by competing in his first overseas event, the Singapore Grand Prix, run at Easter over the notoriously dangerous 4.8 km Upper Thomson Road

ABOVE LEFT Short lived ride on the TX750 Yamaha in the 1972 Castrol Six Hour race before co-rider Clive Knight crashed the bike.

ABOVE On a blistering hot day at Hume Weir in 1974, Bryan takes the coveted King of the Weir trophy.

Circuit. The public roads track had hosted car and motorcycle racing from 1961, but 1973 was to be the final year after another fatal accident to a car competitor. Bryan, described in the Straits Times newspaper as an "unknown Australian", stunned everyone by taking pole position over Kiwi Trevor Discombe. In Friday's 50 lap Motorcycle Grand Prix, held in front of 150,000 spectators, Hindle and his 350 Yamaha controlled the race for 14 laps until he tangled with a back marker and fell, letting Ginger Molloy through to win from Japanese riders Abeshi Motohashi and Hideo Kanaya, with Ron Toombs fourth. The following day he made amends by easily winning both the 250cc and 350cc races, leading home Toombs in the latter by more than a minute.

1973 also marked the year the Australian Road Racing Championship was contested over a multi-round series instead of the single race Australian TT. The series concluded in Perth on September 30,



In his second overseas race, Bryan grids up for the 1973 Indonesia Grand Prix, with ultimate winner Masahiro Wada's works H2R Kawasaki on pole position.

BRYAN HINDLE



LEFT Short lived win. Don Bain, Clive Knight and Bryan after the 1974 Castrol Six Hour.

where Hindle wrapped up the 350cc title – his only national championship win – and finished runner up in both 125cc and 250cc championships.

In September 1973 Bryan was part of a large ANZAC contingent that included Len Atlee, Rob Hinton, John Maher, Ron Toombs, Bill Horsman and Kiwis Dale Wylie and Ginger Molloy. They were up against a stack of Japanese works bikes, and factory Kawasaki rider Masahiro Wada duly took pole position and won the 160km Indonesian Grand Prix, with Rob Hinton being the first non-works rider home in 5th place. The previous day, Australia won a 50-mile Teams event with Hindle second, Toombs fifth and Hinton 6th.

The arrival of the Yamaha TZ750 in early 1974 gave Hindle his most powerful mount to date, and he nearly paid for it with his life. After flying to Japan in late 1973 to test the bike, he gave the new Yamaha its first Australian victory in February when he won the Victorian Unlimited TT at Calder after Bob Rosenthal and Ken Blake had both crashed out while

disputing the lead. A dozen of the new projectiles were entered for the biggest-yet Bathurst meeting – with racing over two days and prize money doubled to \$20,000. The public's first chance to see the new 750s in action on a dry track (practice sessions were all held in the wet) was the Formula Unlimited on Saturday morning. Gregg Hansford held the lead for the first eight laps, with the lap record being repeatedly demolished, while Hindle clung to his rear wheel. Then on the final run across the mountain, Bryan tried an ambitious pass around the outside at McPhillamy Park. He hit the deck at more than 160 km/h and suffered a broken left arm, ribs and pelvis, and five broken vertebrae. The worst injury was the arm; it was not discovered for several weeks that the broken bone had been incorrectly set and required additional operations.

At 34 years of age, many thought Hindle would decide to pack in racing, but he surprised everyone by announcing he would again team up with Clive Knight for the Castrol Six Hour race in October, where they would ride a BMW R90/6. That race will ever be mired in controversy after Hindle and Knight crossed the line first, only to be disqualified one week after the event for "illegal modifications" inside the front forks. Officials declared that a locating sleeve, designed to stop the forks springs rattling, had been reversed so as to act as a spacer and give increased pre-loading on the springs. Hindle was shattered by the decision which he said "left him completely disillusioned with the sport", but there was worse to come. A few weeks later, during practice for the second round of the Pan Pacific Cup at Oran Park, he crashed the rebuilt TZ750 and fractured his left arm again.

He maintained that it was not the injury that caused him to make up his mind to call time on his career, which he announced in November 1974, but the fact that he was "not happy with the way the

sport is progressing. There is a lot of talk about professionalism but when professionalism means fewer events for the top riders for more prizemoney, well, that's not my concept of motorcycle racing. I would want to race as often as possible and be competitive." Surprisingly, he listed his victory over Ron Grant's works Suzuki TR750 in 1972 as his most memorable win. "I got more satisfaction out of that win than beating Agostini. With Ago, I led into the first corner and stayed out in front to the finish. But the clash with Grant was different. We duelled for five laps before I got past him, and at the end of the race Agostini's outright lap record had been trimmed from 51.2 to 48.4 seconds."

Hindle stayed away from the sport for two years, but in 1976 he was tempted back to the Castrol Six Hour by Metzeler importer John Galvin, who convinced him to team up with the vastly experienced German Helmut Dahne on a BMW R90S. In the first official practice session, one week out from the race, Hindle crashed heavily when the engine locked up. The BMW was a write-off and a replacement was hurriedly race-prepared. In the race the pair circulated steadily, fast enough for fifth place but two laps behind the winning Kawasaki Z1B ridden by Jim Budd and Roger Heyes.

Thereafter, Bryan drifted completely away from the sport, and instead became interested in small fixed-wing aircraft. At his home, he assembled a Skycraft Scout, a tiny aircraft powered by a Victa lawnmower engine. Designed by Australian Ron Wheeler, the Scout was the first ultra-light aircraft in the world to be granted an airworthiness certificate, and weighing under 180kg, could be operated by unlicensed pilots under certain restricted conditions. On February 26th, 1978, Bryan was at Dubbo in western NSW to take part in an air show. Reports said that he was carrying out a series of manoeuvres and was thought to be making a landing approach when the aircraft suddenly nosedived into the ground from a height of around 15 metres. Rescuers were on the scene within seconds but Hindle, just 38 years old, was beyond help.

Today, the Hindle name and his famous racing number 50 live on with son Glenn a consistent winner across many classes in Historic Racing. ■



ABOVE Last lap. Bryan in his final race – the 1976 Castrol Six Hour.

RIGHT Bryan and Tony Hatton keeping an eye on practice times at the 1976 Castrol Six Hour Race.



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One man's vision

Magazine owner, prolific motorcycle and automotive book publisher, entrepreneur, ex-racer, ex-motorcycle dealer; Floyd Clymer was never afraid of a challenge. He even wrote a book instructing the reader in the art of cutting one's own hair.

Story Jim Scaysbrook.

Photos Dennis Quinlan and Jim Scaysbrook



INDIAN VELOCETTE THRUXTON



ABOVE The enigmatic Floyd Clymer, a visionary according to his peers.

MAIN Jon Munn's Indian Velo... stunning from every angle.

INDIAN VELOCETTE THRUXTON

Born in Indianapolis in 1895, Clymer showed such a flair for business that his father set him up in a former dentists office where he became known as "the Kid Agent", selling cars from the age of 11. By 13 he had secured a Ford dealership. By age 16 he was racing motorcycles and made history in 1916 by winning the first-ever Pike's Peak Hill Climb riding an Excelsior. The celebrity status that accompanied that victory led him to become a member of the illustrious Harley-Davidson factory team, adding that brand to his chain of motorcycle dealerships which already sold Excelsior, Indian and Henderson.

doldrums, he branched into publishing. His first venture: Floyd Clymer's Historical Motor Scrapbook, was such an outstanding success it spring-boarded him into a constant stream of publications, including a long-running yearbook on the Indianapolis 500 which was first printed in 1946. In 1951 he purchased the fledgling *Cycle* magazine from Petersen Publishing, which he owned until 1966.

So when he began using the Indian name in 1963 (some sources say without actually purchasing it from the holders of the trademark), he knew he had a big job ahead of him. Indian, the brand, had been

Japanese multis, he went the retro route, possibly because he was the only one doing so, before retro became cool. Clymer's CV already included the Munch Mammoth, so the enormity of the project weighed little upon him. What most found it hard to understand was why an extremely wealthy man in his twilight years would even bother. And the choice of a Velocette engine, when many others were to be had? Put it down to mild eccentricity.

Clymer looked not to Japan for inspiration, but to Italy, and began an association with the respected engineer Leo Tartarini, the owner of the Italjet concern. Tartarini was a tyro when it came to churning out new models, and was well tapped in to the vast Italian network of component suppliers. The plan was for an eventual Indian range stretching from mini bikes to big stuff, beginning with a 50cc Minarelli-engined mini bike that was to be called the Indian Papoose. On a more serious note, Clymer and Tartarini planned to produce a 500 single and a 750 twin, sourcing powerplants from Velocette and Royal Enfield respectively.



TOP LEFT Inspiration by Clymer, execution by Tartarini. CENTRE LEFT British instruments, Italian headlight. LEFT All mufflers should look this good. ABOVE Engine tilts forward slightly. ABOVE RIGHT Frame tube had to be cranked out to accommodate big Amal GP carb.

Even a stint in prison failed to halt the growth of his empire. Controversially charged with fraud, Clymer spent 12 months in the federal penitentiary at Leavenworth, Kansas, where he was such a model prisoner that he was even permitted leave from prison to compete in local motorcycle races.

By 1930 he had moved his headquarters to Hollywood, taking over Al Crocker's Indian Distributorship for the West Coast. Not content with a burgeoning business empire, he promoted numerous AMA national championship races and set numerous city-to-city motorcycle records.

During World War II, with motorcycle sales in the

kicked from pillar to post since the last of the 'real' bikes slipped out of a by-then unenthusiastic market in 1953. Clymer knew that a return to a bespoke big v-twin was impractical, uneconomical, unachievable, and in the face of a market increasingly besotted with Japanese gadgetry, commercially unwise. What he envisaged was a range of motorcycles that would appeal to conventional tastes, built using existing components and embodying what he considered to be the most desirable aspects of all worlds, at least in motorcycling terms. In this respect Clymer was completely at odds with current fashion. In a motorcycling world craving rocket ship two strokes and

In the case of the 500, known as the Indian Velo, two factors combined to scuttle the project. One was the collapse of Velocette in 1970, and the other was Clymer's sudden death from a heart attack in January of the same year. In the case of Velocette, the malaise went back well before Clymer appeared on the scene. Increasingly unable to pay the bills of component suppliers, Velocette slowly choked to death, ironically with a healthy order book. Some suppliers, such as Lucas, which was owed a considerable amount, were prepared to tough it out and extended their credit terms. Others, such as Amal, which had just 100 pounds owing, were not. All this impacted badly upon Clymer, and hence the Indian Velo project.

Records are sketchy, but Clymer had managed to purchase around 150 complete engine/gearbox assemblies from Velocette, the majority of which were in standard MSS/Venom specification. Less than 50 were Thruxton units, with the special cylinder heads which used modified inlet ports, reduced valve angle and a flatter combustion

INDIAN VELOCETTE THRUXTON



A world-wide search uncovered original side cover screws.



BELOW LEFT Rear chain guard mounts to the frame, hence the distance from the chain itself. Speedo drive is Smiths. BELOW RIGHT Grimeca front hub has the speedo drive flange cast in, but drive is actually taken via a Smiths unit from the rear hub.



Clutch and decompression levers share the left side of the handlebars.



CENTRE TOP Close ratio Thruxton gearbox with its high first gear can be a chore in town. ABOVE CENTRE Well, most of it anyway. BELOW Unusual rear brake cable operation.

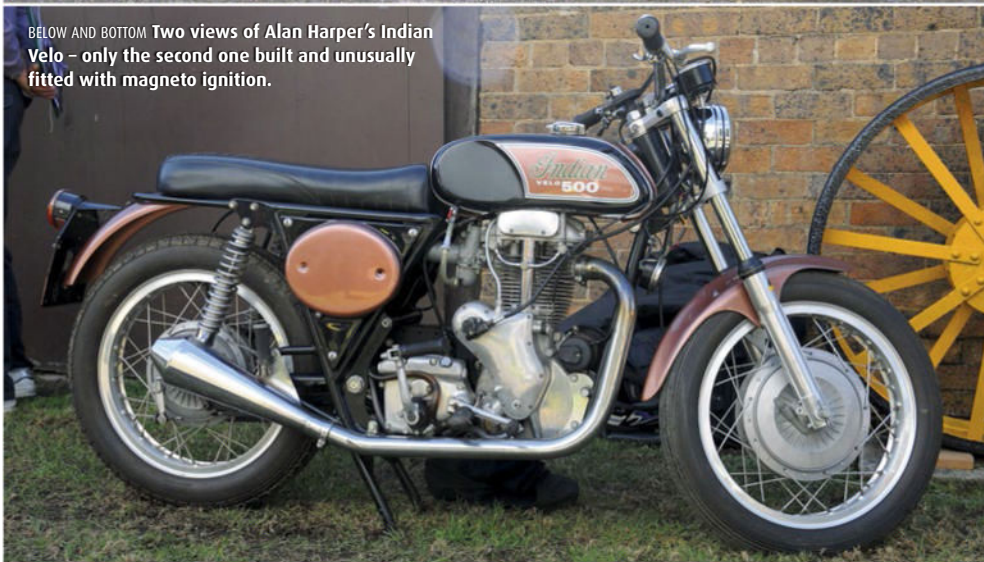


Correct pattern seat cover.

INDIAN VELOCETTE THRUXTON



An Indian Velo Thruxtton photographed at the 2005 Velocette Centenary Rally at Richmond, NSW.



BELOW AND BOTTOM Two views of Alan Harper's Indian Velo – only the second one built and unusually fitted with magneto ignition.



chamber, as well as a close-ratio gearbox with 10.0:1 first gear. One of the first traditional components to disappear was the magneto, and most of the final run of Velo engines used coil and battery – identified with the C after the engine number. Such is the case with all the Indian Velos. A 30mm Amal Concentric carburetor was used on the Venom units, but some of the Indian/Velo/Thruxttons retained the enormous 1 3/8" Amal GP. With magnetos in critically short supply, coil ignition was standard on the Indian Velo. Very few other Velocette components were used in the Indian velos, but one was the standard steel oil tank, which was hidden from view behind the right side cover. The Velocette pressed steel primary chain case and rear sprocket cover were also retained.

Commencing in 1969, the power units (originally just the Venom engines but later, as things began to dry up, Thruxttons) were shipped to Italjet's factory in Bologna, there to be mated to Tartarini's chassis. The frame was a rather handsome affair, very much in the Featherbed mould, with a full steel tube double cradle and conventional swinging arm. The frame even had a look of Velo about it, with squared off front loops rather than the more rounded Norton style) but was a whopping 20 lb (9 kg) lighter than the old Velo unit with its heritage-listed lugs and brackets. The entire bike scaled in at 45 lb (20.5 kg) under the standard Venom. The first few bikes to be completed even used Tartarini's own front forks, but these were soon replaced with Marzocchi front and rear suspension, state-of-the-art at the time. The original specification called for a Campagnolo twin disc front brake, which looked for all the world like a drum, but the vast majority of the production run used a big, and heavy, Grimeca twin-leading-shoe front brake, with a single shoe Grimeca on the rear. The rear brake was a curious system with the lever pushing the cable inner rather than the normal practice of pulling the outer. Borrani alloy rims were standard fitment.

Fibreglass abounds; on the front mudguard, side covers, seat base and rear guard, while the fuel tank is steel. Hidden under the left side cover is the battery, with a standard Velo oil tank under the right, leaving no room for a tool kit. Instruments were the ubiquitous Smiths speedo and tacho, found on the Velo Thruxtton/Sportsman and many other Brit bikes of the era. Instead of an ammeter, a warning light in the headlight foretold of electrical woes. One departure from standard, traditional Velo practice was the muffler. In place of the usual fishtail was a serious looking reverse-cone megaphone, with precious little inside except air.

Road tests of the day praised the overall handling, panned the Tartarini forks as far too stiff, loved the throaty bark from the megaphone, and universally slated the price. When a brand new four-cylinder Honda CB750 could be had for US\$1495, the Indian Velo chimed in at US\$1450 for the Venom-engined job, and an extra \$100 for the Thruxtton. No amount of nostalgic vapour was going to bridge that abyss, and the big single found longtime residence on

INDIAN VELOCETTE THRUXTON

dealers' floors. The final batch of around 50 could not even be placed in USA amid fears of spares for the now-defunct Velocette marque, and was sold as a batch early in 1971 to London dealer Geoff Dodkin, who sold them for £525 with a Venom engine or £550 with a Thruxton.

Thus the Indian Velo project joined Velocette itself in the graveyard of gone marques. Gone they may both be but Velocette is certainly not forgotten, while the Indian Velo is such a rare beast that it stops people in their tracks, nearly 50 years on.

Down under examples

Given the production run of around 150 complete bikes, a surprisingly large number exist in Australia, all privately imported. There appears to be no standard colour scheme. Gold/white is not uncommon, but there are also blue, bronze, and even one in very Velo-esque black with gold pin stripes. The featured model here is one of the rarest, being fitted with the Thruxton engine and close-ratio gearbox. It is owned by Jon Munn at Classic Style in Seaford, Melbourne, and has been the subject of a complete and very professional restoration. Jon even scoured the world to find original examples of the slotted screw that hold the side covers – refusing to give up until he had found a set. The Thruxton engine, with its revised inlet port and big 1 3/8" Amal GP carburettor, only fits into the frame by way of a factory tweak that cranks out the centre frame tube slightly to allow the bell mouth to pass through it.

Alan Harper's Indian Velo is especially significant in that it is the second one produced – engine number (6486?). It differs from Jon Munn's later model in several respects, not just that the engine is the standard specification Venom rather than the racier Thruxton, and is fitted with an Amal Concentric carburettor instead of the GP. The engine actually sits vertically in the frame (as on 'factory' Velocettes) instead of being canted forward a few



An Indian Velo photographed at the 2006 All British Rally at Newstead, Victoria. Normally hidden by the fibreglass side cover, the standard Velocette oil tank can be seen.

degrees on the majority of the Indian run. The exhaust pipe is squared off rather than swept back and is higher at the rear, and the petrol tank, which on the Thruxton version is visually similar to that used on the Velocette Scramblers, is a rather angular type. Both tanks barely clear the rocker box! Alan's bike also has the standard style straight leg Velocette centre stand, while most others have a curved 'roll-on' type. This one is fitted with a magneto instead of the usual coil. ■



1970 INDIAN VELOCETTE THRUXTON

Specifications

| | |
|----------------------|---|
| ENGINE | Velocette 500cc ohv single |
| POWER | 41hp at 6,200 rpm |
| BORE X STROKE | 86mm x 86mm |
| GEARBOX | Velocette 4 speed. |
| CARB | Amal GO 1 3/8" |
| IGNITION | Coil and battery |
| FRAME | Italjet tubular steel double cradle. |
| SUSPENSION | Front: Marzocchi telescopic Rear: Marzocchi units with 3-way spring pre load. |
| WHEELS/TYRES | Front: Grimeca sls brake, Borrani rim 3.50 x 18 Rear: Grimeca sls brake, Borrani rim 4.00 x 18 |



Thanks to John Munn and Classic Style Australia, Seaforth Victoria, for the opportunity to photograph the Thruxton Indian Velo.

BOB LEVY'S 'WEDGE'

The Chesterfield **WEDGE**

A RECREATION

Story Ian Dallimore and Jim Scaysbrook

Photos Bob Levy, Michael Andrews, Jeff Nield, Rob Lewis, Gaven Dall'Osto



BOB LEVY'S 'WEDGE'

BELOW The recreated Wedge, now politically incorrect with its controversial sponsor, at Lakeside in 2014.
 MAIN Levy and Byrne on the Wedge at Amaroo Park in 1974.

THE WEDGE: a short history

In 1974, a radical-looking sidecar outfit appeared on the racing scene. It was the product of the fertile mind of the late Brian Payne – a man responsible for countless racing sidecars and solos. At the controls was former Australian Speedway Sidecar Champion Bob Levy, with Mal Byrne in the chair.

“I actually got the idea for the outfit when I went to the Indianapolis 500 in 1973”, says Levy. “There were three identical wedge-shaped cars in STP colours driven by Gordon Johncock, who won, Graeme McCrae and Swede Savage. I thought that this shape could work on an outfit and when I got back to Australia I started talking to Brian Payne about it.”



BOB LEVY'S 'WEDGE'



The resulting outfit, powered by a Kawasaki Z1 engine, was immediately nicknamed The Wedge because of its angular fairing, was originally fitted with a car-style rear wing, but this was removed after the authorities decided it should be banned. "It (the wing) was really only useful down Conrod Straight at Bathurst, where you were down under the fairing and the air could flow properly over the wing. The wedge shape on the fairing definitely worked though. I could ride down Conrod one-handed if I needed to, it just tracked dead straight whereas normal outfits wandered all over the place," said Levy. In late 1973, The Wedge appeared in a scene from the Australian movie *Stone*, ridden in a 'funeral procession' down the Sydney-Newcastle Expressway by Willoughby District MCC secretary



Vincent Tesoriero. At this point it was fitted with a fairing made from aluminium alloy sheet, which was later replaced with a fiberglass moulding.

Chesterfield cigarettes (a division of Rothmans) had moved into motorcycle racing in 1973, via their marketing manager Paul Drewes, who had been a sidecar passenger in the wild old days of the Sydney Sportsground Speedway. Drewes arranged for Chesterfield to sponsor the Superbike Series at Amaroo Park, which was organized by Vincent Tesoriero. In 1974 Chesterfield expanded their interests by providing sponsorship for Levy, with The Wedge repainted in the brand's colours, as well as for up and coming Queenslander Gregg Hansford.

After a couple of outings at Amaroo and Oran Park, Levy and Byrne took The Wedge to Bathurst at

TOP LEFT Prior to the Chesterfield deal, Levy and Byrne on The Wedge at Hume Weir in early 1974.

ABOVE The Wedge leads the 'funeral procession' down the Sydney-Newcastle Expressway in 1973 in the movie *Stone*.

TOP RIGHT Levy and Byrne lead Brian 'Stalkie' Holmes (who later owned The Wedge) around Brabham Loop at Amaroo Park in 1975.

CENTRE RIGHT Levy and Byrne at Sandown Park in 1974.

RIGHT Cameraman Paul Onorato in the Wedge's chair with Levy at the controls, for filming at Bathurst in the *Sidecar Racers* movie.

Easter 1974, but retired in Saturday's Senior Sidecar race while third behind Stan and Steve Bayliss. The following day, they brought The Wedge home third in the Sidecar GP. Later that year, the outfit and several others was back at Bathurst for the filming of the movie *The Sidecar Boys* (which was subsequently re-titled *Sidecar Racers*), which was written by the novelist Jon Cleary. The Wedge was used as a camera-vehicle for many scenes in the film, which was released late in the year.

1974 was actually a successful season for the Levy/Byrne/Wedge team, taking out the Bennett-Honda Sidecar Series that ran alongside the Chesterfield Superbike Series at Amaroo Park. That must have been especially sweet as Bennett Honda sponsored Levy's main opposition, the father-and-son teams of Stan and Steve Bayliss.

Back at Bathurst for 1975, Levy streaked away in the Senior Sidecar after Stan Bayliss lasted only 500 metres before suffering clutch failure, and Steve Bayliss was forced to stop and zip up his leathers. With the race in the bag, Levy drifted wide at the uphill XL Bend and clouted the fence hard, upending the outfit. As he and Byrne struggled to right the plot, they noticed a big tear in the left leg of Bob's leathers, revealing a severe gash that required major surgery. End of race.

The year did however finish on a high note, with the pair once again taking out the El Dorado Series at Amaroo Park. By that stage, Brian Payne was at



Levy at work on The Wedge in early 1974.



The now wing-less Wedge at Hume Weir in 1975.

Bob Levy and Mal Byrne after winning the Bennett-Honda Sidecar Stars Series. Kneeling on left is Peter Campbell with Paul Mahony at the rear.



work on a new outfit, also Chesterfield sponsored, which had a more conventional fairing for the motorcycle, although the sidecar itself was still wedge-shaped. So The Wedge was moved on, purchased by Luke Lammas of Wollongong. Before long it was substantially altered, with 12 inch wide wheels replacing the original ten inch jobs. Ironically, Bob Levy ended up with the original wheels, which are now in the replica Wedge. Ian Dallimore takes up the story.....

Project Wedge

During the latter part of 2011 we had a project on the go, and that was to get Jeff Bougton's 1972 Triumph Tiger 650 finished and on the road so he could ride it before his deteriorating health prevented him doing so. With this goal established several friends agreed to go to Beau's Bikes Labrador and work on the bike on Thursday evenings. At the same time Bob Levy was there working on his Grandson's Zac's 250 production and Moto 3 race bikes. During coffee and drinks breaks the

BOB LEVY'S 'WEDGE'

The team together again. Bob and Mal take the 'new' Wedge around Lakeside in 2014.



THE CHESTERFIELD WEDGE TRANZAC CHASSIS DETAILS

| | |
|--------------------|--------------------------------|
| WHEEL BASE | 58" |
| TRACK | 38" |
| WHEELS | 10"x 5.5" wide Can Am Minilite |
| FRONT DISC | 254mm Dia |
| REAR DISC | 177mm Dia |
| SIDECAR WHEEL LEAD | 13" |
| HEADSTOCK ANGLE | 26° |
| GROUND CLEARANCE | 3" |

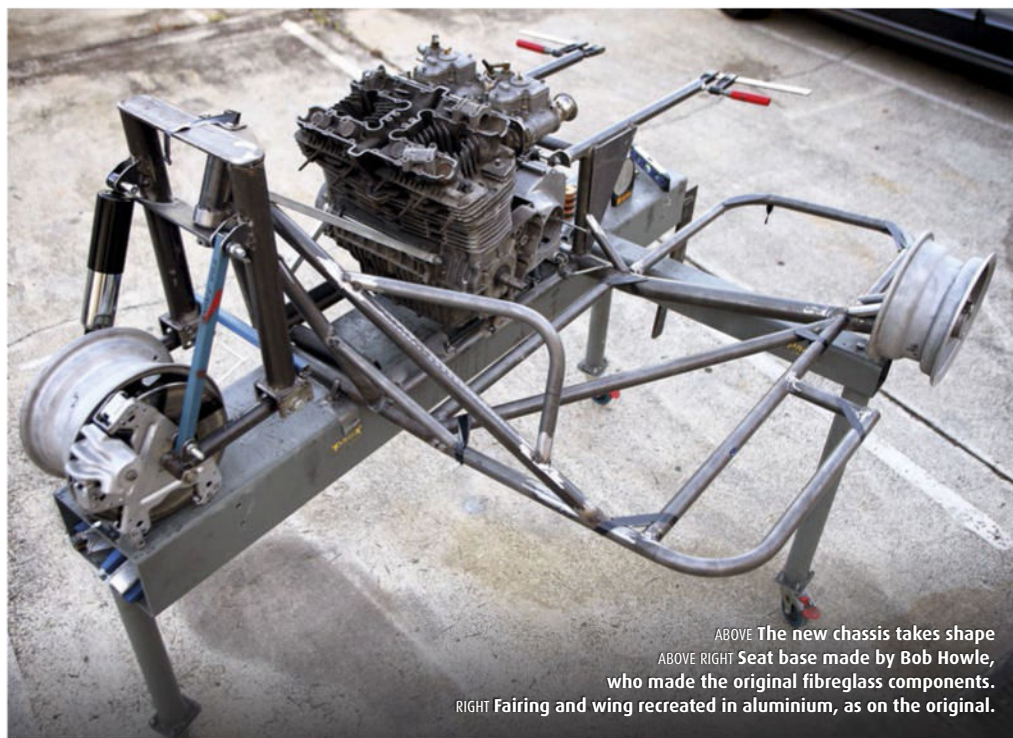
conversation revolved around Bob's racing past and inevitably the Chesterfield Wedge and its appearance as the coffin-carrying outfit in the movie *Stone*.

As discussions and interest expanded Bob brought in some history on the Wedge, photos, magazine articles and the ultimate carrot, drawings of the frame layout done by Brian Payne some ten years earlier. It transpires Bob had intended to rebuild the Wedge a decade or so prior but for one reason or another, the project stalled. We continued to discuss the Wedge until late 2013. Then, and I'm not sure who said it, but the statement was made let's stop talking about it let's rebuild The Wedge.

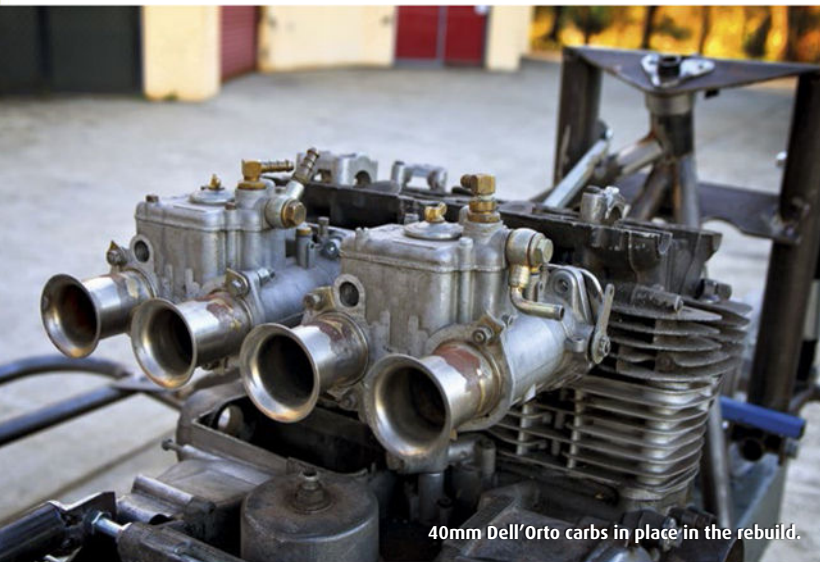
The first Project Wedge meeting was held 9 November 2013 at Beau's Bikes. Present were Bob Levy, Beau

McFarlane, Jeff Boughton and Ian Dallimore. As a result of the meeting we established what we had available. A set of Brian Payne sketches of the frame. Bob had a Kawasaki Z1 engine, two mini wheels, a set of dual throat 40mm Webber carburettors, a set of Citroen front and rear brake callipers. At the conclusion of our meeting Bob undertook to call Brian Payne to set up a meeting with the view to discussing the finer points of the Tranzac frame.

Bob set up a meeting at Brian Payne's house for Saturday 23 November 2013 with the same group present. The meeting was very fruitful; Brian was able to provide us with many of the details of the way he'd put the frame and hubs together. Brian just kept sprouting details; tube sizes, bearing sizes, ground



ABOVE The new chassis takes shape
 ABOVE RIGHT Seat base made by Bob Howle,
 who made the original fibreglass components.
 RIGHT Fairing and wing recreated in aluminium, as on the original.



40mm Dell'Orto carbs in place in the rebuild.

clearance etc. His recall was amazing. This information proved to be invaluable. While we were there Brian gave Bob the back half of Tranzac rear seat/mud guard. Sadly Brian was diagnosed with terminal cancer a couple of weeks later.

We went back to Brian's house a couple of weeks later. There were a number of his friends and ex-racers there saying goodbye to him. One of these was Billy Kline, whom we spoke to about project Wedge and he said he had a Tranzac sidecar mudguard which we could have.

A build table was manufactured on the 14th December 2013. At the time of our third meeting 9th February 2014 we were able to finalise the dimensional layout. From this Jeff put together a bill of material which Bob ordered shortly thereafter (4130 chrome moly as opposed to the original Reynolds tubing which was no longer available). Jeff undertook to produce a number of working drawings for the known frame components.

Bob advised that his friend in Sydney, Bob Howle who'd made the original alloy fairing was again making the fairing and rear wing. The wheel hubs were being machined by Vic Plummer. The project had certainly gained momentum.

By early March the chrome moly tubing had arrived and we commenced cutting metal. The first item to be positioned was the head stock, and from this the rest of the chassis would fall into place. It sounds straightforward but proved to be anything but. There was much consultation with the photos we had and various magazine articles, scanning and enhancing the photos checking to see we were faithfully reconstructing the outfit. Initially the project was a bit stop/start but this became easier as we got to grips with the geometry of the frame. Beau McFarlane sourced a slave engine which we were able to use as a jig component. The slave engine was provided by Steve Harrowman with Sean Gillespie doing much of the legwork getting the engine to us. The engine is offset to the left, this caused a bit of head scratching to sort out the top frame tubes and chain alignment from the engine sprocket to the rear wheel sprocket. Thank heavens for laser levellers. Peter Beehag did an outstanding job bending the various frame tubes to order. Peter also attended to the exhaust header extractors.

By the end of June the chassis had been "tacked up" and was ready to go away to Noel Billeau, (Billeau Engineering) for full welding of the joints. Then off to the powder coaters. The build was now progressing steadily. Bob took the aluminium fairing to Peter Searle, to have a fibreglass fairing made (the aluminium fairing was used in the movie Stone, the Wedge was raced with a fibreglass fairing). Steve Mono volunteered to polish most of the removable engine, gearbox and clutch covers and the engine is now shinier than a new pin. The front brake came together well, the rear brake took a bit longer to sort out due to master cylinder piston travel issues. The engine was started on Saturday 6th September 2014 when some gearbox problems were detected. Back to Steve Harrowman to collect the slave engine and "borrow" the necessary gearbox parts. There was some carburettor sorting to be done. Bob threw his leg over the Wedge and rode it around the car park outside Beau's on Monday 22 September 2014.

At last the project was nearing completion, with our target objective to have the Wedge ready for some parade laps at the Australian Historic Motorcycle Championship at Lakeside in September 2014 very much a reality. The completed project did several parade laps at Lakeside on Saturday 27 September, forty years after the Wedge's first outing there. Needless to say there were smiles all round. ■



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A match made in heaven

Story and photos Jim Scaysbrook



MATCHLESS G80CS

Things weren't particularly rosy in the motorcycle trade in late 1957. In the previous financial year, sales of new registered motorcycles in Australia had slumped to 9,655, the lowest figure since 1948 and down from a high point of 27,151 in 1951. An air of apathy had descended on the industry which was facing intense competition from cheaper cars and petrol, as well as rising insurance and registration costs. >



MATCHLESS G80CS

Perhaps that's why, when Herb Hoffmann sought to order a new Matchless G80CS from Brisbane Matchless agents Marwell Brothers, he was greeted with sniffy indifference. Herb had been captivated by images of the new short-stroke all alloy engine mounted in a competition style frame ever since he devoured his latest copy of the English Motor Cycle magazine. Although it was catalogued as an out-and-out scrambler in both Matchless (G80CS) and AJS (18CS) form, the new 86mm x 86mm model, with the pushrod tubes now cast in the with barrel, was available as a road registerable model with full lights and electrical system – to special order. "We don't get competition bikes for you people to ride on the road. Why would you want one of those," harrumphed the Marwell's salesman, "When you can have a nice new G9 twin?" "Because I want the single, that's why," replied Herb. He'd managed to save a few bob from his time in the RAAF, and his mind was made up.

Herb actually worked for Marwell's at the time –

a brief interlude in his air force career – but had already decided to go back to the RAAF in October 1957. "I knew I would be stationed at Darwin again, so I spoke to Jack Veal who had a bit of a motorbike shop in Darwin at the time, and asked him what I could do. He said, "You write to (the AMC factory) England, and tell them the situation, and see what they say from there. I did that and they wrote back and said if I sent £410 I could have one out of the ones they built for the USA market. They only built 25 a year and none was sold in the UK. So I went to the English Scottish & Australian Bank and sent them the money, and they said they would put it on the next order. They shipped it from the AMC factory in Plumstead (London) to Mortlock Brothers in Perth, who then sent it up the coast to Darwin and it arrived on 10th April, 1958."

"Old Jack Veal was a Gold Star man, so when I got it, he pinched the 'compy' tyres off it and put on 'universals' – a Goodyear Grasshopper on the back and a Dunlop Universal on the front, but I was quite



Maker's mark: 58/G80 3148 CS

happy, that's all I needed. AMC sent me a workshop manual and they used to send me a sort of Matchless/AJS newsletter fairly regularly, but the last one I got was in 1963."

Until Herb left the RAAF in 1974, the Matchless was in everyday use, often covering daily trips of up to 400km. At one stage, he was posted to Melbourne, stationed at Support Command in St Kilda Road. "You know what the weather's like in Melbourne. I lived at Carnegie and every day I rode back and forward, home for lunch, and I had one trouble there. I had been using Mobil D oil until that went out of production, so in Melbourne I had to use BP Corse 50 which gummed the rings up. Every two or three months I'd have to take the cylinder off and



ABOVE Herb's mods include bracing fillet on the kick start lever, and a rubber shroud over the magneto.

RIGHT Central spark plug is unique to the model.

MATCHLESS G80CS



scrape the rings – the carbon had set hard in the ring land. So I went out to BP and showed it to them and they couldn't work it out, but a few months later they brought out BP Corse Plus, which was OK. When I was stationed back to Catherine again, I rode it from Melbourne to Brisbane and got it shipped to Darwin from there."

In 1970, he was posted back to Brisbane to continue his work as a maintenance fitter building air strips, and the RAAF would not pay to ship the bike from Darwin because he had a car, so he reluctantly put the bike up for sale. "It cost me \$80 to put ads in the South Australian and West Australian papers – I advertised it for sale for \$400 – but I never got a reply. So I made a trailer and carted it down on that. "Back in Brisbane, I used it to ride from Mt Gravatt to Amberley, near Ipswich, every day, so she's done some miles and I haven't got any complaints with it. It's done well over 200,000 miles and is on 20 thou oversize. It's chopped out a couple of big ends. I bought a couple of boxes of KLG plus – FE80s and FE220s – and I'm still using them!"

Not surprisingly, the Matchless needed parts occasionally, including an exhaust pipe, which Herb bought from England. "When I got it, the pipe didn't

fit because of the 'compy' footrests (which wrap around the lower frame rails), so I got Brian Payne to make one and fitted a Hot Dog muffler from a car. For a while, I rode it without a generator, so I had no lights, and one evening when I was riding home I got pulled up by a copper. He said 'why haven't you got your lights on?' and I said, 'Well, the moon's not up yet' and he just told me to piss off!"

And so, 58 years after it first arrived in Darwin, Herb and his Matchless are still together. As well as serving as daily and more lately, recreational transport, Herb raced it at the nearby Lakeside circuit. For such outings, it is a simple matter to remove the headlight main switch, which is quick-detachable, as well as the headlight itself. Typically, Herb rode the Matchless to the circuit, removed the lights, raced, then put everything back together and rode home. The bike is still fully registered and ridden regularly and keeps company in the garage with his Ducati 450RT, another motorcycle he has owned since new. It's also a familiar sight at various shows around Brisbane and has taken out some prestigious awards, including the Phil Irving Concours.

When Herb offered me a ride on the Matchless I accepted immediately. I have a soft spot for these ➤



MATCHLESS G80CS



MAIN Herb in full flight at Lakeside Raceway in the mid '80s.

INSET One of the many awards the Matchless has collected over the years.

bikes, having owned its sister version, the blue-tank 18CS (in racing form) for quite a few years. I think to Herb's mild surprise, I started it first kick after following the time-honoured procedure; ease the engine over compression, retard the ignition, and follow through with an easy swing on the kick starter. Now on its second oversize piston, there is a little bit of a rattle coming from the cylinder, but this is also characteristic of big, alloy barrels of all types.

First gear is engaged almost imperceptibly and the bike lopes away with a lusty thud coming from the muffler. The tyres could do with updating (a sign that it is still ridden regularly) but at street legal speeds that's not a problem, nor is the fact that the front brake is – well – not particularly savage. But once loping along, the G80CS is a really pleasant motorcycle to ride, with a commanding view of proceedings from the high saddle, and plenty of leverage on the big wide bars.

So what makes these bikes so special?

The fabled competition models from AJS/Matchless, in post war form, were heavily based on the road

models and available in 350cc and 500cc form. The main distinguishing features were the all-alloy engine, which had the pushrods running in steel tubes separate from the barrel, a 21-inch front wheel, smaller fuel tank (in steel initially and later alloy), alloy mudguards and an exhaust system that ended in a slightly upswept muffler.

In its original form, the G80CS (C standing for Competition and S for Spring frame) had the magneto located behind the engine, as on the war production WD 350, with the unloved 'Jampot' rear suspension units and the roadster's bolt-up frame. On the other hand, the front forks, which AMC called Teledraulic, weren't bad, having been developed to stand up to the rigours of desert warfare. Apart from the alloy barrel, the engine was also heavily based on the roadster, with identical 82.5 x 93mm long-stroke dimensions. Because of the poor-grade fuel (in UK) at the time, compression was a mere 5.9:1, resulting in a very modest 23 horsepower.

In 1953, the magneto was moved to the front of the engine, as on the otherwise identical AJS version, and the compression increased to 8.5:1 to

exploit better quality fuel. A slightly warmer set of cams helped to increase the power to 32 horsepower at 5,400 rpm. Steel hubs gave way to the alloy-full width jobs used on the road bikes, resulting in an all-up weight of 323 pounds (147 kg).

The real breakthrough came for the 1956 year model, where a completely new engine graced the competition models. Bore and stroke were revised to 86mm x 85.5mm with an 8.7:1 piston, lighter flywheels and a conrod taken from the road racing 7R AJS. Although peak power only rose to 33 bhp, there was a much greater spread of power, with a higher rev ceiling of 6,200 rpm. The cylinder head was modified to take a centrally-positioned spark plug, which was not exactly a straightforward job as the valve seats in the combustion chamber are very close together. The solution was to mill a slot below the spark plug thread, which emerged just between the valve seats.

The frame also received attention, with the lower section all-welded instead of being bolted up. A further change came in 1957 when the old Burman gearbox gave way to the AMC/Norton gearbox – surely the most successful-ever British-made box. And finally, after much begging and pleading from the buying public, the Jampot units were scrapped and replaced by the far superior Girlings, although ➤

... the G80CS is a really pleasant motorcycle to ride, with a commanding view of proceedings from the high saddle....



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MATCHLESS G80CS



The sexiest tank in the business!



Hot Dog muffler is one of the very few non-original parts.



ABOVE Herb has painted 'gear change' points on the speedo dial. LEFT Exhaust pipe is routed over the footrest, which straddle the lower frame rails.

AMC, in its typically fuddy-duddy manner, insisted on retaining the clevis style lower mount – just to be different – which meant the units had to be specially made, and thus, more expensive.

Despite its intended use for scrambles, the G80CS was still not fitted standard with an air filter, and private owners came up with many curious solutions to the problem. The main obstacle was that the oil tank was taken directly from the road bike and mounted on the right side – directly in the path of the carburettor which exited from the right side of the cylinder head. The more radical solution was to weld up the inlet tract and re-machine it to allow a central inlet port, which gave slightly better breathing as well as aiming the bell mouth into a space where an air filter of sorts could be accommodated. However the more usual practise was to scrap the standard oil tank, and convert the tool box on the left side to become an oil tank. This then permitted a generously-sized air box to be placed on the right.

1958 MATCHLESS G80CS

Specifications

| | |
|--------------------------|---|
| ENGINE | OHV single all-alloy. Stellite-tipped valves with cast-in valve seats, central spark plug. Duplex hairpin valve springs. Hiduminium push rods with hardened steel end cups. Mushroom type cam followers. High light (HS) cams. Steel flywheels. |
| BORE X STROKE | 86mm x 85.5 497cc. |
| CARB (for racing) | 1 3/8" Amal GP (for road) Amal Monobloc 1 3/8". |
| COMPRESSION RATIO | 8.7:1 |
| IGNITION | Lucas Waterproof Competition magneto. |
| GEAR BOX | Four speed close ratio. Multi-plate clutch with integral rubber vane shock absorber. |
| FRAME | Brazed and bolted, twin duplex cradle with single front downtube.. |
| SUSPENSION | Front: Heavy Duty AMC Teledraulic forks with two-way damping and multi-rate springs. Rear: Girling units with three-way spring preload. |
| MUDGUARDS | Polished light alloy with tubular steel stays. |
| BRAKES | Cast alloy hubs with 7 inch s/s brakes. |
| FUEL CAPACITY | Two gallons (9 litres) |



Headlight switch and wiring are quickly detachable.

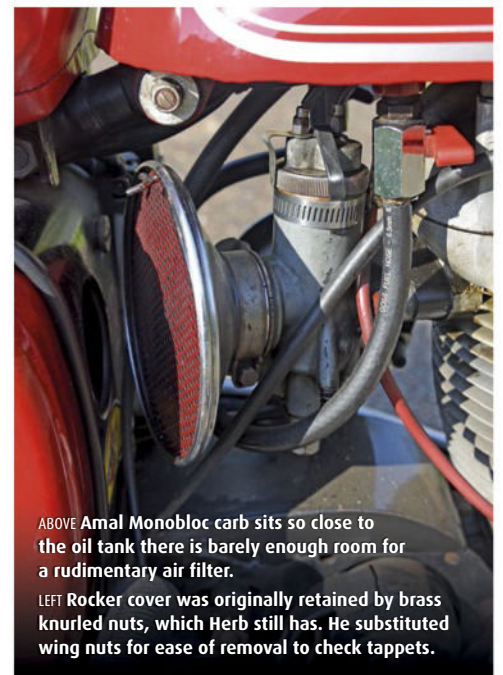


Standard oil tank was often replaced on scrambles bikes to allow an efficient air filter to be fitted.



ABOVE Amal Monobloc carb sits so close to the oil tank there is barely enough room for a rudimentary air filter.

LEFT Rocker cover was originally retained by brass knurled nuts, which Herb still has. He substituted wing nuts for ease of removal to check tappets.



MATCHLESS G80CS



Original seat hides beneath the cover Fred had made.

The new short-strokers were instantly successful on scrambles tracks both in the UK and abroad – the AMC works squad of Dave Curtis (Matchless) and Geoff Ward (AJS) achieving many major successes. The Achilles Heel of the otherwise bullet-proof engine was the timing side main bearing, which was a bronze bush. When this failed, as it did regularly under the rigours of competition, the crankshaft fell out of mesh with the half-time pinion and usually stripped the teeth on both, the resulting debris getting tangled up in the timing case and wrecking the cam pinions. Not a few engines were converted by machining the inner timing side crankcase to remove the bush and make provision for a carrier to take a ball bearing – something the factory should have done from the outset.

In 1963 – in the last stages of the G80CS existence – the bottom end of the engine received a major redesign. The old plunger style oil pump, which dated back to the 'twenties, was replaced with the gear-driven Norton pump and the timing side main finally changed to a ball bearing. By this stage, the heavy G80CS was well past its best, but the new engine – known as the G85CS – was extremely popular for use in the light weight Metisse chassis. It even found its way onto speedway and grass tracks via London based tuner Jack Emmott, who shaved off the cylinder fins and fitted wilder cams and a sky-high compression piston to allow it to run on methanol.

What began as the G80CS lasted until late 1966, when the AMC concern cried enough. By that stage, Herb Hoffmann's 1958 model was just getting into its stride, with nearly 100,000 miles under its wheels! ■



Man and his machine. Herb Hoffman and his G80CS have been an item for 58 years.



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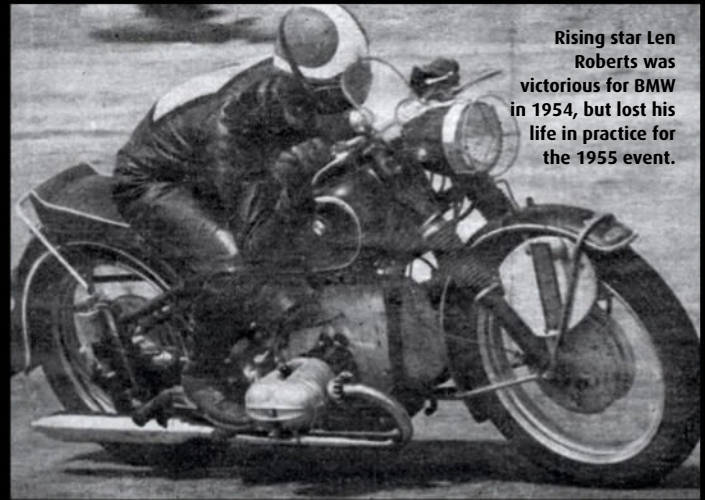
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TRACKS IN TIME

MT. DRUITT, NSW

Twice around the clock – twice



Rising star Len Roberts was victorious for BMW in 1954, but lost his life in practice for the 1955 event.



Jack Forrest prepares for the start with co-rider Don Flynn on the right. The Bryen/Hodgkinson 650 Triumph (2) and the Conley/Stewart Matchless (3) are behind.

Mt. Druitt 24 Hour races: 1954 & 1955

The world's first and second motorcycle 24 hour races produced heroic performances, amazing endurance, and tragedy.

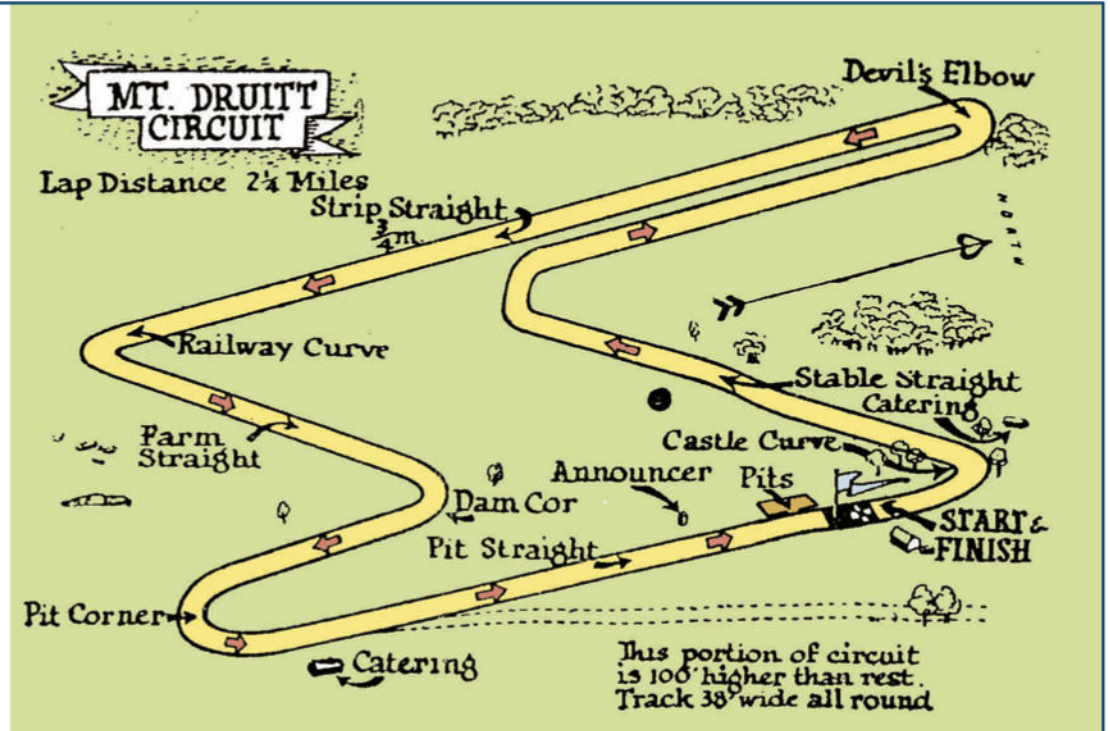
Story Jim Scaysbrook

Photos Dennis Quinlan, Graeme Osborne, Todd Hamilton, OBA archives.

TRACKS IN TIME MT. DRUITT

Rugged and devoid of facilities it may have been, but the Mount Druitt circuit in western Sydney was never short on promotional acumen. The former wartime airstrip had been converted from a straight up and down squirt with U-turns around oil drums at each end, into a proper and popular 3.6 km circuit that utilized the strip plus a loop road running to the top of the hill (where Whalan Public School now stands) and back down the other side.

From the opening motorcycle meeting on November 16, 1952, the track became the Mecca for road racers whose only other venue in the state was the once-a-year Mount Panorama meeting at Easter. The lease holder was the flamboyant Belfred Jones, a lively Welshman who ran a company called Speed Promotions which had its office in the grand but dilapidated mansion, Centenary House or simply 'The Castle' that stood on the crown of the hill. The circuit hosted a packed calendar of car and motorcycle races, but Jones was always looking for something different, and borrowing an idea from Le Mans, France, promoted the first 24 hour race for production cars to be held in Australia, beginning at 2 pm on January 31st and concluding on February 1st, 1954. Complete with the obligatory 'Le



Mans' start, the race attracted 22 entries and was won by the Queensland team of Bill Pitt, Chas Swinbourne and Mrs Geordie Anderson in her Jaguar XK140 hardtop. The race was not without its problems, among them an almost total lack of crowd control and the gradual disintegration of the track surface, and was not repeated, but Jones refused to give up on the idea and instead, hawked the proposal around the motorcycle trade for a round-the-clock race for standard production bikes.

Motorcycle sales at this point were in

free-fall, dropping by almost 50% in the 12 months to June 30, 1953, and the industry was willing to try anything to arrest the decline. But by the time the date for the proposed event came around on the 1954 October Long Weekend (3rd and 4th) things were even worse and much of the promised trade support failed to materialise. Determined to go ahead, Speed Promotions put up a total of £1,000 prize money.

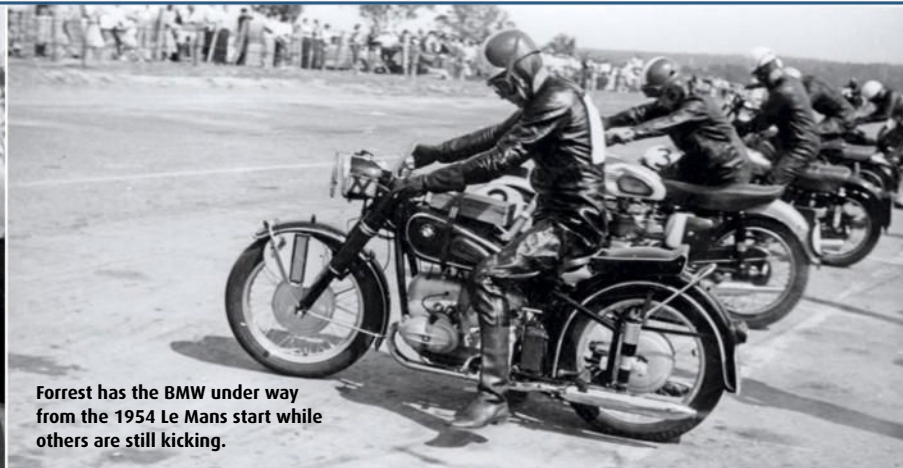
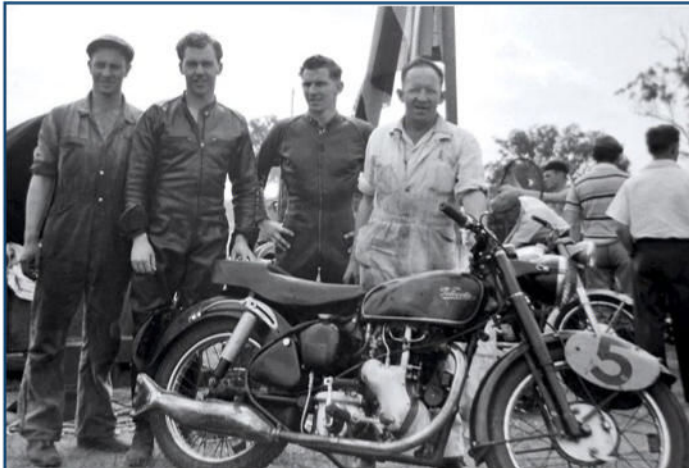
After the destruction caused by the cars, the circuit was patched up, but The Auto Cycle Union of NSW was wary >

ABOVE Mount Druitt Map: The 2.2 mile Mount Druitt circuit. Whalan High School now stands on what was Castle Curve at the end of Pit Straight.

BELOW 2pm, and riders line up for the Le Mans start in 1954. The winning BMW (1) is on pole position, with the runner-up Triumph next to it.



TRACKS IN TIME MT. DRUITT



Forrest has the BMW under way from the 1954 Le Mans start while others are still kicking.



TOP The sole Velocette in the 1954 race: mechanic Don Wilson, riders Allen Burt and Bob Brown, and owner Ron Kessing. ABOVE Members of the victorious 1954 BMW squad. Left to right: Don Flynn, Jack Forrest, Len Roberts with the R68. BOTTOM Winners of the Combined class in 1954, Don Bain, Wal Hawtry and Jack Humphries with the R25 BMW.



and refused to grant a permit until a large number of safety issues were addressed. The idea of racing in the pitch black (the circuit had no permanent illumination) on machines with rudimentary lighting was daunting enough, but there were other problems as well. Piles of rusting wartime junk had to be carted out of the long grass surrounding the track, and some attempt at containing the livestock was also made.

Light my fire

Eventually a permit to stage the race was issued, but when entries closed there were only 32 nominations and the proposed 125 cc, 250 cc and Sidecar class entries were pooled into what was called the Combined Class. The Junior class was for motorcycles from 256 cc to 355 cc, with the bulk of the entries in the combined Unlimited and Senior class. Pre-race favourite was the 500cc 'Featherbed' Norton International ridden by Harry Hinton and his sons Harry Junior and Eric, but a strong challenge was expected from the new BMW R68 entered by Jack Forrest. Forrest was naturally the lead rider, but he needed two others to form the team, which had the support of NSW BMW distributor Tom Byrne.

"I was employed as a salesman at Tom Byrne's shop in Wentworth Avenue at the time," recalled Don Flynn in 2001, "and was having some modest success with the 350 Norton I had bought from Jack Ahearn, and was asked by Tom if I would be interested in joining Jack Forrest's team for the 24 hour race. Forrest was a successful used car dealer with a yard at Parramatta Road Auburn, and was also a star in the motorcycling world and I guess we were all a bit in awe of him. After he checked me out I was offered the ride, and when Jack asked me if I could suggest a third I put forward my pal and fellow member of Parramatta Motorcycle Club, Len Roberts.

Although Tom (Byrne) was a sponsor of the team he did not supply the bike. This was Forrest's machine which he had bought when the first shipment of BMWs arrived. They had a big reputation – thoroughly deserved as it transpired – for excellence of workmanship and reliability; an area where British machines were sadly lacking at the time.

Don Bain, a star rider of pre war days was Byrne's workshop boss and was appointed as team manager. Bain's attention to detail and meticulous planning were to be a big part of the team's success. Practice for the event was, I think, held on the Wednesday and Thursday prior to the race and when the big day arrived we had honed our refuelling and rider changes to a nicety."

From the Le Mans start at 2pm, Forrest's BMW shot to the lead, with the Hintons in close pursuit. At 4pm, Flynn took over the BMW for his two hour stint, maintaining the handy lead. As darkness fell the area took on an eerie look with the headlights flashing around the circuit, which had only a few hurricane lamps for illumination. The only electric lighting consisted of a few lights scattered around the pit area and in front of the lap scoring stand. Inside the pits, a small village of tents housed sleeping competitors and a refreshment stall.

The first real excitement came at 11.45 pm when a cow strayed onto the course at the sweeping downhill bend that led onto the airstrip, just as the 500 AJS ridden by Tommy Farr arrived at full speed. Farr struck the animal and was thrown off, the tumbling AJS being collected by Barry Halliday and Errol Thurston. With the track virtually blocked, the race was halted for 20 minutes to allow the wrecked machines and the cow's carcass to be removed. Farr was uninjured but Halliday and Thurston both went to Parramatta Hospital, the former with both wrists broken and the latter

TRACKS IN TIME MT. DRUITT

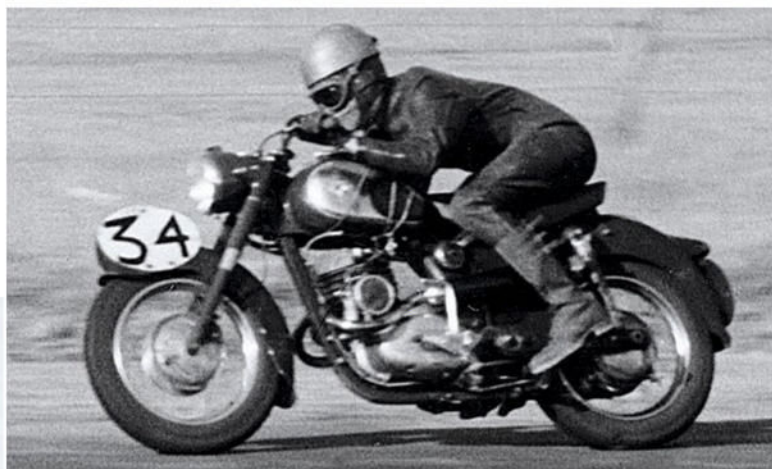
with a dislocated jaw. Incredibly, the race was briefly halted one hour later to remove another cow from the course, luckily before anyone could hit it.

The Hinton team's Norton had its generator fail early in the piece, forcing the team to change batteries at each fuel stop. At 1.15 am, the Norton pitted for refuelling, having covered 281 laps, but a spark from the battery terminals ignited leaking petrol and in a trice the lot was engulfed in flames; the tank exploding spectacularly. With no fire extinguishers on hand, the Norton completely burnt itself out, briefly illuminating the pit area!

"I can recall that I was riding at the time", said Flynn, "and saw the flames in the Hinton pits area leaping skyward as they consumed our only real challenger. After that we were always comfortably well in front and it became an armchair ride with the BMW performing superbly".



At dawn, the BMW R68 team was a clear leader, but the Triumph Thunderbird entered by Arnold Glass' Capitol Motorcycles and ridden by Keith Bryen, Barry Hodgkinson and Bill Tuckwell was clawing back ground, with the G9 Matchless ridden by Keith Conley, Keith Stewart and Sid Webb not far behind. When the chequered flag went out at 2 pm, the BMW had covered 648 laps, or 2,330



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THE WORLD'S LONGEST ROAD RACE FOR MOTOR CYCLES
 24 Hours' Continuous Racing — Day & Night at
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 LIQUOR BOOTH on SATURDAY, to 10 p.m.
 BARBECUE AND FIRST CLASS CATERING
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kilometres, at an average speed of just over 60 mph, with 19 laps in hand over the Triumph. Winners of the 500 Class were established road racers Conley, Stewart and Webb on the Matchless G9 twin that Stewart had ridden to victory in the 2,500-mile Redex Trial just weeks previously. BMW also took out the Combined class (with riders Don Bain, Jack Humphries and Wal Hawtry aboard a 250cc single cylinder R25) on 547 laps, while Bruce Rands' Norton outfit was the sidecar winner on 461 laps. The Junior class went to the AJS ridden by the McLeay brothers and Max Alexander on 530 laps. For the Outright and Unlimited class victories, the Forrest team collected £220, or about the price of the motorcycle. 23 of the original 32 starters made it to the finish. >

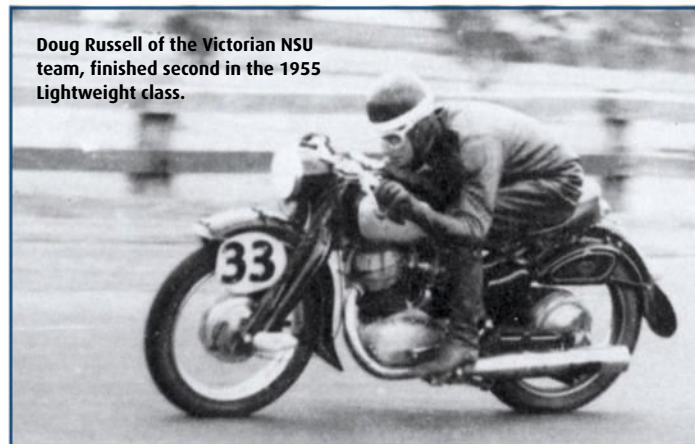
ABOVE LEFT **Runners up in 1955: Gordon Harman, John Astley and Jack Godfrey with their battered Matchless G9.**

INSET LEFT **Scrambles star Roy East on the 250 Puch he shared with Tom Phillis in 1955.**

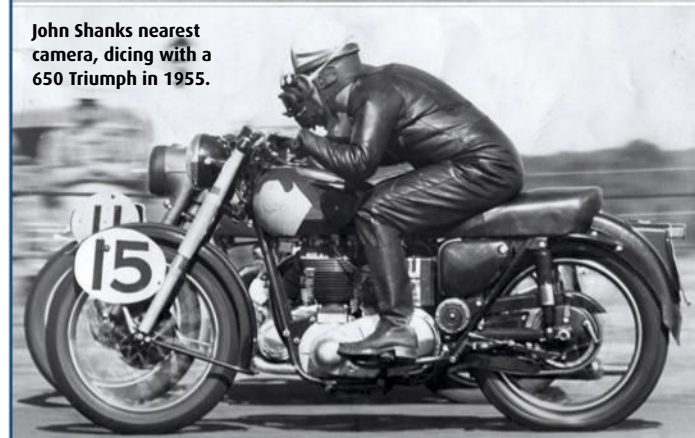
The grid for the 1955 race. At the front is the Matchless G9 ridden to third place in the 500cc class, with the runner-up Matchless beside it. Number 39 is the Francis Barnett (3rd in the Lightweight class) and 6 is the Velocette entered by Ron Kessing.



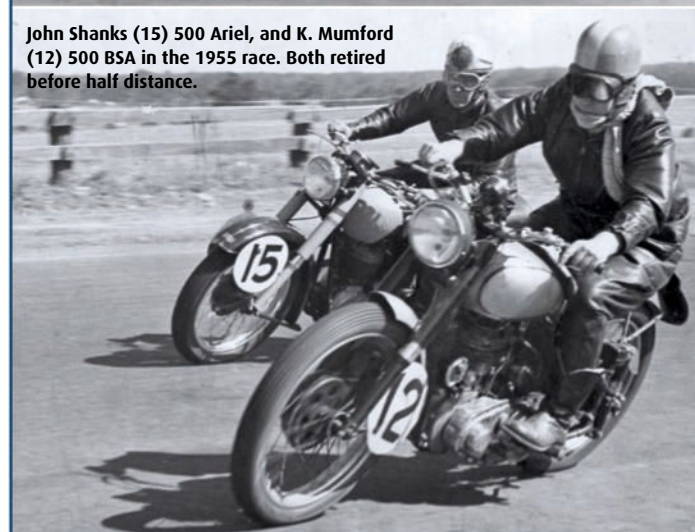
TRACKS IN TIME MT. DRUITT



Doug Russell of the Victorian NSU team, finished second in the 1955 Lightweight class.



John Shanks nearest camera, dicing with a 650 Triumph in 1955.



John Shanks (15) 500 Ariel, and K. Mumford (12) 500 BSA in the 1955 race. Both retired before half distance.



Future World Champion Tom Phillis on the 250cc Puch in 1955.



After a marathon riding effort, a big crash and subsequent rebuild, the 1955 winners can finally relax. From left, Barry Sluce, Bruce Woodyatt and Bob Sluce.

teams were withdrawn from the event, leaving 38 teams to face the starter.

For the first few hours, the outright lead was disputed by the 500cc Triumph of Joe Bratby, Jack Godfrey's 500 Matchless Super Clubman twin, and the 500 Tiger 100 Triumph from the Canberra team of brothers Bob and Barry Sluce, and Bruce Woodyatt. The Hinton Norton challenge had evaporated when Eric crashed at the six hour mark and received a fractured arm. In the smaller classes, Norm Osborne's NSU led the way, while future world champion Tom Phillis, partnered by Roy East, was putting in a remarkable ride aboard the split-single 250cc Puch. The Bratby/Ron Williams/Keith Jones Tiger 100 continued to draw away from the field as the half-way point neared, holding an incredible 17 laps advantage over the Conley G9 Matchless team.

Underdogs triumph

At the 14 hour mark, terminal engine troubles halted the hard-ridden Bratby Triumph, which at that point had a lead of seven laps. This left the two Matchless teams ahead, but they were being pressed hard by the Sluce/Woodyatt Triumph. Bruce Woodyatt recalls what happened next.

"I was chasing Barry Hodgkinson's Tiger 110 on the lower part of the circuit, and as we came onto the airfield section we both came up to lap another Triumph. Barry went one side, scattering the rubber trackside markers all over the place as he cut inside, and I went the other. Just as I was about level with this other Triumph, it shed the left hand muffler, which went straight under my front wheel, bursting the tyre. I was doing about 95 mph at the time and was thrown down the road, breaking my wrist. As I picked myself up a trackside marshal on an ex-army BSA came racing up, so I jumped on the pillion and got a lift back to the pits. While I was patched up in the ambulance Bob and Barry went to retrieve the bike. A friend of ours had loaned us an identical Tiger 100 to use for parts should we need them, so they pulled off the front wheel, petrol tank and a few other bits and headed off down the bottom of the circuit to rebuild the bike."

While the Sluce machine was being retrieved, an even worse accident

"The BMW factory were ecstatic and invited the team members to visit the works in Munich as their guests," said Don Flynn. "Lennie (Roberts) and I were poor working boys in hock to the eyeballs to keep our Manx Nortons going and would have been flat out affording the fare from Parramatta to Sydney let alone to Germany. Forrest however had no such problem and went off to be met and feted at BMW and was provided with the latest Rennsport to do the Continental circuit. Jack brought it back to Australia – a wonderful machine and much admired here, although he had more success I think with a 250cc NSU which he also imported from Germany."

Despite the dramas, and the disappointing turnout of spectators, the event had impressed the struggling motorcycle trade, and BMW in particular made much mileage of the win – their first in International racing since the war. Although the 24 Hour scarcely covered costs, the promoters immediately laid plans for a bigger and better event, with the date set for the weekend of October 29/30, 1955.

Horse on the course

The second running catered for four capacity classes; Up to 250 cc, 350 cc, 500 cc and Unlimited, while the sidecar class (which had attracted only three starters in 1954) was dropped. To acclimatise riders to racing in the dark, a special practice session was arranged for the Wednesday evening prior to race weekend. While lighting had been improved somewhat, the security of the track precinct itself had not. Early in the night, a horse strayed onto the track just as Len Roberts was reeling off some laps on the new Don Bain-entered 600 BMW. Swerving to avoid the beast, Roberts was thrown off at top speed and died from multiple injuries before he could be transported to hospital. As a mark of respect, Bain's BMW and 250 Adler

TRACKS IN TIME MT. DRUITT



1955 200cc Lightweight class winner Blair Harley screams his 197 Francis Barnett down the rock-strewn main straight with Noel Gardner's 350 Royal Enfield for company.

occurred. Don Blackburn (who was comfortably leading the Junior class on his Velocette) crashed at high speed on the downhill section and was struck by several other bikes, receiving fatal injuries. Wrecked machinery littered the track and the race was stopped. After a meeting between officials and riders, it was agreed to allow the event to proceed. To further add to the confusion, the lighting in the pit area, what there was of it, failed for almost four hours, and in the darkness a pressure lamp exploded and set fire to the building containing the fuel stores. The one-hour delay in racing however, allowed the Sluce team precious time to rebuild the Tiger 100, and when the event was restarted they were ready for battle again. Woodyatt, with his broken wrist and dislocated thumb heavily strapped, was pressed into duty again and went out for a two-hour stint! Bob Sluce, who was not a recognised road racer, then took over for a marathon stint, carving chunks out of the leaders' advantage to take over the front running in the 19th hour.

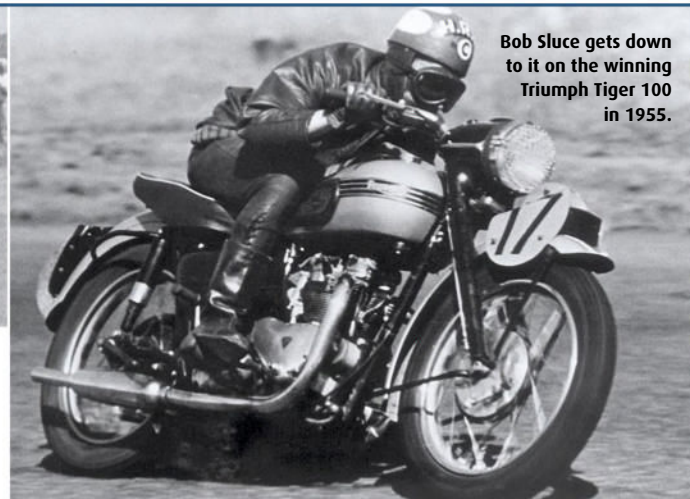
They held the position to the finish, beating home the distributor-entered Godfrey/Astley/Harman Matchless by just one lap. The Matchless squad had their strong chance of victory ruined when the bike fell over in the pits while it was being refuelled at the 20-hour mark, smashing the headlight (fortunately the race now being in Sunday's daylight) and trapping rider Astley's hand, which forced him to retire from any further riding. The winning total was 599 laps, 49 fewer than the previous year, although nearly one hour's racing had been lost. The winning Triumph, owned by Bob Sluce, had just 700 road miles on the clock when the race started. The team had no trade support, unlike the fancied 650 Tiger 110 owned by importers Hazell & Moore and ridden by crack racers Keith Bryen and Barry Hodgkinson, which finished outright third on 597 laps. The Junior

class was taken out by the 350cc BSA ridden by Gordon Hunt, Vince Tierney and Bob Short on 571 laps. NSUs finished 1-2 in the Lightweight class, with Kel Carruthers, Max Shearer and L. Green clocking up 567 laps, 39 more than the Victorian squad of Norm Osborne, Doug Russell and Ned Caddy. A 197cc Francis-Barnett ridden by Blair Harley, Todd Hamilton and Bernie Sinclair was the Ultra Lightweight winner on 468 laps.

In the aftermath to the event, tales of brilliance, heroism and incredible stamina emerged. The pits were a hive of industry, with wheel changes achieved in less than two minutes, gearboxes rebuilt in 40 minutes, and spectator machines cannibalised to supply spare parts. Although the four-stroke NSUs took first and second in the 250 class, the performance of the 250 Puch, which had had its entire electrical system wiped out in the crash in which Blackburn lost his life, was truly remarkable. The bike lost almost six hours while the electrics were rebuilt, and crashed again when Roy East was brought down, yet still finished fourth in its class.

Dramatic the event may have been, but for the promoters it was a financial disaster. There had been expectations of a good crowd to watch the Sunday's action unfold, but after the tragic midnight melee, radio stations and Sunday newspapers announced that the event had been cancelled, leaving spectator areas bare as the race drew to its conclusion.

And so the "World's Longest Road Race" slipped into history. However the concept of long-distance racing for standard production machines retained strong support among the Australian sporting fraternity. 14 years later endurance racing finally returned in the form of the Castrol Six Hour Race at Amaroo Park. "The Six Hour" went on to become the blue ribbon title on the Australian calendar, but it owed much to the pioneering efforts of the brave riders who swept around an unlit cow paddock all those years previously. ■



Bob Sluce gets down to it on the winning Triumph Tiger 100 in 1955.

Results

1954

Outright winner:

BMW R68 600cc (Jack Forrest, Don Flynn, Len Roberts) 648 laps (approx. 2332 km/1458 miles).

Unlimited/Senior Class:

1. BMW R68 600cc (Jack Forrest, Don Flynn, Len Roberts) 648 laps
2. Triumph 650cc (Keith Bryen, Barry Hodgkinson, Bill Tuckwell) 629 laps
3. Matchless G9 498cc (Keith Stewart, Keith Conley, Sid Webb) 627 laps

Junior Class:

1. AJS 350cc (J. Mcleay, F. Mcleay, Max Alexander) 530 laps
2. AJS 350cc (D. Newling, C. Dingham, F. Moran) 510 laps
3. Velocette 350cc (Ray Smith, Basil Hazelhurst, B. Beere) 504 laps

Combined Class:

1. BMW R25 250cc (Don Bain, Wal Hawtrey, Jack Humphries) 547 laps
2. Puch 250cc (B. Watson, F. Dolson, E. Berry) 407 laps

Sidecar:

1. Norton 500cc (Bruce Rands, R. Rottenbury, Alf Higgins) 461 laps
2. BSA 500cc (John Kestrel, Eric Moore, Hilton Murray) 440 laps
3. Triumph 650 (John Moss, Dick Mason, Jim Burgess) 438 laps

1955

Outright winner:

Triumph 500cc (Barry Sluce, Bruce Woodyatt, Don Sluce) 599 laps (approx. 2157 km/1348 miles).

Unlimited Class:

1. Triumph 649cc (Barry Hodgkinson, Keith Bryen, Bill Tuckwell) 591 laps
2. Triumph 650cc (K. McCallum, W. O'Connor, M. McKinnon) 527 laps
3. Triumph 650cc (Frank Percy, Brian Perrot, Ron Toombs) 462 laps

Senior Class:

1. Triumph 500cc (Barry Sluce, Bruce Woodyatt, Don Sluce) 599 laps
2. Matchless 498cc (Jack Godfrey, John Astley, Gordon Harman) 598 laps
3. Matchless 498cc (Keith Conley, Noel Hoare, Peter Hurley) 586 laps

Junior Class:

1. BSA Gold Star 350cc (Gordon Hunt, Vince Tierney, Bernie Short) 571 laps
2. Royal Enfield 348cc (K. Goner, K. Tride, K. Sinclair) 497 laps
3. BSA 350cc (Don Flint, Vic Nicolson, I. Richards) 473 laps

Lightweight Class:

1. NSU 247cc (L. Green, M. Shearer, Kel Carruthers) 567 laps
2. NSU 247cc (Norm Osborne, Doug Russell, G. Caddy) 528 laps
3. Francis-Barnett 197cc (Todd Hamilton, Blair Harley, Bernie Sinclair) 474 laps

Ultra Lightweight Class (to 200cc)

1. Francis-Barnett 197cc (Todd Hamilton, Blair Harley, Bernie Sinclair) 468 laps
2. CZ 150cc (K. Kirkness, J. Gammon, G. Adams) 424 laps
3. CZ 150cc (T. Cave, R. Elsley, B. King) 416 laps

HONDA CB400 FOUR

A real head turner

Story Jim Scaysbrook

Photos Les Beyer, Jim Scaysbrook



HONDA CB400 FOUR



The Honda CB400 Four was in production for barely three years, yet it achieved instant classic status and sold extremely well, particularly in the UK. So if it was that special, why such a short run?



HONDA CB400 FOUR



The ex-Scotland bike as received. All there.

The predecessor of the 400/4, the CB350F, was an altogether disappointing motorcycle – slower than the twins of the same capacity, heavier and more expensive. It was a period in Honda's history where cars – and notably the incredibly successful Civic – dominated the company's attention, at the expense of motorcycles. The ground-breaking innovation that had spawned the likes of the CB750 was nowhere to be seen in the early 'seventies. So it could be said that the 400cc (actually 408cc) version, first shown to the public at the 1974 Intermot Show in Cologne, was little more than a bored out CB350F, tricked up with a few frills in a market segment dominated by the Yamaha two stroke twins and the smaller Kawasaki triples.

In reality, the 400/4 was much more than the sum of its parts, and testament to the fact that the 350-4 was perhaps not as bland and characterless as it may have appeared. In addition to the larger (51mm instead of 47mm) bore, the 400/4 had a redesigned two-valve cylinder head with larger valves giving a higher compression ratio of 9.4:1. The engine was fed by a bank of four 20mm Keihin carburettors (as on the 350) and developed 37 bhp at 8,500 rpm, whereas the 350-4 put out 34 bhp at 10,000 rpm and always sounded like it was doing it with difficulty. Significantly, the 400/4 was the first production Honda motorcycle to feature a six-speed gearbox.



Judy's first (red) 400/4, with the new bike, still in its blue livery. "I enjoyed having both bikes for a time, but preferred riding my old one because it was red!"

However the new model's appeal to the masses lay not so much in the specification, but in its appearance. The most striking feature was the 4-into-1 exhaust system, with the engine pipes arranged in a neat, curvy group that merged into a collector unit ahead of the reverse-cone megaphone-style muffler. The café racer theme was carried throughout the bike, with low-rise handlebars, footrests set to the rear with a gear lever and rear brake pedal connected via a typical 'rear-set' linkage. The seat, while not in full racing style, finished in a tasteful upward swoop, and the fuel tank was reminiscent of the special slab-sided alloy tanks so favoured by the Ace Café brigade. Up front, the forks did away with the usual painted shrouds or rubber gaiters in favour of the Italian-style 'Ceriani' look. The single front disc came straight from the 350/4, as did things like instruments, switchgear and lighting.

The café racer styling may have been a hit with the Brits, but the Americans didn't take to it with quite such acclaim. They didn't like the forward, weight on the wrists riding position, and US dealers quickly sourced longer cables and high lift handlebars to placate customers. Of course, this only exacerbated the off feel from the rearward mounted footrests, but that was no quick fix. Ironically, the 350-4 was not sold in the UK, but the 400 was an instant hit.

For its launch year – 1975 – the 400/4 was available in two hues – Light Ruby Red or Varnish Blue. Very few changes were made during the model's existence. Originally, the passenger footrests were mounted directly onto the swinging arm, but these were moved to loops off the lower frame rails in 1976. The CB400F became the F2 for the 1977 model year, available in Parakeet Yellow or Candy Antares Red Metallic, with black and gold striping respectively. The US-only F1 model of 1976 came in Light Ruby Red or Parakeet Yellow.

UK and Australian models differ slightly in specification, as Les Beyer discovered during the



TOP All plugged up, ready for aqua blasting.
ABOVE Les at work.

restoration of the bike featured here. On the UK model, the steering lock is in the steering head stem, whereas on Australian models, the steering lock is incorporated in the ignition switch. The UK front indicators are wider apart, and the tail light smaller, although the tail light bracket itself is much bigger to take the large and ugly UK number plate. UK models also have MPH speedos.

With its racy looks, the 400/4 was a favourite with the hot-up set, and Yoshimura and several other Japanese companies developed performance camshafts, high compression pistons and big bore kits, as well as different seats, handlebars and controls.

Around 105,000 were produced before the model was dropped for 1978 in favour of the all-new CB400T twin, which was lighter and more powerful. The twin was also much more economical to produce, a major factor in the war against the cheaper two strokes in the same capacity class, the Yamaha RD400, Suzuki GT380 and the Kawasaki KH400.

Show stopper

Judy Beyer's glistening red 400/4 has scooped the pool in several shows (including the 2105 VJMC Rally and the CBX Rally) and rallies ever since it went on the road following husband Les' painstaking restoration which was completed in October 2014.

In fact, the Beyers' CB400F odyssey began with a different bike that was purchased in May 2010. "This bike was basically sound but really needed considerable work to get it up to the standard we wanted. Judy found the size and weight of the bike more manageable than her Kawasaki ER5 and really enjoyed riding it so I tidied it up and sourced some of the parts that I anticipated would be required,"

HONDA CB400 FOUR



Refurbished engine.



TOP The easy way to marry the power unit and chassis – drop the frame over the engine.
 ABOVE Correct factory finish for the fork legs is difficult to achieve.

says Les. "However on a visit to a CBX Club friend, Wayne Johns, in Dec 2011, I spotted a 400/4 tucked away in the corner of Wayne's shed and expressed my desire to buy a better one for Judy rather than restore the one she currently owned. A brief discussion ensued about Wayne owning too many bikes and how I could help him a little with this problem and I headed home with the 400/4.

"Wayne's CB400/4 was sold new by Victor Devine & Co Ltd, in Glasgow, Scotland in July 1976 and was brought to Australia by the original owner a few years later. Wayne came across it when the owner came into Southern Honda where Wayne was the Workshop Manager looking for a couple of parts. The end result of this late 1970s encounter was Wayne bought the bike, added it to his collection but never registered it so when we purchased it in 2011 it was completely original and only showing 7,616 miles. However, the downside of the bike spending its first few years in Scotland was the inevitable corrosion on the frame and fittings. While this was superficial I knew that it would require complete disassembly, so I progressively bought parts that I knew would be required when it came time for the refurbishment. The bulk of the parts were sourced from David Silver Spares in UK. Fortunately Wayne had the foresight to purchase a complete new genuine exhaust system as being in the trade he was acutely aware that in this period Japanese exhaust systems were disposable items and would soon become unobtainable. The exhaust system on the bike was inevitably a bit tired but the bike coming with a complete brand new system still in the box was definitely the clincher on the deal.

"The bike was in such good mechanical condition that apart from a battery and tyres no maintenance was required prior to July 2014 when I disassembled it for restoration. While I had previously done some

mechanical and cosmetic tidy up work on bikes this was to be the first full restoration that I tackled so there would be lots to learn. Fellow CBX Club member Tony Cowan, who has considerable experience in the motorcycle trade, provided valuable assistance and advice throughout the restoration.

"The bike was originally Varnish Blue but Judy preferred red (as per her first 400/4). The tank and side covers were in very good but not perfect condition but I was hesitant to repaint them so sourced second hand items and had them painted

the correct Light Ruby Red by Daniel Stone at Hackham, Adelaide. The frame, swing arm and most fittings and brackets were sandblasted to remove the surface corrosion. Given the bike's condition it was possible to accurately determine which parts were satin or gloss black and parts were powder coated accordingly by Central Powder Coaters as I felt that powder coating would be more durable than a painted finish. As with the paint finishes it was possible to determine what fittings were zinc plated and those that were gold passivated zinc >



Judy with her award for Best Honda at the 2015 VJMC National Rally in ACT.

HONDA CB400 FOUR



RIGHT Front indicators on the UK are wider apart than Australian delivery models.



for increased corrosion resistance and all parts were replated accordingly in the quest for originality. The industrial finish chrome on items such as the brake and gear lever was kept as per the original finish to avoid "over restoration." Front forks were disassembled, hard chrome redone (by Columbia Hard Chrome) because of surface rust on the fork stanchions and new fork seals fitted. The fork legs, hubs and rear brake backing plate were refinished as close to original finish as possible and those that had been clear coated were refinished with PPCs (Permanent Painted Coatings) Glisten PC Clear Coat.

"Given the low mileage the engine and gearbox did not require any internal work. The painted surfaces needed to be refinished and the oxidation removed from the unpainted aluminium alloy parts (barrels, head, bottom of crankcase, etc) to freshen them up. Rather than disassemble the engine, the inlet and exhaust ports and all other openings were sealed and I aqua blasted the engine as a complete unit. The engine was then masked up and parts to be painted were primed and sprayed using VHT Universal Aluminium (SP127) Engine Enamel.

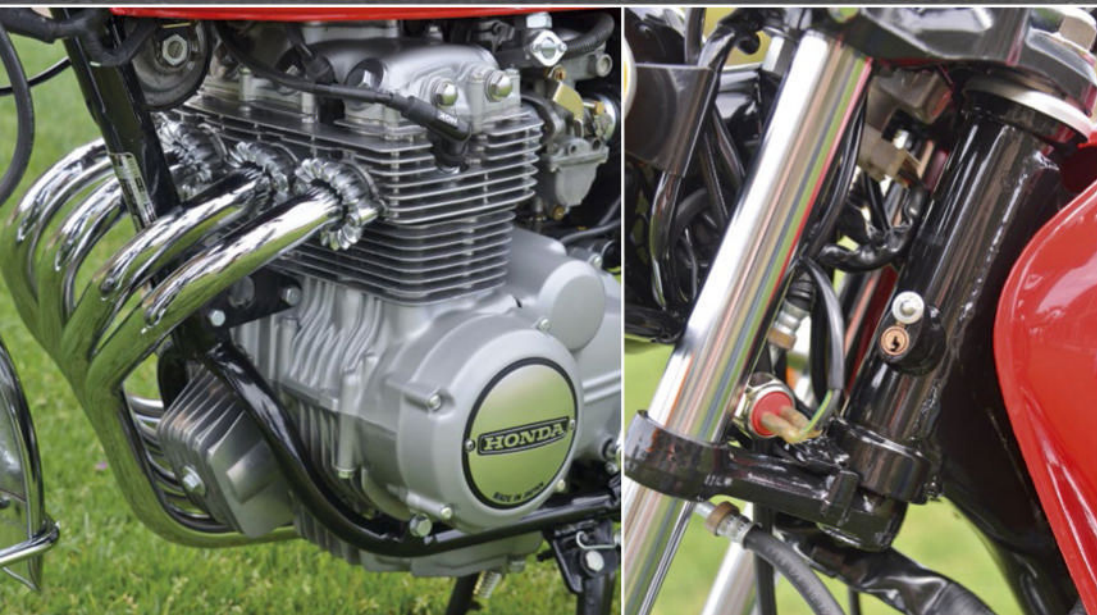
The original seat cover and base were in very good condition so my intention was to refit the seat without anything more than a detailed clean. However, EBay insisted that I buy a brand new original seat out of New York State, a nice touch to complete the restoration. The wiring loom, electrics, switch gear and instruments are all the original items as no refurbishment was necessary besides repainting the Speedo and Tacho housings."

A proud owner

Judy Beyer got her motorcycle riding licence at age 41, but her interest in bikes went back a lot further.

"As a kid, from about 10 years of age, I would save my pocket money for the school fetes around the area near where I lived in the suburbs of Adelaide, and I would ride my pushbike to each when they were on so I could spend my saved money riding the mini bikes that used to be part of the shows in the early 1970s. At the Royal Show my money would go on Dodgem cars, never on the "girly stuff". I always wanted to learn to ride a bike and get my license but was never allowed to, even though my first husband owned bikes. In fact when we used to visit friends on a property I used to wait till he went inside and I would ask the young

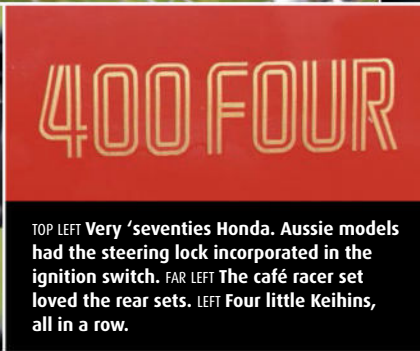
BELOW Four-into-one system is the bike's visual signature.
BELOW RIGHT UK models had the steering lock in the head stem.



HONDA CB400 FOUR



LEFT Pressed metal rear chain shrouds rarely survive the ravages of time.
RIGHT Shroud helps to keep water off the pads.



TOP LEFT Very 'seventies Honda. Aussie models had the steering lock incorporated in the ignition switch. FAR LEFT The café racer set loved the rear sets. LEFT Four little Keihins, all in a row.



LEFT All clean here. Despite exhaustive research, Les still feels the Helmet Holder stickers are not quite correct. BELOW Slightly kicked up seat rear adds to the sporty look.



Yes, this is Judy's bike!

teenage lads to let me ride their small trail bikes around the farm. I would have been in my late twenties then with two young daughters.

"When I started dating Les he had a few bikes and I commented that I had always wanted to learn to ride and he encouraged me to do so buying me a suitable used Suzuki GN250 to go for my "Learner Plates" on. I used to get home from work and at times leave Les at home while I went out to practice my riding. I loved it and felt like a teenager with the bike beneath me and the smell of the air around. Les updated me to a Honda 250 after I got my license and then to a Kawasaki ER5, but my dream was to own a red motorbike and a classic so I was stoked when Les heard about the first Honda 400F that we bought. It suited me and I loved it so it became mine, until the blue (now red) one came cross Les' path.

"I lost much of my enthusiasm when I had the ER5 because although it was a beautiful bike I didn't feel as in control as on the other bikes and I lost a bit of interest in riding, but when I sat on the 400F it felt right and even now if we go out on a ride I generally want to take the long way home because I don't want to get off. I love stopping at lights or riding past people and the people who know the bike from their youth wave and give me a "thumbs up" - it is a real head turner."

All aboard

I can't think how long it has been since I rode a 400/4, but I expect it was back in the mid 'seventies when I was flogging new Hondas from my dealership in Gladesville, Sydney. So around 40 years later, I eagerly accepted an offer from Judy Beyer to try her award-winning example, albeit on low-speed suburban streets in Adelaide. And what a delightful little machine this is - I can well understand why Judy says she always takes the long way home. Even in this restricted environment, the 400 feels perfect - the riding position with the slightly rear-set footrests and weight forward on the handlebars is just right. One thing Honda got just right was the gear ratios, first being tall enough so that you're not grappling for second at walking pace. On suburban streets, fourth gear is the ratio of choice, but the moment the speed limit permits, the top two ratios come into play nicely. The front brake lever had a long travel but did its job well and did not emit the usual squawk common amongst disc brakes of the period. Although the 400 develops just three extra horsepower over the 350/4, it seems a total different power band with appreciably more torque. Altogether, a thoroughly charming motorcycle, and in this particularly machine's case, perfectly restored and prepared. ■

HONDA CB400 FOUR Specifications

| | |
|-------------------|---|
| ENGINE | 408cc 2-valve four cylinder single overhead camshaft |
| COMPRESSION RATIO | 9.4:1 |
| CARBURATION | 4 x 20mm Keihin |
| LUBRICATION | Wet sump |
| BORE X STROKE | 51mm x 50mm |
| GEARBOX | 6 speed |
| IGNITION | CDI |
| CHARGING OUTPUT | 156w |
| STARTING | Electric or kick |
| WEIGHT | 178 kg wet |
| PERFORMANC | 37 bhp (28kW) at 8,500 rpm. |
| TORQUE | 24 lb.ft (33 Nm) at 7,500 rpm. |
| TOP SPEED | 158 km/h |
| WHEELS/TYRES | 3.00 x 18 front 3.50 x 18 rear |
| BRAKES | Single 260mm disc front with single piston caliper. 160mm drum rear |
| WHEELBASE | 1355mm |
| SEAT HEIGHT | 790mm |
| FUEL CAPACITY | 14 l |

MV AGUSTA MUSEUM



FROM L-R Single cylinder DOHC Bialbero engine from 1956 • Overhead surveillance • By 1946 the Vespa had evolved into the much more modern looking (the transition from plum to red helped) Corsa 98 with a three-speed gearbox, which scored numerous victories in the immediate post-war years • Modest exterior belies what's inside! • The Vettoretta mini car from 1951, powered by a twin cylinder 350cc four stroke engine with electric starter • The 1974 model 4-cylinder, six-speed 500 ridden by Gianfranco Bonera to victory in the Grand Prix des Nations at Imola and eventually to second place in the 500cc World Championship.

MAIN Not spacious, but crammed with wonders.





MV Agusta Museum

Cascina Costa, Italy



Don't expect the MV Agusta Museum to loom up on the horizon like the latest IKEA mega-warehouse or Abu Dhabi's Ferrari World. This is understatement estremo; just a small collection of ochre-hued buildings in the tiny village of Cascina Costa di Verghera in the town of Samarate, itself near Varese in the Lombardy region of northern Italy, the main one being of two levels with a small courtyard that houses three Agusta helicopters under a fabric structure. Entrance is via a small door and once inside a kindly old gentleman who speaks no English will politely relieve you of six euros.

Museo Agusta sits on the site of one of the former spare parts divisions of the company, occupying a total area of 700 square metres, with a further expansion of 400 metres planned for the future. The collection was instigated by the Older Workers Group – people with links to the original company that has passed through several hands in recent times. The motorcycle division is now partly owned by Mercedes-AMG, while the helicopter company is called Agusta Westland, part of the Finmeccanica company, one of the world's largest producers of helicopters.

Although motorcycles form the bulk of the display, there is also – as could be expected – a significant aviation section of prototype helicopters, drawings, engines, components, scale models and artefacts. The first Agusta aircraft, the AG1, made its maiden flight in 1907, and soon after Giovanni Agusta began a business overhauling and repairing aircraft at what is now Malpensa Airport, 50 kilometres north of Milan. After WW2, the company, now run by Giovanni's son Domenico as Giovanni Agusta Aeronautical Construction, was initially banned from aircraft production under the terms of surrender and turned to motorcycles, which is what primarily concerns us here.

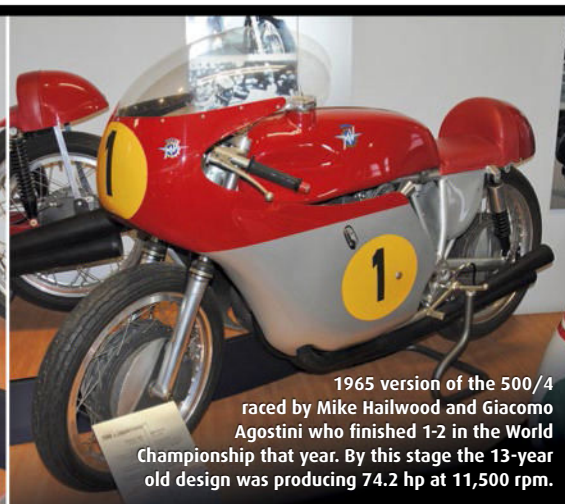
The museum has a select but very representative assortment of not just the fabulous racing machinery that made MV Agusta a household name, but the bread and butter road models that provided at least some of the wherewithal to fund the racing effort. There are examples – in both prototype and production form – of the 98cc model that was the first MV available to the general public, as well as the "Golf Cup" – the first trophy won by an MV rider (Vincenzo Nencioni) at La Spezia in 1946 on an MV 98. An extensive collection of trophies won by some of motorcycle racing's most illustrious names is on display.

Here then is an annotated pictorial of what is currently housed at Cascina Costa. ■

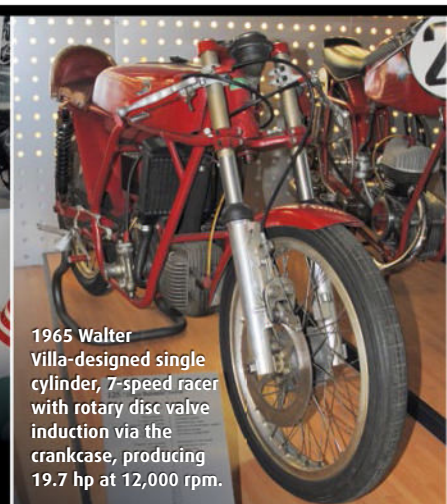
MV AGUSTA MUSEUM



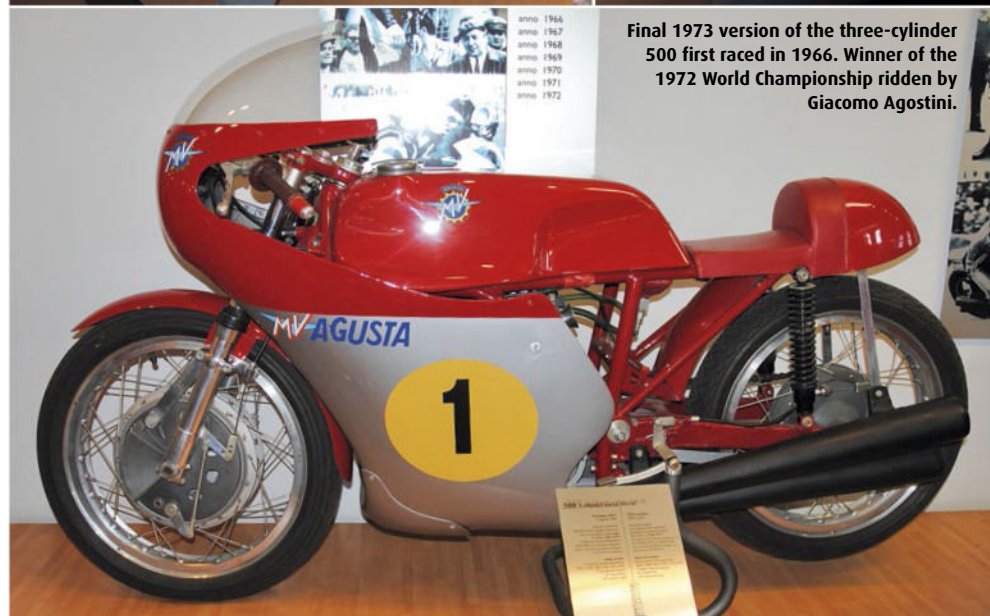
1956 version of the 350cc 4 cylinder, developing 51.5 hp at 11,000 rpm. Its first win was scored by Carlo Bandirola in July 1953 and the last 11 years later by Mike Hailwood.



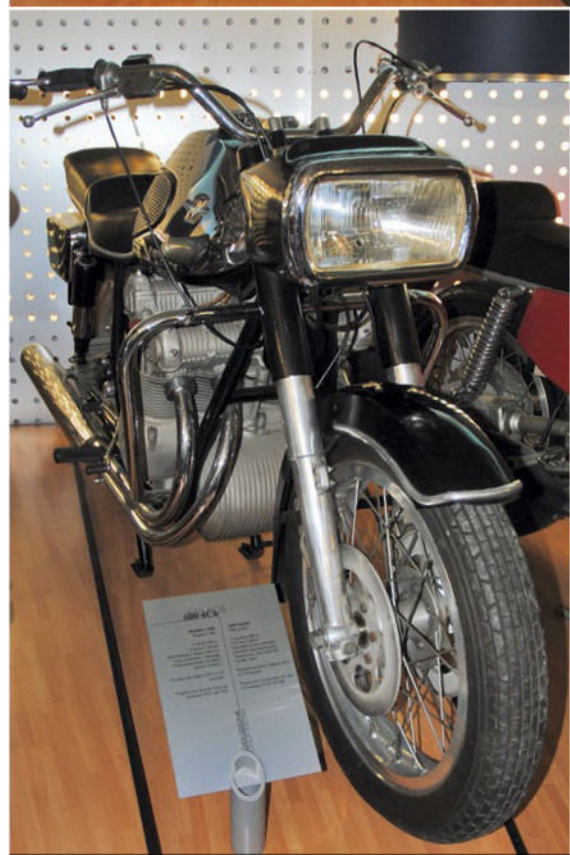
1965 version of the 500/4 raced by Mike Hailwood and Giacomo Agostini who finished 1-2 in the World Championship that year. By this stage the 13-year old design was producing 74.2 hp at 11,500 rpm.



1965 Walter Villa-designed single cylinder, 7-speed racer with rotary disc valve induction via the crankcase, producing 19.7 hp at 12,000 rpm.



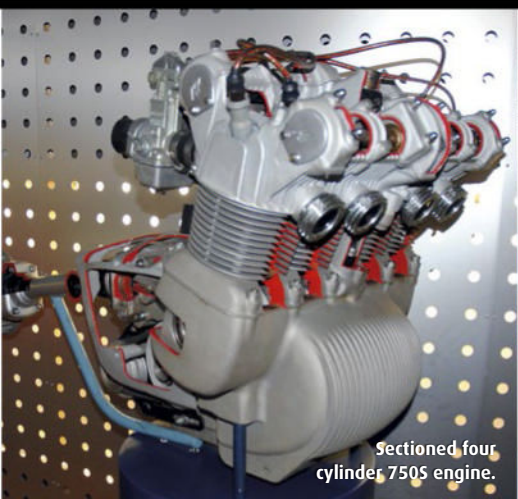
Final 1973 version of the three-cylinder 500 first raced in 1966. Winner of the 1972 World Championship ridden by Giacomo Agostini.



ABOVE 1947 Duecentocinquanta ("Two fifty"), a single cylinder 250cc 4 stroke tourer. BOTTOM LEFT The 600cc 4C6, first seen in 1966, with gear-driven overhead camshafts and shaft drive. Only 137 were built up to 1971. BELOW CENTRE The prototype 4 cylinder MV roadster from 1950. The 500cc, 4-speed, shaft drive design was displayed at the Milan Show where it caused a sensation, as did the projected price of 950,000 Lire (US \$1500 at the time). Unfortunately it failed to progress to production but eventually appeared in 600cc form in 1966. BELOW Highly successful "Carter Lunga" limited production racer. A 125cc 4-speed two-stroke single, this model achieved considerable success in the ISDT and Italian Championships. It produced 11.5hp at 9,000 rpm.



MV AGUSTA MUSEUM



Sectioned four cylinder 750S engine.



Sporty OHC 175 CSS, with Earles front suspension as used on the 500cc GP racer.

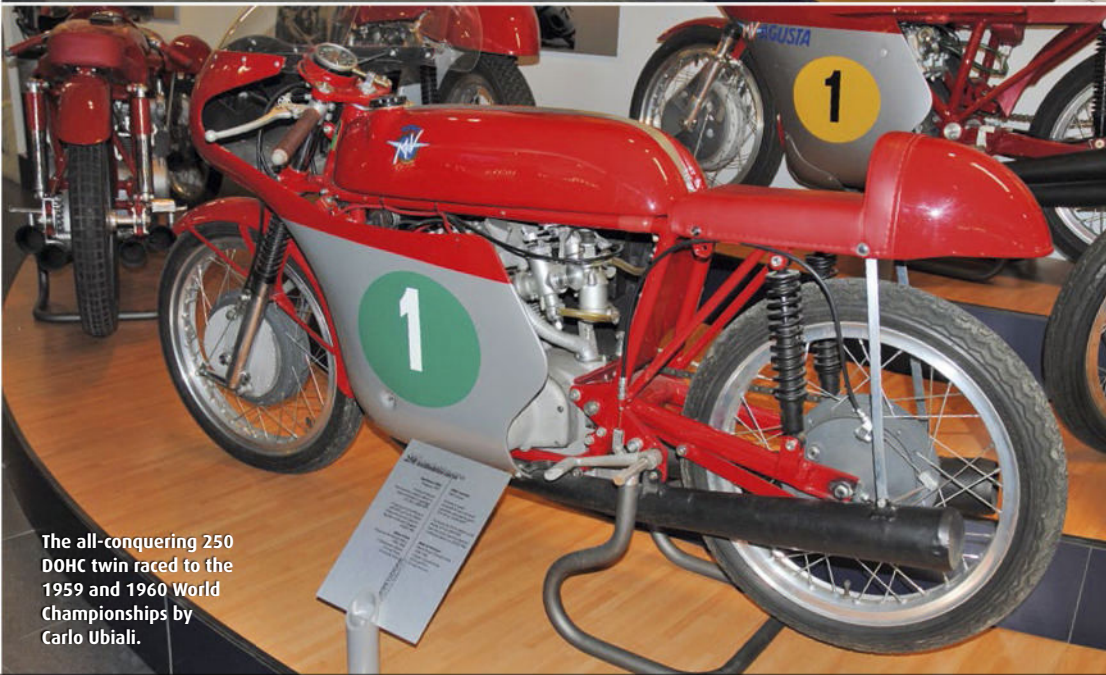


ABOVE Prototype 350cc DOHC twin cylinder racer from 1955 produced 46.5 horsepower at 12,000 rpm.

BELOW The boys' racer 175 - CSS/SV Squalo (Shark), derived from the road-going CSS. The 175cc chain-driven OHC single had a 5-speed gearbox and produced 19.8 hp at 8,800 rpm. As well as numerous road racing victories it also scored gold medals at the ISDT.



The honour list.



The all-conquering 250 DOHC twin raced to the 1959 and 1960 World Championships by Carlo Ubiali.



Final version of the 350cc four-cylinder racer from 1973. By this stage MV was fighting an increasingly tough battle against the two-strokes.

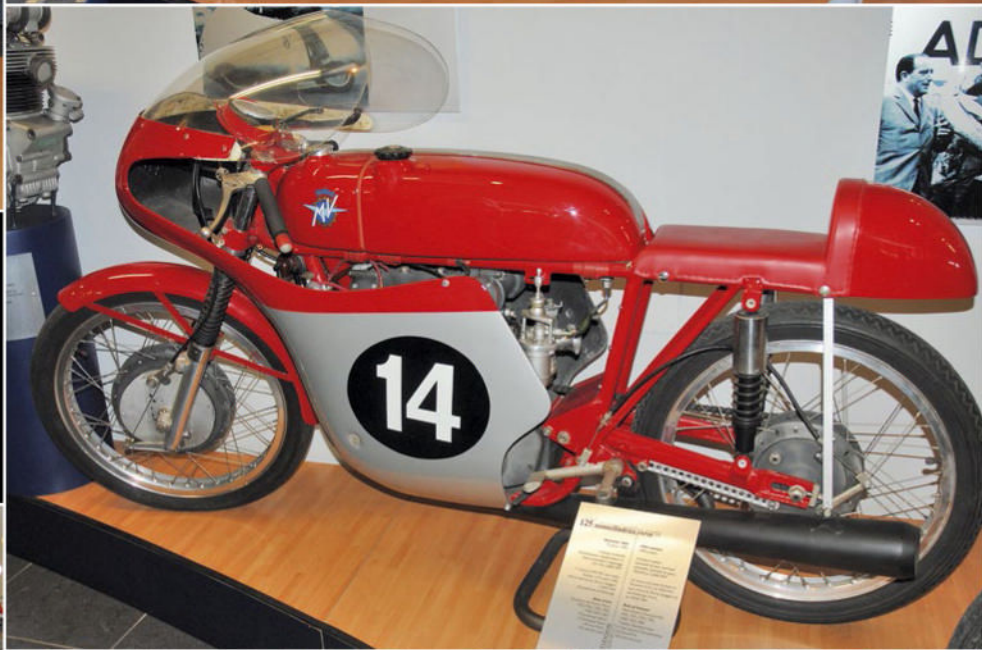
MV AGUSTA MUSEUM



Sport e Lusso 150
2-stroke from 1953.



The 1948 Lusso 98 – a "luxury touring" version of the Model 98.



TOP RIGHT Production version of the 98cc two stroke, now with plunger rear suspension.

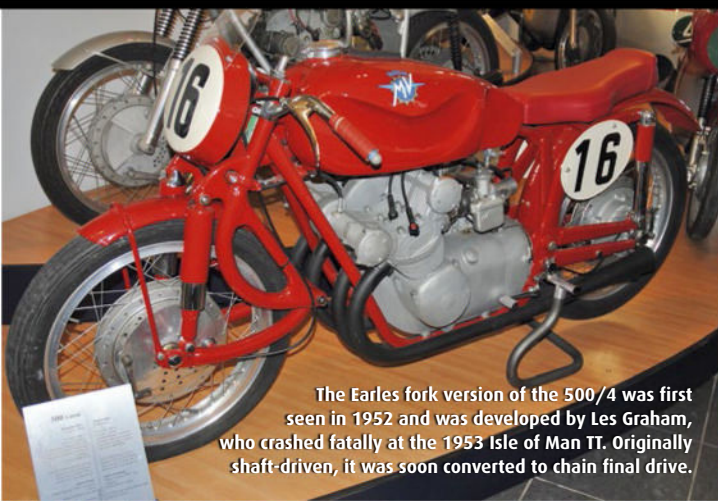
RIGHT Final 1964 version of the single cylinder 125 which began life in 1950 as a single overhead camshaft 4-speeder and ended up as a DOHC 6-speeder developing 18.8 hp at 12,000 rpm. The model won seven World Championships and 34 Grands Prix.

BELOW RIGHT 1943 'Project' of the single cylinder two stroke, two-speed 98cc 'Vespa' (Wasp), the first MV motorcycle.

BELOW Rare 750 America from 1974, only 540 built.



MV AGUSTA MUSEUM



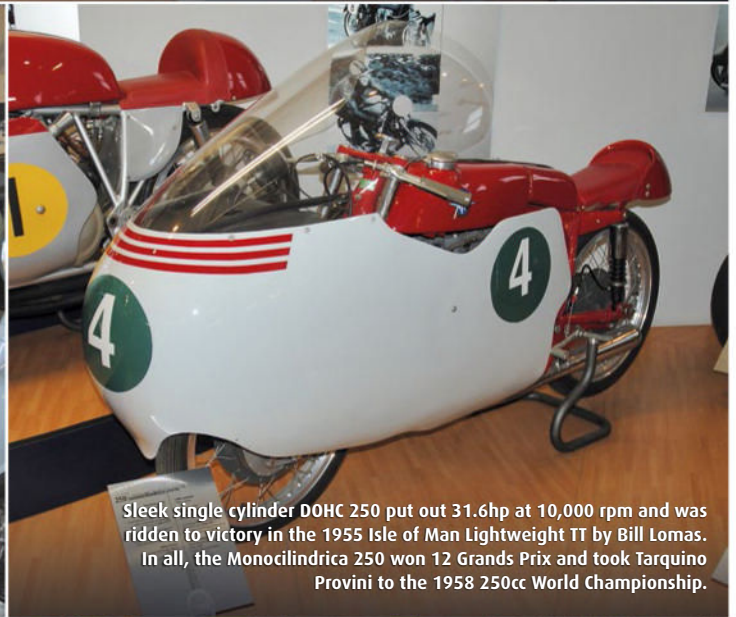
The Earles fork version of the 500/4 was first seen in 1952 and was developed by Les Graham, who crashed fatally at the 1953 Isle of Man TT. Originally shaft-driven, it was soon converted to chain final drive.



1949 prototype 4-speed 125 Lusso ("Luxury") which went into production in 1949. 17,500 were produced between 1949 and 1953.

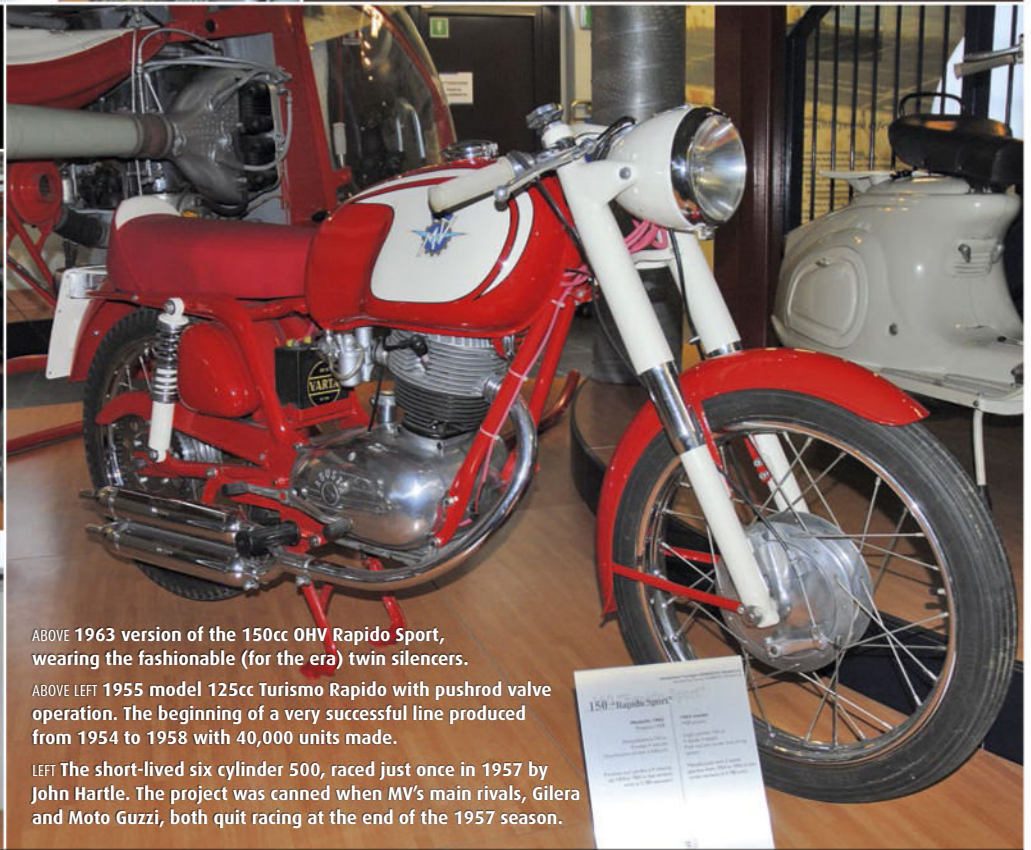


3028 Vittorie dal 1946 al 1976 in gare di Velocità nelle classi 100-125-175-250-350-500-Sidecars
Albo d'oro
The roll of honour



Sleek single cylinder DOHC 250 put out 31.6hp at 10,000 rpm and was ridden to victory in the 1955 Isle of Man Lightweight TT by Bill Lomas. In all, the Monocilindrica 250 won 12 Grands Prix and took Tarquino Provini to the 1958 250cc World Championship.

Colourful line up of MV scooters, ranging from 1948 to the light blue 1952 Ovunque ("Everywhere") on the right. All featured swinging arm rear suspension with 4-speed gearboxes.



ABOVE 1963 version of the 150cc OHV Rapido Sport, wearing the fashionable (for the era) twin silencers.

ABOVE LEFT 1955 model 125cc Turismo Rapido with pushrod valve operation. The beginning of a very successful line produced from 1954 to 1958 with 40,000 units made.

LEFT The short-lived six cylinder 500, raced just once in 1957 by John Hartle. The project was canned when MV's main rivals, Gilera and Moto Guzzi, both quit racing at the end of the 1957 season.



The ELK

Military motorcycles were big business in the 'thirties. The First World War had shown that the motorcycle was indeed a useful tactical device, not just for dispatch work but as a fighting unit when equipped with firepower.

Story and photos Jim Scaysbrook



MOTO GUZZI SUPERALCE

IN THE 'TWENTIES, military bikes began appearing equipped with handlebar-mounted machine guns, or with small cannons capable of shooting down aircraft. There were bikes equipped with stretchers for transporting wounded, and others capable of towing trailers or field artillery.

Guzzi's G.T. 16 model, a 500cc opposed-valve (side inlet, overhead exhaust) single with cast iron head

and barrel and three-speed hand-change gearbox, formed the basis for the company's first military model in a batch of 245 ordered in 1928. With friction-controlled swing arm rear suspension and girder front end, what became the G.T.17 was well suited to off-road work and was pressed into service during the Italo-Ethiopian War of 1935/36. A pillion saddle was mounted on the rear mudguard, with >



ABOVE As found. This Superalce had spent its life in Civil Service in the town of Udine, northern Italy, as denoted by the number plate.

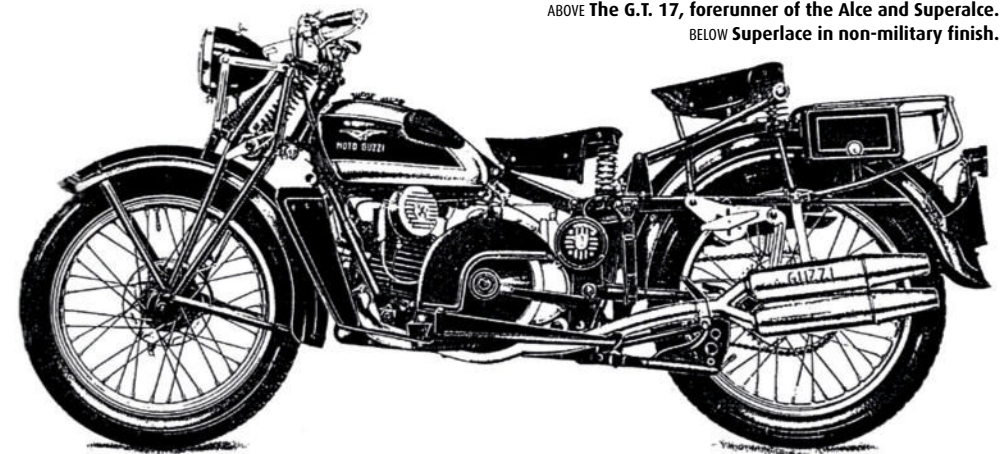
MOTO GUZZI SUPERALCE



ABOVE The G.T. 17, forerunner of the Alce and Superalce.
BELOW Superalce in non-military finish.

a second set of handlebars (which could be folded away in solo use) between the two seats. The rear springing tension could be adjusted to cope with the weight of a passenger by means of a set of levers and racks mounted between the rear footrests and the springs carried beneath the engine. Inside the spring carrier were four springs, with two engaged for solo work or all four for extra loading. A close-ratio gear cluster was fitted, with direct lighting that dispensed with a battery, and twin silencers for the exhaust system. When fitted with a machine gun, the saddle of the G.T. 17 could be hinged backwards to allow the operator to wedge himself between the tank and the seat for firing; surely not comfortable but apparently effective.

The model performed so well in Ethiopia – where it handled the deep sand and rugged roads with ease – that an updated replacement model was soon under development – the Alce (Elk). One of

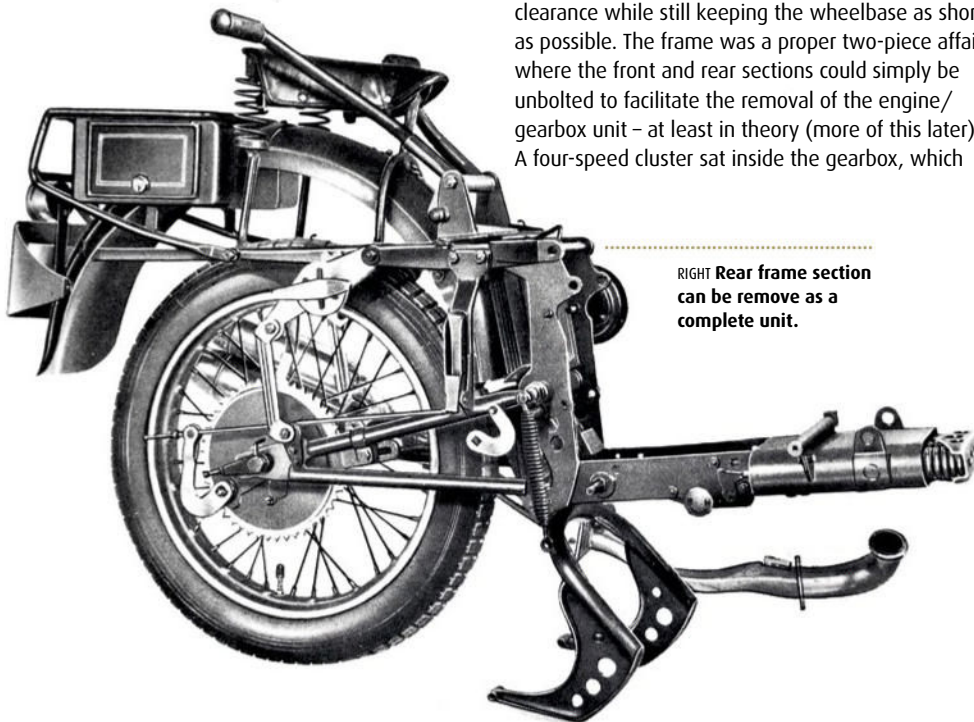


the prerequisites was increased ground clearance, as the G.T. 17 suffered in this respect and often had its aluminium footboards become immersed in sand or wiped out by rocks. The Alce had 21cm ground clearance while still keeping the wheelbase as short as possible. The frame was a proper two-piece affair, where the front and rear sections could simply be unbolted to facilitate the removal of the engine/gearbox unit – at least in theory (more of this later). A four-speed cluster sat inside the gearbox, which

was still operated by hand, but had a pre-selector mechanism incorporated. Italian Military specifications demanded side valves for ease of maintenance, but in other respects the Alce engine was right up to date, with a steel crankshaft with embodied counterweights carried in a pair of substantial roller bearings, and a needle roller big end for the I-section conrod. Guzzi's traditional external flywheel graced the left side, but this was encased in a metal shroud because the engine sat so high in the frame the flywheel rotated very close to the rider's left leg. The engine was still a dry sump, but to reduce the overall height in the seat area, the oil tank was located in the upper section of the frame, under the fuel tank.

As part of the robust specification, the steering head was forged and carried two ball races. Mainly in order to make repairs easier, the girder front fork was bolted together, rather than welded up, so that each side could be replaced separately. The rear section of the chassis was made up of metal pressings. Front and rear wheels were interchangeable and could also be removed leaving the hubs in place. A lever on the handlebars activated a device which inserted a peg into the teeth of the rear sprocket, enabling the Alce to be parked on steep hills.

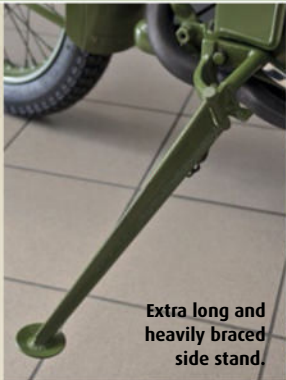
The only real addition to standard specification was a sidecar; a massive affair designed to accommodate up to three fully-equipped soldiers! The sidecar was suspended by a swinging arm, linked to the same unit on the motorcycle, controlled by a helical spring. Bikes supplied as outfits were fitted with different gear ratios. The Alce weighed in at a hefty 179 kg, and was capable of carrying a load of 220kg. ➤



RIGHT Rear frame section can be removed as a complete unit.

The only real addition to standard specification was a sidecar; a massive affair designed to accommodate up to three fully-equipped soldiers!

MOTO GUZZI SUPERALCE



Extra long and heavily braced side stand.



ABOVE Gianni found an original glass tail light in Italy.
LEFT Engine breathes through 27mm Dell'Orto carb.



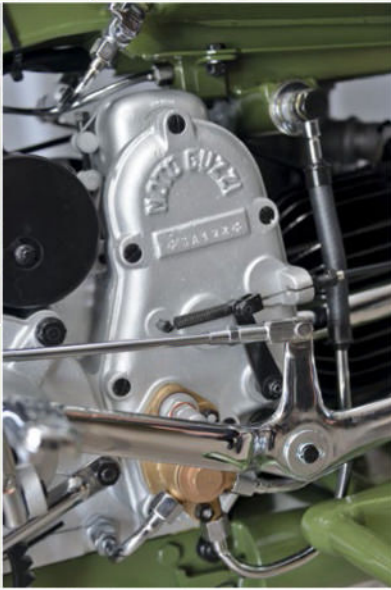
Substantial rear rack.



No such delicacies as footrest rubbers here.



Not easy to find, these!



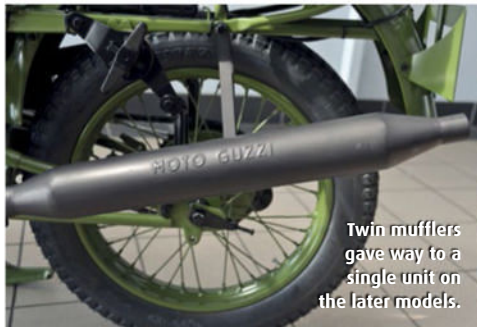
ABOVE Ruggedly constructed girder fork controls front end.



ABOVE Original tyre pump came with the bike.



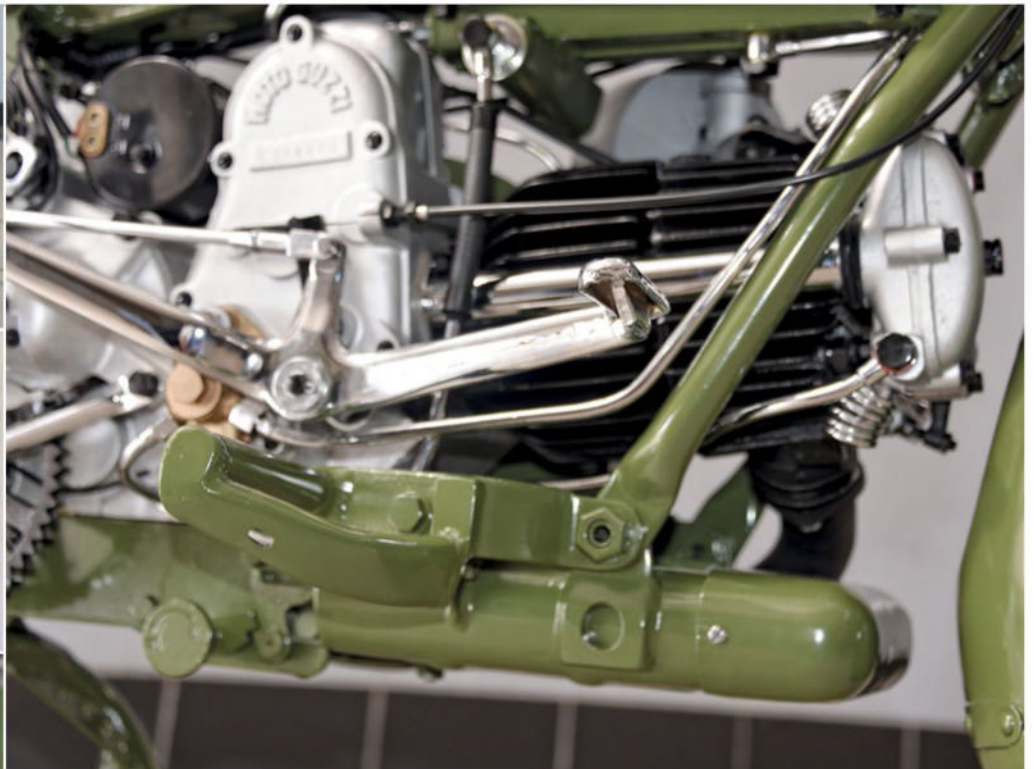
MOTO GUZZI SUPERALCE



Twin mufflers gave way to a single unit on the later models.



Passenger handlebars fold down beside pillion seat.



ABOVE Spring carrier box sits below the engine.
LEFT This knob adjusts the spring engagement from four to two. RIGHT Factory photo of the spring box showing different rate springs.

MOTO GUZZI SUPERALCE
Specifications

| | |
|-------------------|---|
| ENGINE | Single cylinder OHV. |
| BORE X STROKE | 82mm x 88mm |
| CAPACITY | 498.4cc |
| COMPRESSION RATIO | 5.5:1 |
| POWER | 18.5hp at 4,300 rpm |
| IGNITION | Magneti Marelli magneto with automatic advance. |
| CARB | Dell'Orto MD27. |
| FUEL CAPACITY | 14 litres including 1.5 litre reserve. |
| OIL CAPACITY | 2.5 litres |
| GEARBOX | 4 speed, foot change |
| PRIMARY TRANS | Gear to 12 plate clutch |
| WHEELBASE | 1455mm |
| WEIGHT | 195kg |
| SUSPENSION | Front: Girder with compression and rebound springs, friction damping Rear: Swinging arm with adjustable springs. Friction damping. |
| WHEELS/TYRES | 3.50 x 19 front and rear, interchangeable. |
| ELECTRICS | 6v 30W dynamo. 6v 10ah battery. |
| TOP SPEED | 110 km/h |

The Alce did sterling service during the war, while the Moto Guzzi works itself churned out whatever it could to aid the war effort, which included a three-wheeled device which used the front half of the Alce with a truck-style rear end with dual wheels.

With the war over and Moto Guzzi, like most of Italy, in tatters, a new version of the Alce emerged, named the Superalce. The new machine's main change from its predecessor was in the use of overhead valves, with a larger 27mm carburettor. The new model produced 18.5hp; good enough to propel it to 110 km/h. The Superalce featured a revised version of the adjustable rear suspension which was now operated by a control disc fitted on the lower right side of the engine. It remained basically unchanged (except for an auto-advance magneto replacing the manual type in 1952) from 1946 to 1957. The original model also retained the Alce's twin mufflers, which gave way to a single muffler in 1955.

In army guise, the Superalce was supplied in a dark olive green finish, while for police and civil use, it could be had in light olive green or a chrome finish with maroon panels, similar to the civilian Astore. The Superalce was never sold directly to the public, only to order via military or government organisations.

The featured machine in the story belongs to Gianni Minisini; originally from Udine in north eastern Italy but an Adelaide resident for many years. We have featured his superb restorations in OBA before, and his latest, the Superalce, is up to his usual impeccable standard. As sourced from his native region, the Guzzi was painted in various

shades of red, but was substantially intact and original (apart from the tail light, which was originally a circular unit with a glass lens), probably having been used for civilian work rather than being subjected to a military existence.

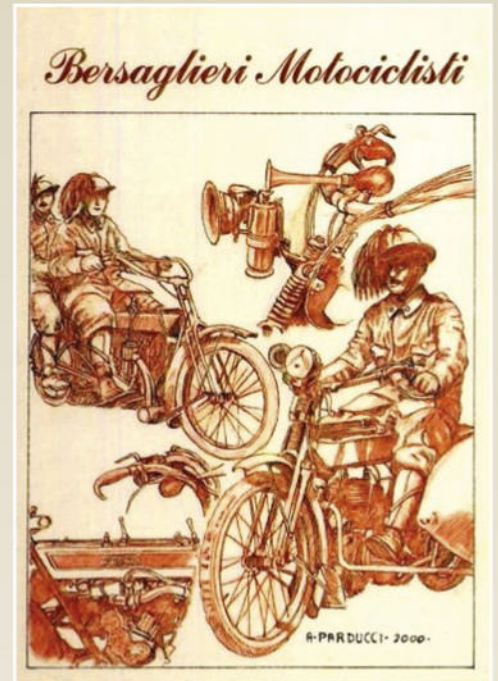
Gianni is no stranger to complex rebuilds, but this one was more complex than he expected. "The bike comes apart in two halves, which is supposed to mean that the engine can then be slipped out of the back section easily. Not so! The only way I could get the engine out for the rebuild, and back in, was to lever the frame sections apart, which is a terrible thing to do to new paint. What it needs is to have plates bolted to the sides of the frame, so once these are removed, you can easily take the engine out. Why this was not done by the factory I do not know, but it is a very strange arrangement."

Gianni sourced the correct tail light from Italy, and apart from the frustrations of the engine removable/replacement, the restoration was basically trouble free. The Superalce now joins several of its Mandello cohorts in his collection, including a 1953 250cc Airone and a 1946 GTV. ■

MOTO GUZZI SUPERALCE



Smiling Italian Bersagliero motorcycle troops, plumed helmets visible, ride well-worn Moto Guzzi machines somewhere in the Soviet Union. While Moto Guzzi was Italy's largest cycle manufacturer at the time other Italian companies supplied war service mounts including Benelli and Parilla. Over the years, Italy repatriated the remains of 10,542 soldiers from the Russian Front, only 2,799 of which were identified. Many of Italy's war bikes still lay where they fell.



ABOVE A commercial postcard shows WWI era Italian machines including details of their lighting equipment and control levers. The Bersagliero were supplied with motorcycles manufactured by the Frera company located in Tradate and founded in 1906. They soon became the most popular Italian brand and the leading supplier, including sidecars, for the Italian army. The Frera 320cc single cylinder model of 1910 was capable of 45 km/h (about 28mph). Other models included the 1917 8/10 HP twin cylinder of 1140cc that featured a 3-speed gearbox. The Frera machines were noted for their "robustness and practicality."

BELOW Summer in the Soviet Union. Bersagliero motorcyclists are depicted aboard the ubiquitous Moto Guzzi "Alce", in this case a 3-wheeled "trike" utility model the Triacle built in 250, 350 and 500cc engine displacements and capable of carrying stores, troops and ammunition and even a heavy rear-mounted machinegun.

Bikes of the Bersagliero

When Guzzis went to war

Story and photos Paul Garson.

ITALY'S ELITE TROOPS, the Bersagliero (a word translating as "sharp shooter") were modelled after similar French and Austrian elite forces. The Italian Bersagliero light infantry formations were constituted in 1836 as adjunct of the professional army of Piedmontese (Sardinia), initially to fill the void of a lack of cavalry. These "shock" troops were highly trained (including snipers), motivated and well-equipped and able to operate with personal initiative rather than central leadership. The Bersagliero elite troops served their country even before Italy was a country and helped shaped its nationhood, then went on to take part in conflicts across Europe and Africa as well as giving aid during floods, earthquakes and epidemics ...and often aboard motorcycles.

Bersagliero Motorcycle troops were utilized in the First World War and then in 1933 Moto Guzzi-equipped units were reformed as part of the 2nd Regiment Bersagliero in Rome. The main focus placed on the new machines was the attachment of machine guns as mobile weapon platforms. In 1936 motorcycle troops were also utilized for patrols and as convoy escorts.

Their Bersagliero wore distinctive plumed headgear; a signature wide brimmed hat (Vaira), with black capercaillie (Wood Grouse) feathers. The large headgear was initially designed to help ward off sword blows. The longstanding Bersagliero Code first established in 1836 was "Self-confidence to the point of conceit." The Bersagliero did not march to war...they ran toward battle. When appearing in parade formations the elite troops demonstrated their trademark and dramatic marching cadence of 180 paces per minute.

Italy was one of the first to employ motorcycles as a strategic component of their military operations. The Bersagliero fought on foot, horseback, on bicycles and motorcycles. ■



Bikes of the Bersaglieri

RIGHT Artwork appearing on a commercial Italian postcard depicts an advance guard of Bersaglieri motorcycle troops on patrol in Egypt. The "desert stop" is given a date, September 13, 1940, the location identified as Sudu-El-Barrani (Sidi Barrani), a Bedouin village in Egypt near the Mediterranean, some 60 miles east of the Libyan border. On December 7, 1940 the area saw 80,000 Italian troops defending the town overcome by 30,000 British troops. The 1998 printed postcard announces the 46th National Bersaglieri Meeting May 21-24 in Lucca.

46° RADUNO NAZIONALE BERSAGLIERI
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Un significativo episodio della lotta in Africa. Quattro autoblnde inglesi, che si trovavano in agguato presso una pista in Cirenaica, sono fuggite al solo avvicinarsi di una pattuglia di bersaglieri motociclisti. Il nemico era stato spaventato dal rombo dei motori italiani!
(Disegno di A. Bellame)



ABOVE With the Afrika Korps. A Bersaglieri stands by his machine gun equipped Moto Guzzi, a GTS Alce 500cc 13 HP single cylinder machine showing its distinctive exposed flywheel. Some 6390 solo and 669 sidocar combinations were produced between 1939-45. Some of the motorcycles carried the Italian Breda Model30/37 machinegun of 8mm calibre with a range of 500 meters.

LEFT "Cyrenaica, Africa - Sharpshooter motorcyclists put to flight British armored cars" - North African Campaign. Published on July 28, 1940 in the illustrated supplement of the *Corriere della Sera*, Italy's most famous newspaper, the artwork shows motorcycle troops apparently fending off tanks.

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Stars of screen and shed

From Rob Lewis in Hahndorf;

I thought this shot may interest readers, taken at the recent Australian Historic Racing Championships at Mallala. This is Craig Hemsworth, seen here explaining the finer points of racing Harleys to media lady Jackie Corner of Hahndorf. Craig has been a mate of mine since the 1970s. He is the father of Chris Hemsworth, star of the "Thor" movies and the movie Rush where he played 1976 F1 World Champion James Hunt. His youngest son, Liam is the co star of the 2015 movie 'The Dressmaker' and eldest son Luke is also an actor. ■



The way we were

FROM FORMER MOTOGP ENGINEER MIKE SINCLAIR COMES THIS INTERESTING SHOT:

"Here's a cool pic taken at Timaru Raceway (The 1.6km Levels circuit in South Canterbury, New Zealand) in 1972. Mike S on the left (TR250 Suzuki), Stu Avant in the middle on a TD2 Yamaha, John Boote on the outside on a H1 Kawasaki. All of us sponsored and working for the same shop. ■



Kel aboard the "not ex-Tom Phillis" Honda 250-4 at Darley, 1961.

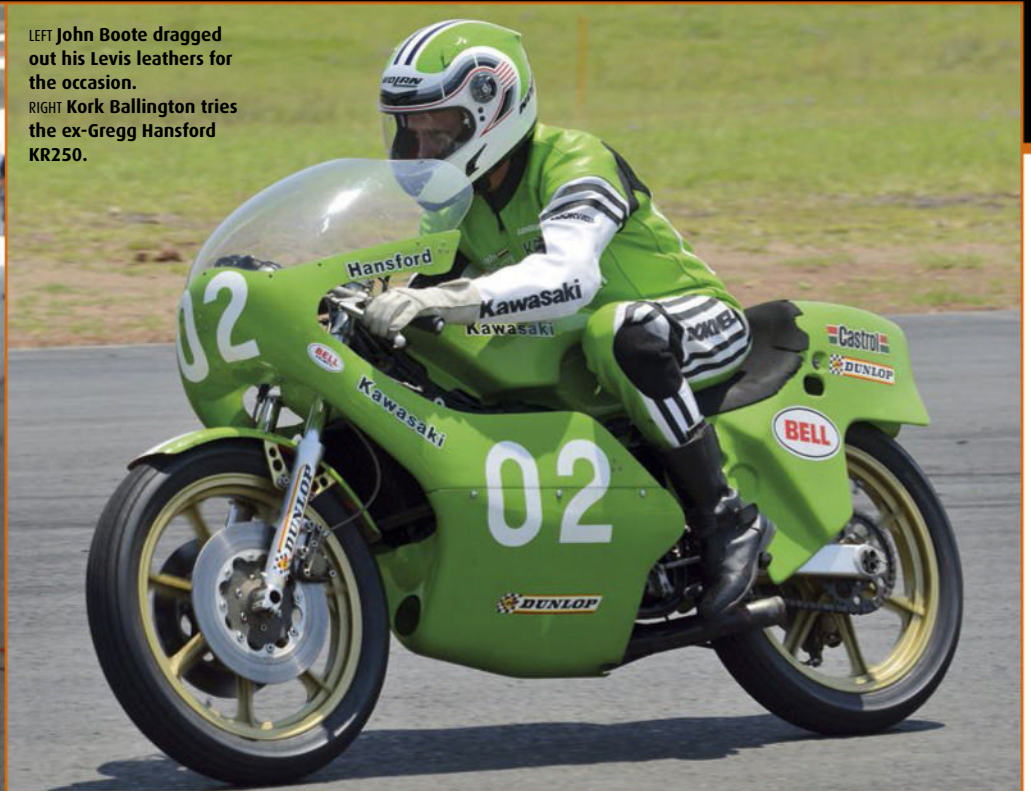
Kel's quip

While talking to Kel Carruthers at the recent Sydney Motorcycle Show, the spritely 77 year old said, "You know Jim, I really enjoyed your book ("Along for the Ride") but there's one thing you have to get right. My 250-4 Honda was not 'ex-Tom Phillis' as you said. It was given to Bennett & Wood (NSW Honda distributors) in late 1960. They asked Jack (Kel's father) if we would like to race it, but before we took delivery they also asked if Tom Phillis could ride it at Phillip Island at the New Year meeting. Of course we said 'No problem' and we got it after that. We took it to Bathurst at Easter (1961) and it broke down, so they flew some parts from Sydney to Bathurst and we fixed it overnight and won the races (Lightweight and Junior). They (Bennett & Wood) even sent a bloke to Japan to learn how it worked, but we'd figured that out for ourselves."

For the next five years Kel and the Honda were virtually unbeatable, but it was not the armchair ride it may have appeared from the sidelines. "It went OK, but it didn't handle and had no brakes", Kel added. Jack and Kel modified the frame, fitted a Fontana front brake, and engineered the gremlins out of the engine. In the entire time it raced in Australia, the Honda suffered only four mechanical stoppages. ■



LEFT John Boote dragged out his Levi's leathers for the occasion.
RIGHT Kork Ballington tries the ex-Gregg Hansford KR250.



Steve and Craig Trinder brought along a Mk6 RG500 Suzuki and a TZ500J Yamaha.



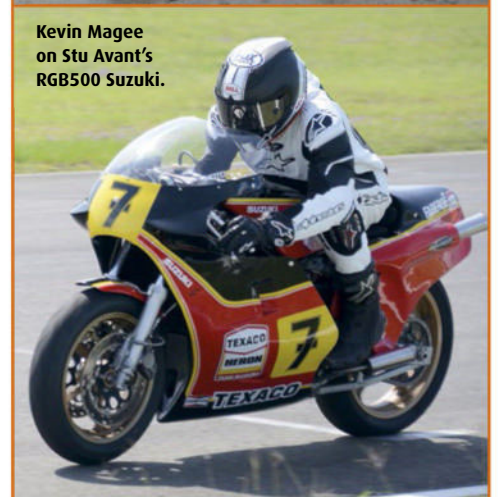
Paul Treacy warms up the YZR500 for Kevin Magee.



A day at the "Paperclip"

It could have been the 'seventies all over again when a big group of stars from the past descended on Queensland Raceway on 4th November, along with a breathtaking collection of rare and valuable racing machinery. The oldies shared the circuit with Mark McVeigh's Moto DNA Track day. Star of the show was the latest machine in the collection of Tom Dermody - the actual works YZR500 Yamaha raced by Kevin Magee in the 1982 All Japan 500 Series. This V4 500 was subsequently ridden in Japan by Yamaha test rider and occasional GP rider Toshihiko Honma, who was given the bike by Yamaha on his retirement. Resplendent in its original 0088 (Japanese telecom) livery, the bike was fettled by ex-Kenny Roberts team technician

Paul Treacy and former Yamaha works engineer Mike Sinclair. Magee was soon into his stride on the YZR and completed quite a few trouble free laps while adjustments were made. Stuart Avant brought along his newly restored Mk8 Suzuki RGB500, while Queensland builder Garry Middleton aired some of his fabulous collection of ex-Gregg Hansford bikes, several of which were ridden on the day by 4-times World Champion Kork Ballington. John Boote flew in from Christchurch, and wearing his original leathers, sampled many of the bikes on hand. The day was soon being referred to as a 'Tuning Day' for the eagerly-anticipated 2016 Barry Sheene Festival of Speed, where many of these machines will be demonstrated on track or on display. JS ■



Kevin Magee on Stu Avant's RGB500 Suzuki.

OUT'N'ABOUT

The "Hackarama"

FROM PAUL GARSON IN LOS ANGELES:

Once a year the popular Los Angeles Griffith Park known for its world class zoo, Gene Autry Museum and Griffith Planetarium offers yet another attraction, serving as a gathering point for fans of the sidecar aka sidehack aka flying chair. They trundle in on three wheels from all over the country for the annual Griffith Park Sidecar Rally now celebrating its 44th event. All shapes and sizes, from antiques and classics to super swoopy hi-tech wonders are welcome, each "rig" as unique as their owners. The event was founded by Doug "Mr. Sidecar" Bingham, the country's leading edge in sidecar design and promotion of the sport. The decades-spanning event is akin to a family reunion, many of the rigs showing up built by Doug 30 or more years previously. Forming the Side Strider company back in 1969, and also a long time sidecar racer, Doug was inducted into the U.S. National Motorcycle Museum & Hall of Fame for his achievements as a designer/inventor and his contributions to the advancement of motorcycling in general.

Despite a L.A. heat wave, a wide spectrum of very cool machines rewarded riders hailing from as far away as the cooler climes of Canada and from The Isle of Man. Geoff Hughes has served as one of the TT event marshals for some 35 years and a sidecar racer himself having piloted Triumphs and BMWs.



TOP Mike Goldberg's refrigerated sidecar now delivers medical supplies instead of ice creams. ABOVE John Helm makes a spectacular entrance on his Chinese Beta sidecar. RIGHT Jay Leno selects a gear on his Excelsior.



Vespa combination was one of many carrying canine passengers.

Another "celebrity" drawn to the event and more "L.A. local" was iconic TV Late Nite Host and major bike fan Jay Leno who rumbled up on a chunk of history, an Excelsior Henderson four-cylinder.

Perhaps the rarest machine to rumble into the event was John Heim's 1960 "Beta Project" flathead aka Type 1, a remaking of the WWII era 1938 BMW R71. The hard core versions were originally produced in China by the People's Liberation Army in one of their aircraft factories of high quality, but almost all 4,000 original bikes melted down during Mao's infamous "Cultural Revolution." Not to be confused with the later Chinese scooter company clones, the Beta and Alpha, are reportedly the only two existing Type 1 bikes put together by a Chinese historian from original spare parts. John says he runs airplane oil and over the past 13 years of riding never had a problem mechanically with the bike. When asked why he wanted it, he laughs and says, "Because no one else had one."

One of the many unique and colorful formulations of sidecar design was offered by Mike Goldberg who combined a 1980 Honda 400T with a Thomson Cycle Car chassis topped by a 1980s "ice cream box" that Mike employs as a refrigerated delivery vehicle. Rather than popsicles and ice cream sandwiches, he often transports "fluids" for his medical laboratory supply company. Plans are already in play for next year's 45th Griffith Park Sidecar Rally. ■



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Rarity in running order

Old Gold Motorcycles in Londonderry, north western Sydney, recently landed this very original 1960 Tohatsu 125. "It has an electric start and it fires up and runs really well," says Old Gold's Steve Leembruggen, who spotted the Tohatsu on a recent trip to Japan. "Most people think of Tohatsu as outboard motors only, but they were quite strong in motorcycles for a while." ■

Old Gold clearance

Old Gold Motorcycles at Londonderry in western Sydney is holding a one-day super sale on Saturday February 20th. Owner Steve Leembruggen says more than seventy bikes will be up for grabs. "There are some great project bikes in this clearance. Most are runners and they range from late 'sixties to 'eighties models - road bikes, trail bikes, motocrossers and racers. We have new stock arriving in the new year so we need to make some room, and there will be some real bargains." Call Steve on (02) 4574 2885 or 0423 096447 for details. ■



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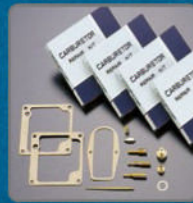
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Ladies first



Brian Forth has unearthed the story of the first motorcycle club in Australia to cater for the fairer sex.

By the early 'thirties, women were steadily entering into every field of sport. One was riding motorcycles, resulting in the formation of The Ladies Motorcycle Club of South Australia. *The Register* and *News* newspapers of the day reported during an interview with Mrs Bob Medwell, 'Let us out show the men', as they thought it was about time they, the girls, take the men to task and enjoy the outdoor pastimes of motorcycle riding and competing against the men.

The Advertiser stated, "Previously the girls have been content to ride with the men as 'guests' but their numbers have increased so rapidly within the last few months they feel they are strong enough body to be able to launch out into a club for themselves". The 'News' newspaper reported the club was formed on 5th February 1930 at Bob Medwell's showrooms at 153 The Parade Norwood, which later

became their headquarters. Mr Bob Medwell was a well-known rider competing at Wayville and Camden Park, where he competed against Harry Butler the famed World War I fighter pilot. At the inaugural meeting they decided to name the club as The South Australian Ladies Motorcycling Club. First elections showed Mrs Fay Taylour to be patron, Mr B. Medwell as President, Mrs Bob Medwell the Chairwomen and General Secretary, Miss Joan Carter of Bishop Place, Kensington Captain and Competition Secretary, Miss Jean Strang Vice Captain, M. Raynor as Marshal, M. Hanson treasurer and assistant secretary and E. Thomas as social secretary. The annual subscription fee was five shillings.

At the inaugural meeting, 24 ladies became immediate members and the club soon grew to about 50 members. Any make of motorcycle could be used and members were allowed to ride solo, pillion or sidecar. Runs were to be held on Sundays with the ride distance to be decided at each meeting which were held every other Wednesday at Medwell's rooms. It was hoped that they compete in hill climbs and reliability trials at first then progress to races and speedway along with social gatherings.

The organisation hoped to become affiliated with The Motorcycle Club of South Australia.

The women adopted a Guernsey as a uniform of red and white blazer jackets and red berets. The adopted Guernseys would have two stripes of half an inch thickness at the collar, cuff and bottom to give a picturesque effect to their costumes. They will not wear riding breeches but wear cream silk frocks. The club flag will be red with a white monogram and will be carried by the Club Captain. *The Register* newspaper said 'club members will provide a picturesque addition to the traffic' given their uniform. During this time, Den Faulkner of Lenroc Ltd (motorcycle dealers) arranged training for the girls purchasing motorcycles on how to ride and understand their motorcycles, and Hubbard's Ltd, another dealer, offered practical help to the ladies and supplied trophies and prizes to the club.

Whilst waiting for a reply from the Motorcycle Club of South Australia, 'Mrs Bob Medwell stated to *The Register* newspaper, "We want to compete against the men in all their contests, and there is no reason why we should not prove equal to them.

Why, only a couple of weeks ago Jean Strang, one

NEWSPAPER CLIPPINGS FROM THE ERA

BELOW "Chairwoman and General Secretary of the newly formed Women's Motor Cycling Club, Mrs. Bob Medwell, overhauling her machine. The uniform of club members will consist of white frock, white beret, and scarlet scarf."

BELOW RIGHT "WOMEN MOTOR CYCLISTS AT MYLOR: From left to right, Miss Joan Carter (captain), Mrs. Bob Medwell (secretary), Miss Jean Strang (vice-captain)."





"Jean Stran, who, though she has ridden a motor cycle for only nine months, recently came second in a flag-barrel race against men competitors. Three other girls dropped out after the first heat."

of our members came second in a flag and barrel race against men contestants. We have been formed only a few weeks". At the first meeting, the ladies decided one club run was to Silver Lake, Mylor, leaving the GPO at 10am. The *News* and *Register* newspapers reported on Sunday's ride as, "The loud splattering roar of a dozen or so motorcycles disturbed the Sunday morning peace of the city yesterday as one after another a number of young girl cyclist arrived at the GPO to take part in the first official run of the Women's Motorcycle Club. With their light silk frocks and gay berets, the girls looked anything but the capable cyclist they proved to be. After a briefing by Club Captain Miss Joan Carter the girls started their bikes and rode off, roaring through the hills, villages (at a moderate pace or 20mph to 25mph) where locals came out to see young bare armed ladies and vivid capped ladies ride pass. Some rode their own motorcycles others on borrowed machines or rode pillion. By the time they reached Mylor Lake the temperature had reached 112 degrees so the girls hurried into gay bathing suits to the fresh water. Unfortunately Miss Ivy Cochran aged 19 years a waitress was involved in an accident in the city sustained a sprained wrist and abrasions. Joan Carter was one of the oldest members of the club and rode her 2 1/4hp AJS which she rode daily to her work and weekend

leading club events. Mrs Robert Medwell a recent recruit to motorcycling now owned a 2 3/4hp James. The ladies were keen to enjoy their newly acquired motorcycles and become capable riders both socially and at speed, and to "out show the men".

The second meeting was held on 19th February 1930 where Mrs Frieda Medwell resigned as President and Miss J. Carter as captain. Mrs G. Cook was elected President and Miss Mavis Rayner was made Captain. This happened because a ruling was made that no person can hold two positions. For many years the ladies held regular meetings and rode their motorcycles every time they could in hill climbs, trials and raced against themselves and the men.


By 1936 the club activities slowly decreased and they ceased to operate and closed. According to Ross Hill, who said his mother Jean Strang was pregnant at the time with him, he remembers his mother stating she wished to race against Mrs Fay Tylour, a dirt track star from England, but was refused permission by the authorities because of pregnancy. Ross believes marriage and family commitments were the reasons for the club ceasing to exist. When he learnt of my searching for information on the Ladies Motorcycle Club of South Australia, Ross rummaged through his late mother's belongings and found the club's badge and gave it to me for safekeeping. ■

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A much-travelled Morgan

Gaven Dall'Osto attended the recent All British Day at St. Joseph's College Sports Ground in Brisbane and spotted an interesting three-wheeler.

"This Morgan had a rather amazing story. It was a 1929 Morgan Super Sports, powered by a water-cooled 996cc JAP engine. There was no gearbox, but it did have a 2-speed dog rear end. It was originally purchased on 29th August 1929 and went to Malaya. It was extensively raced in the 1920s and 1930s and was reported to be able to achieve 121 mph. During the war the owner reportedly covered it with engine oil and buried it, so it wouldn't get into the hands of the invading Japanese. Resurfacing in 1945, it went on to be registered to Cyril Bunting from 1966 then changed hands in 1976 and 1978. It continued to be raced and even competed in the Vintage Car Race of the 1982 Malaysian Grand Prix. In 1988 it was purchased and was imported to Fremantle by Derek de Soto-Phillips where it was restored. Ill health saw it sold to the late Robert Holmes a Court until it was purchased by Bruce Butler after Robert's death. The current owners, Greg and Christine Stevens purchased it in 2001 and use it regularly for many Morgan related events." ■



The rebirth of a New Hudson

Story Alan Hosie

Well I have to admit I was surprised when my youngest daughter Tracey arrived at my house with the latest addition to our 'Dad and Daughter Motorcycle Club'. I was told she had managed to get a rare belt drive veteran motorcycle and apparently the few rusty bits of metal in front of me was a 1914 New Hudson motorcycle. I knew parts would be almost impossible to find, but I was confident when Tracey told me our friend John Bennett from Kinglake would help us make what we needed. John is an amazingly talented man who as an engineer can make anything!

I set up the molasses bath to remove the years of rust from the frame and the one wheel we had. Tracey was lucky enough to find a couple of pictures of a 1914 New Hudson on the internet so at least we now had a vision of what we hoped to achieve. Every couple of weeks, Tracey would pack her little car with bits and pieces and head to John's workshop. Hours were spent manufacturing pieces on the lathe, welding and grinding. I looked forward to her return and hearing of the progress and frustration when things weren't going to plan. Due to illness, I was only able to go to the workshop on a couple of occasions, but I was always kept involved in the project, even if it was to buy more bits and pieces from the metal shop...with my wallet!

Tracey's partner Bruce, who was building a Penny Farthing at John's, had become involved in the restoration of our New Hudson. He hunted swap meets looking for parts and one day I was delighted when he found us an old leather seat. It was perfect! Our



little New Hudson was becoming a real family project. My wife Lou made us a canvas tool roll to hold the tools we found on eBay. She did a great job! Tracey and I decided to keep the New Hudson out of sight from the rest of the family. We were so pleased with the progress, we wanted to have an official launch.

Bruce who was progressing well with his Penny Farthing, loved the idea of an official launch and gladly accepted our offer to have a joint launch of both projects, so plans for 'Penny Hudson Day' began. The day arrived and the sun was shining, it was a wonderful day and family and friends gathered for a BBQ lunch. We were delighted to introduce John Bennett to everyone as our special guest. It brought a tear to my eye when the New Hudson was unveiled. There stood a beautiful little motorcycle. You couldn't help but be impressed. Bruce was proud as punch to show off his Penny Farthing and stunned everyone when he rode it up and down the street. Most of the family joined him for a ride, but I'm afraid my daredevil days are long gone.

We had most of our motorcycles on display. We all enjoyed joy rides in the sidecar, John's three wheeled Morgan-style hand built car and live folk music played in the garden by family. I loved it, had a ball.

I'm such a lucky man to have a family that enjoy my passion for restoring vehicles. I look forward to the completion of our next project, a 1930 Radco motorcycle, and yes, I'm off to the metal shop again, with my wallet. ■



From a pile of bones (above) to a reborn bike: the 1914 New Hudson lives again (above right).

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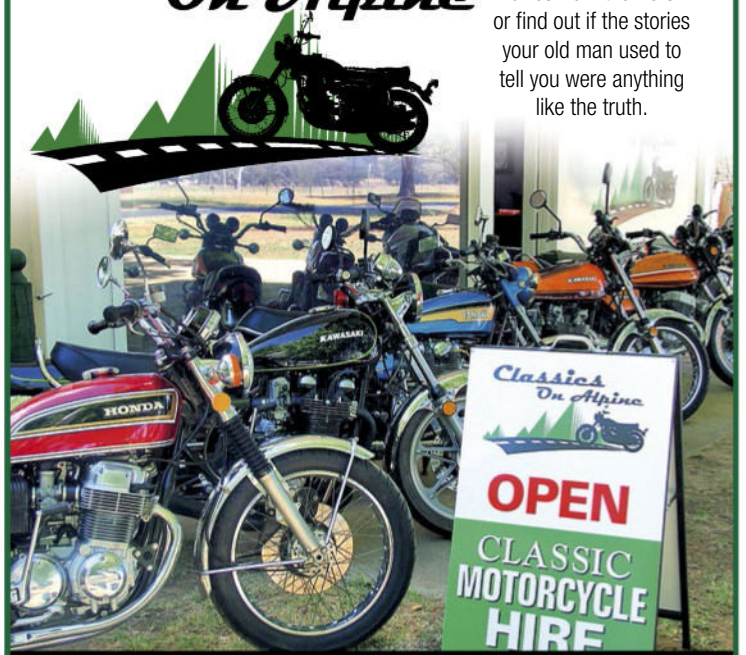
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All Historic Amaroo Park – 25 January, 1976

The day our world changed

Story Rob Rowe

That one-day race meeting for motorcycles and cars forty years ago was the beginning of the Historic Racing phenomenon that we take for granted today. Every road race circuit in Australia now holds regular, Historic only, race meetings for bikes or cars and occasionally combined, as was the original Amaroo Park event. For years, old bikes would get one race in the annual Easter Mt Panorama modern meeting and Barry Ryan sponsored an annual race at Oran Park, a few club days mixed in with modern bikes and that was about it, if you had an Historic race bike.

Historic cars faced a similar dilemma, one race per year at each circuit as a feature race in a program of modern racing. But in 1973 Warwick Farm closed down and Oran Park did not have an historic car race that year. The Australian Racing Drivers Club was not interested in providing race time at Mt Panorama or Amaroo Park in their modern events.

A chance meeting between Rob Rowe and Jack Rasmussen revealed that this problem was being faced by historic race bikes and historic race cars – neither could get a chance to race in events of similar machines. Separately the bikes or the cars did not have enough machines to put on a stand-alone event, but combined there just might be enough!

A committee was formed! Rob Rowe and John Cummins went to the ACU to get riders' names and addresses, while John Medley resurrected the Historic Racing Register Newsletter to contact the car blokes. John Cummins chose the date, the Australia Day long weekend – "We could race on the Sunday – interstaters could travel on the Saturday and home again on the Monday". The circuit was booked; we told the ARDC it was just a club event.

The ACU and CAMS did not want to know! There is no insurance to cover bikes and cars at the same meeting! The flag signals are different! There will have to be two sets of officials! Safety padding will have to be put over the Armco fencing and removed before the cars go out! Cars drop oil! Bikes are too noisy! The bike blokes won't get along with the car blokes! It just won't work!!!

Frank Cuttell said "I will organise a party afterwards!" Peter Jones stood up for the bike blokes and said "we will be there!" Alan Puckett designed the car and bike logo. John Lackey did all the paper work. Eighteen blokes put in \$50 each (a lot of money in 1976) and hoped it would be a success and get their money back. Peter Hitchin contacted all the officials. David Medley counted the money. The Vintage Sports Car Club would get the necessary permits in their club's name! There was going to be a race meeting – an ALL Historic Race Meeting!

Two practice "race demonstrations" were conducted on the 25th October 1975, during an AARC Amaroo Park Club race meeting, to make sure that the fence pad crew and other officials could cope with a combined event.

For the first All Historic Race Meeting at Amaroo Park on January 25th 1976, sixty four bikes and one hundred and eleven cars entered, every competitor got exactly the same number of laps, one practice and two races. By one pm on that Sunday afternoon people were already talking about NEXT year's event! All Historic racing had arrived!

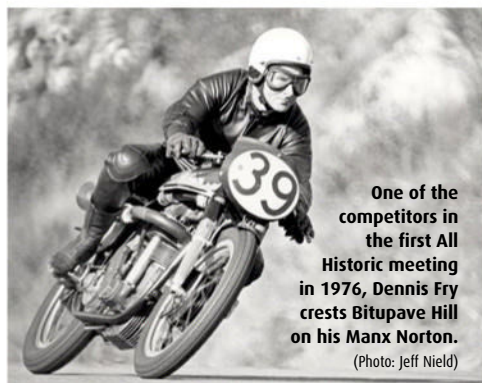
The 1977 All Historic Amaroo was a two-day meeting with Mike Hailwood racing a Norton and a Lotus. All Historic Winton followed in May 1977 and All Historic Lakeside in 1978. Historic cars and bikes seemed to appear from everywhere. So many machines were returned to racing that soon separate Historic bike and car events became viable. Car competitors resisted many attempts to hold annual Historic Championships; Motorcycling gave in to the pressure and "Formula Historic" evolved.

The 40th anniversary celebration of that first All Historic Amaroo Park Race Meeting will be held at Wakefield Park on the 17th and 18th September 2016. Why September? Well, there are now so many Historic race meetings held around Australia each year, this is about the only available date.

In September 2016 events will be held for Period 1, 2 and 3 Solos and Sidecars. Eligible cars will be pre-1961 Racing and Sports cars. Any competitors from the 1976 meeting will be featured in a special parade event. AASA, CAMS and MA licences will be accepted by the Vintage Sports Car Club, who will again organise the event. One event licences will be accepted. Entry fee will be kept as low as possible (hopefully, of the order of \$250 per competitor). A bonus may be paid back to competitors if entries exceed 300 bikes and cars. There will be free entry for spectators, but there may be a small charge for spectators to gain access to the pits.

All competitors will have equal track time, consisting of one practice session and three races. Some of the races will be handicaps. A 40th Anniversary Celebration Dinner will be a feature of the weekend. ■

Please contact members of the original 1976 organising committee for further details: For cars – John Lackey 0400 388 859 jscl.2996@gmail.com
For Bikes and sidecars – Rob Rowe 02 4948 1771 roweauto@ozemail.com.au



One of the competitors in the first All Historic meeting in 1976, Dennis Fry crests Bitupave Hill on his Manx Norton.
(Photo: Jeff Nield)



Bankstown Bash

On 12th March, 2016 Bankstown Wiley Park Motorcycle Club will celebrate its 65th Anniversary with a reunion dinner to be held in the La Luna function centre in the grandstand at Bankstown Paceway, 176-178 Eldridge Road, Condell Park. The action will start around midday until 4pm with a senior and junior flat track demonstration. The reunion will commence in the function room at 5pm, with a 2-course meal being served from 6pm. There will be memorabilia on display as well as a photo slide show and static bike display.

The cost will be \$35 for adults and \$25 for juniors under 14. Tickets are limited and must be prepaid before the event. No ticket sales will be done on the night. Tables can be arranged for groups. If you have any memorabilia or photos for the slide show or a bike you wish to display or require advice on ticket sales and payment please contact Carolyn Warran by email at bwpmcc65@outlook.com or phone 0411 025 282. The Club welcomes current and ex-members, other clubs members, friends and family to celebrate another milestone in the club's history. ■

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25-year-old Jed Metcher repeatedly smashed the Unlimited Forgotten Era lap record, leaving it at 58.110 seconds (almost a second under Michael Dibb's existing record) on his way to a clean sweep on Rex Wolfenden's Harris Honda.



Shannon's Southern Classic Races

• 7-8 November, 2015 – Broadford, Victoria

Metcher scorches to victory

Report Marchy Photos Sid Evans SCE Photography(scephoto.com)

Now in its 34th year the HMRV Southern Classic is a remarkable race meeting. It carries no championship status yet it's a "must do" event on the historic racing calendar. Run at the State Motorcycle Sports Complex at Broadford, this year's event attracted sponsorship from Shannon's Insurance. Shannon's support for the meeting was outstanding and they even offered a 10% discount to anyone taking up a policy over the weekend.

This year we had bumper entries of over two hundred competitors. Spectator numbers were up as well making the whole road race complex come alive with people enjoying a great

weekend. With on-site camping and catering, merchandise stalls and a band for entertainment on Saturday night, many people took the opportunity to camp all weekend and soak it in.

Special mention must also go to the Devils Daughters WMC and their "Bras

CENTRE LEFT Morbidelli-mounted David Short finished second in the 125cc Forgotten Era.

LEFT Robert and Lloyd Todd (650 Triumph); winners of the 650cc Classic Sidecar class.

RIGHT Peter Heles on his converted motocross 250cc CZ.



RACE REPORTS SOUTHERN CLASSIC



Class C winner Clive Harrop on his 1938 Ariel Red Hunter.



ABOVE TOP Bob Rosenthal cleaned up the 500cc Classic class on his Matchless G50.



ABOVE LEFT After a layoff with serious illness, Andre Deubel claimed 3rd place in the Post Classic Unlimited on his Moto Guzzi V7.

ABOVE Tim Loone and David Betteridge took out the 836cc Post Classic Sidecar class on their Honda Urquhart.

for Beauties" campaign. The ladies set up a merchandise and information stall and spent the entire weekend raising awareness for their cause. Some sidecar teams also wore the bright pink "Bras for Beauties" T shirts whilst on track for a bit of fun and to help promote the great work being done. HMRV are very proud to offer their support.

All classes were heavily subscribed with outstanding numbers in both Period 3 unlimited solos and Period 3 sidecars. And for the first time we had enough entries to give Period 5 500s and 600s their own race. P5 600 is a class run by HMRV and is growing in popularity. Plans are afoot to try and get this capacity class recognised at State and National Championship level.

Competitors had come from far and wide with Bill Hargreave and Annie Tregger making their regular pilgrimage across the Nullarbor and first time

competitors Luke and James Rockliffe taking the voyage across from Tassie. Great weather ensured top track conditions with very few incidents. One crasher was Club Secretary Phil Watson, who decked his T250 Suzuki early Saturday but managed to hang in there and tough it out for the weekend. Not surprisingly the great conditions brought out some great racing. Lap times were falling and a few lap records were broken. In the Forgotten Era unlimited class, Jed Metcher cracked a 58.110 and Lachlan Hill managed a 1.08.011 on a 250 Rotax in P4/P5 250.

A couple of special events were also being run over the weekend. As is usual, the Southern Classic hosted a round of the Classic Sidecar Challenge but this year it was the final round. Round 1 had been the Big Chill in Stanthorpe, Qld and Round 2 the Nationals at Mallala. 15 big wheeler

classic outfits had entered and the hard fought battles and sideways action really got the crowd on their toes. We also ran the inaugural "Hand shift Battle" between the venerable Period 2 Harley and Indian hand shifters. This teams event was based on a match play format with riders on opposing teams competing against each other. Overall results handed the trophy to the Harley camp but the Indian crew have vowed revenge.

Watch this space as we hope to make it a three round series in 2016.

HMRV's next major race meeting will be the 2016 Victorian Historic Road Racing Championship, held over the weekend of the 2nd and 3rd of April. This is the weekend after the Bonanza so why not make a holiday of it and come along to both! ■

**For full results see...
www.computime.com.au**

RACE REPORTS ALBANY HILL CLIMB



ABOVE Mal Watson (1971 Norton Commando) and Ron Lewis (1961 650cc Tribsa).

Albany Vintage & Classic Motorcycle Club's Hill Climb Weekend

• 7-8 November, 2015 – Albany, Western Australia

Albany's big weekend

Report Bob Rees Photos John Mckinnon and Andrew Haydock

The 2015 Hill Climb Weekend was again a huge success. Starting early on Saturday morning the road was closed to through traffic so club members could organise Stirling Terrace for the bikes to be on display – over 200 bikes ended up on the terrace with many people coming to have a look. To add to the atmosphere, music was provided by Dylans On The Terrace, and food and coffee was sold out on the pavement. The girls did a great job taking entries for the afternoon's Poker Run as well as selling badges and informing visitors as to what was happening over the weekend. The Poker Run got underway at lunch time with around 120 riders taking part in a 100 or 135 km run around the Albany countryside. The run finished at Albany Rifle Club

rooms where afternoon tea is provided, again by Dylans, giving entrants a chance to socialise and compare poker hands.

Next morning it was another early start for club members and volunteers from the Albany Volunteer Fire and Rescue as they prepared for Sunday's Hill Climb up Mt Clarence. With a full quota of nearly 100 pre-1980 bikes and with much improved weather it looked like it was going to be a great day. Three groups of 30-plus bikes started with two practice runs up the hill to nominate a time, followed by three timed runs. Closest to the nominated time wins. There was plenty to keep the spectators' interest up with spectacular wheelies and immaculate bikes. The day went very smoothly with few breakdowns, and all the marshals and



ABOVE Graeme Hammond on his 1918 Indian Board Track Racer. RIGHT John Mattaboni gives his 1938 Velocette Mac some lunch.

volunteers did a marvelous job. The competition was very close as three riders had each only lost 0.1 sec during the day, which meant an extra run-off for them. It was a great day and a huge thank you to everyone involved, the riders, sponsors, club members especially Garry the co-ordinator, Bruce who gets the riders up to the line, the recorders, commentator; too many to mention. Proceeds from the weekend are donated to the Albany Volunteer Fire and Rescue. ■



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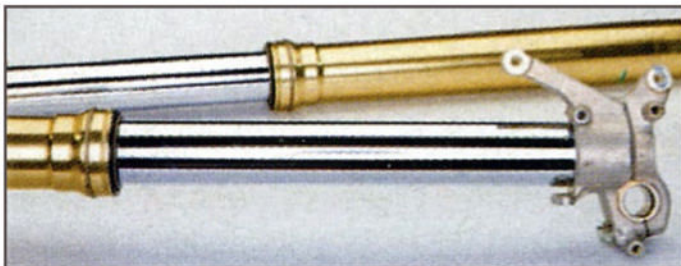
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RACE REPORTS ALBANY HILL CLIMB



Motorcycles on display on Stirling Terrace in Albany.



Bill Payne's 1957 500cc Norton Manx is warmed up before the climb.



LEFT Former Australian Scrambles Champion Bob O'Leary with his 1963 500cc Norton JAP Special.
RIGHT Sidecar winners Glen Britza and Russell Longley let loose on their 1951 Ariel Red Hunter.



Rod Chessell crosses the line on his 1927 BSA JAP 500cc.



Alan Wells' "1912 Board Track Racer", built as a tribute to the racers from early last century.

Results: Hill Climb/Poker Run

| CLASS | RIDER | BIKE/RESULT |
|---------------------|-----------------------------|--|
| HILL CLIMB | | |
| Outright Winner | Glen Oliver | 1941 Indian Scout - 741 600cc (lost 0.1sec - 0.3 sec run-off) |
| Runner-up | Paul Radford | 1968 Triumph Bonnie Custom 750cc (lost 0.1sec - 0.5 sec run-off) |
| Best Female Rider | Rhona Finnigan | 1973 Triumph T150 750cc (lost 2.7 sec) |
| Best Sidecar | Glen Britza/Russell Jeffrey | 1951 Ariel Red Hunter outfit (lost 2 sec) |
| Best Pre-31 | Rod Chessell | 1927 BSA JAP 500cc (lost 6.9 sec) |
| Best Presented Bike | Graeme Hammond | 1918 Indian Board Track Racer |
| Hard Luck Award | Ray Boreham | 1968 Norton Classic 650cc |
| POKER RUN | | |
| Poker Run Best Hand | Ant Bostock (Full House) | |
| 2nd Best Hand | Dan Lock (Diamond Flush) | |
| Worst Hand | Mike Warren (9 high) | |

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Pic courtesy of the generosity of Heavy Duty Magazine.



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RACE REPORTS LAKESIDE



MAIN Star of the 'seventies and early 'eighties, John Pace heels the 1989 TZ250 Yamaha through the Loop.
 ABOVE A happy John Pace (right) receives the prestigious trophy.



Lord of the Lake 2015

• 25-27 September, 2015 – Lakeside Park, Qld.

Pace steps up for the crown

Report and photos Gaven Dall'Osto

Bob Garner took first in the P5 Senior 500 on his 1981 Ducati TT2.



54 years ago saw the very first motorcycle race at Lakeside Raceway. Now called Lakeside Park the track recently hosted the "Lord of the Lake" historic motorcycle racing event. This year the event was organised by Queensland Raceways but in his speech, at the trophy ceremony, John Tetley acknowledged that the event was the result of persistent badgering by Gene Lopeman of the Queensland Early Motorcycles Sporting Club (QEMSC). Queensland Raceway's General Manager Keith Lewis went on to thank QEMSC for their support of the event. Patronage was pleasing with the printed programme listing 80 motorcycles and sidecars covering the periods from P2 (pre-1945) through to P6 (up to 1990). The crowd, reported to be in excess of 2,000 was also encouraging, as was the announcement that dates were being drawn up for the 2016 event. Before the event got under way all riders and officials gathered on the start line for 30 seconds of silence in



respect for Steve Anderson who lost his life at the track at last year's historic motor cycling event.

Racing was fantastic and the presentation of many of the machines, fit for Concours. Exotic Italian, British and Japanese motorcycles dominated and the sidecars again provided the scariest entertainment. Thankfully only a few minor offs and on track break downs meant delays were minimal.

Rain interrupted the Saturday racing and the programme was also rushed on Sunday to beat a huge storm observed approaching from the south. Thankfully the last race was completed just before the heavens opened. We all managed to squeeze into the presentation room while the rain fell and the trophies were presented.

RACE REPORTS LAKESIDE



Bruce Marston won P3 Senior 500 on his 1956 BSA Gold Star.



John Downs winner of P4 Unlimited on his 1972 BMW R75/5.



ABOVE Period 4 Ultra Lightweight winner Graeme Lawrence on his 1968 Yamaha AS1.
LEFT Bill Ross negotiates the tricky chicane on his Period 5 Yamaha XT500/G50-lookalike.
ABOVE RIGHT Peter Searle and Phillip Brown won the P5 Junior 350 Sidecars on their 1978 Horner Suzuki.

The ultimate prize was the coveted 'Lord of the Lake' trophy. This trophy dates back to 1989 when Red Dog Petroleum proprietor Doug Yorkston donated the trophy for the rider who accumulated the most number of points during a race meeting. The trophy lay dormant when Lakeside was closed but made a comeback when racing resumed at the track in 2014. This year the trophy rules were changed and presented to the rider who achieved the closest to (or exceeded) the lap record. This year John Pace took the ultimate prize.

I was impressed by the trophies which were pretty well being printed as the presentations were in progress. They all included a photo of the individual rider in action on the track as well as their name. Modern technology and talented staff need to be commended for this personal touch. All in all it was a great weekend with a great opportunity to see such an exotic array of historic race bikes out of the garage and blowing out the cobwebs.

Congratulations to all those involved and it will be well worth looking out for the date of the 2016 event. ■

Results: Lord of the Lake (class winners)

| CLASS | POS | BIKE NO | RIDER | BIKE |
|-------------------|-----|---------|-----------------------------------|-----------------------------|
| P3 Sidecars | 1st | 53 | Bruce & Graham Marston | 1962 Harley Sportster (900) |
| P4 Sidecars | 1st | 27 | Lindsay Donai & Christine Menzies | 1972 Windle (1150) |
| P5 Sidecars | 1st | 68 | Peter Seale & Phillip Brown | 1978 Horner Suzuki (738) |
| P2 | 1st | 7 | Terry Kavney | 1939 BSA Silver Star |
| P4 ULW 125 | 1st | 96 | Graeme Lawrence | 1968 Yamaha AS1 |
| P5 ULW 125 | 1st | 23 | James Barclay | 1982 Honda RS |
| P3 250 LW | 1st | 89 | Peter Morrow | 1962 Ducati |
| P3 Junior 350 | 1st | 116 | Brett Dugdale | 1962 Ducati Diana |
| P4 Junior 350 | 1st | 49 | Brent Paul | 1970 Aermacchi HD |
| P5 Junior 350 | 1st | 84 | Brian McGrath | 1981 Yamaha TZ |
| P4 LW 250 | 1st | 39 | Steven Daw | 1963 Cotton Telstar |
| P5 LW 250 | 1st | 10 | Jason Tester | 1974 Kawasaki |
| P6 ULW 250 | 1st | 23 | James Barclay | 1989 Honda RS |
| P6 250 Production | 1st | 22 | Glenn Chandler | 1990 Honda CBR |
| P3 Senior 500 | 1st | 293 | Bruce Marston | 1956 BSA Gold Star |
| P3 U/L | 1st | 57 | Brian Holzgal | 1953 TRIBSA (750) |
| P4 Senior 500 | 1st | 55 | Mark Jones | 1968 Honda CB72 |
| P5 Senior 500 | 1st | 60 | Bob Garner | 1981 Ducati TT2 |
| P4 Formula 750 | 1st | 89 | David Reeve | 1972 BMW R75/5 |
| P4 U/L | 1st | 76 | John Downs | 1972 BMW R75/5 (999) |
| P6 LW 250 | 1st | 89 | John Pace | 1989 Yamaha TZ |
| P6 Senior 500 | 1st | 19 | John Eastwood | 1990 Honda VFR |

RALLY ROUNDUP

OLD BIKES DOIN' THE ROUNDS



Festival of Italian Motorcycles

• 15 November, 2015 – Argyle Square, Carlton, Vic.

Design 101 in little Italy

Report Stewart Doig Photos Derek Pickard and Stewart Doig

Connoisseurs of Melbourne's two and three wheeled Italian machinery gathered at Carlton, Melbourne's little Italy where 320 of that country's finest productions were on display. These machines gave an impressive panorama of Italy's motorcycling history, from two 1949 utilitarian tiddlers, to the present era's superbikes; all of course, showing that unique flair for design that Italy is famous for.

Case in Point: Mick Woolley's 65cc Moto Guzzi 'Guzzino', which won the award for the most original Moto Guzzi. The design of this 1949 machine incorporates a cantilever rear suspension. The cantilever members are stamped sheet steel, very light and rigid, cutting edge design on a budget! About 72,000 of these machines were built for the war stricken nation's workers. Mick bought it off Gumtree

about a year ago, the previous owner had spotted it hanging up in a farm shed, when buying a car. Being a native of the L'Aquila, he just had to have this machine; its AQ registration letters designate that region.

Another machine that stood out for design interest was the Craig Bondini creation. This machine started life as the crankcases and head of a 1956 Moto Guzzi 'Airone' of 250cc. Craig Bondini, who sadly passed away recently, built nearly all of the remainder. The current owner is Keith Boyle who had known Craig for many years.

At around 10.30am the crowd was bemused by the entry of Rob McHugh, the Moto Guzzi club's public officer and M.C. for the day, on his ex L.A.P.D. Moto Guzzi Eldorado with siren blaring. He later awarded himself the best Moto Guzzi touring model award for

ABOVE LEFT
A sea of red.
ABOVE RIGHT
The handcrafted
Craig Bondini
Moto Guzzi 250.
RIGHT Nigel Logan
and his 750cc
Laverda, winner
of Best in Show,
Restored.



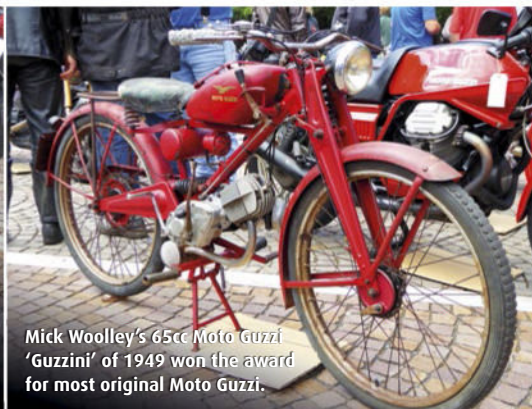
this machine; he claimed no corruption was involved, the judges were independent, but said drawing attention to yourself was essential to success!

The Moto Guzzi club has taken on most of the organizing duties for this event, they would like to thank the sponsors who are: David Traeger Wines, DAM Laverda, Teo Lamers Moto

Guzzi, Thunderbikes Australia, John Sample Group, Bevel Rubber, Brad the Bike Boy, Maverik Motorcycle Tours, Urban Moto Imports, Mototecnic, Peter Stevens Motorcycles, Classic Italian Motorcycle Association of Australia, Shannons Insurance, Eurobrit Motorcycles. ■



Tasty 150cc
Gilera single.



Mick Woolley's 65cc Moto Guzzi
'Guzzini' of 1949 won the award
for most original Moto Guzzi.



Adrian Salvo's 98cc M.V. Agusta of 1949 won the award for
best Classic M.V. Agusta.

Rob McHugh's ex-L.A.P.D. Moto Guzzi Eldorado, restored by Cycle Garden who are Los Angeles-based specialists for ex-police Guzzis.



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Awards

| CLASS | OWNER | BIKE |
|---|------------------|-----------------------------|
| Best Laverda Twin | Robert Marro | 750 SFC |
| Best Laverda Triple | Ross Shirrefs | Black 1000 Jota |
| Best Touring Moto Guzzi | Rob McHugh | 1973 Eldorado 850 |
| Best Moto Guzzi under 750 pre 2007 | Rick Begg | 1956 Falcone Sport 500 |
| Best Moto Guzzi under 750 post 2008 | Mark Vanson | V7 Racer |
| Best Moto Guzzi Sport | Bracey Cooke | Le Mans Mk II |
| Most Original Moto Guzzi | Mick Woolley | 65cc Guzzino 1949 |
| Best 4 Valve Moto Guzzi | Steve Dornom | V10 Centauro |
| Best Ducati Single | Stewart Doig | 1965 Mach 1 250cc |
| Best Ducati Bevel Twin | Kevin Bianchi | GT750 |
| Best Ducati Bevel Custom | Peggy Hyde | 1980 'Brutus' Mille S2 1000 |
| Best Ducati 2 Valve Belt Drive Pre 1992 | Jane Young | 750 F1 |
| Best Ducati Touring | Peter Wilson | Multistrada |
| Best Ducati 4 Valve Sport | Arthur Demas | |
| Best Ducati 4 Valve Custom | Laurie Mascia | Streetfighter Nippy |
| Best Ducati post 1992 Custom | Frank Maiorino | Monster |
| Best MV Agusta Classic | Adrian Salvo | 1949 2 stroke 98cc |
| Best MV Agusta Modern | Michael Boyd | Tamburini |
| Best Aprilia | Kyle Dazinko | RVS4 |
| Best Scooter | Fabio Piacentini | Vespa |
| Best Morini | Mick Hemenstall | 3 1/2 Sport |
| Best Bimota | Andy Margetts | Mantah |
| Best Benelli | Guiliano Gava | |
| Best Special (Craig Bondini prize) | Tim Delaney | |

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|-----------------------|----------------------------|-----------------------------|
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| Best in Show Restored | Nigel Logan | Laverda 750 |

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2015 BSA National Rally

• 6-8 November, 2015 – Clare Valley, SA.

BSAs invade Clare Valley

Report and photos Paul Murphy and Jim Nixon

The Beautiful Clare Valley

would have to be one of the best locations on this entire planet to hold a National BSA Rally, and the Clare Caravan Park was just a superb choice for Rally HQ. This was a truly National event with 27 entries from Victoria, 7 from NSW, 4 each from Qld and the ACT and one that came all the way from the USA; does that make it an international rally? Friday evening saw the gathering of the troops for the first time at the dinner BBQ; a chance for all to meet new friends and for others to rekindle old friendships Déjà vu on Saturday morning when we gathered for breakfast. For some the conversation just continued where it had left off the night before, but the

mood of the punters had shifted slightly to one of anticipation as the start of the first day's ride approached.

Gathering at the Clare Sports Ground were more than 130 motorcycles, all British and mostly BSAs. We even had locals join us just for the day's ride. The local Mayor had come down to wish us the best, thank us for spending money in his town and to see us off. What a character! Fantastic sense of humour and a great send-off for the ride. Morning tea saw us in the Blyth Hotel with the bikes stretching nearly the entire length of the main street. The group was gathered out the front of the Blyth Hotel for the usual photo before we headed off back through Clare and

then out to Burra for lunch.

The unseasonal heavy rain earlier in the week had caused the ceiling to collapse on our lunch venue in Burra so the troops had to fend for themselves at the various other 'intact' establishments in town. This turn of events didn't seem to faze anybody though with some of our crowd taking the opportunity to wander the street and explore Burra. After lunch we headed off again – some on the short ride back to Clare and some on the long ride home via Spalding and a chance to open up the throttle – just a little bit. Back at Rally HQ Happy Hour turned into happy one and a half hours which turned into happy two hours. All this while the bikes were

Victorian and general all round nice guy, Peter Maguire and his 1933 M33 Sloper won the award for 'Best Un-restored'.



RIGHT Best Outfit award went to South Australian Bruce Colwell with a 1937 G14 V Twin sporting a Hawk Sidecar. Bruce also collected the Hard Luck Award when the BSA seized its gearbox and split the exhaust system.



being displayed twenty metres away for the judging of the trophies on offer. Later that evening we all gathered at the Clare Valley Function Centre for the Saturday night dinner, raffles, auctions and trophy presentations all MC'd superbly and might I say 'energetically' by our own Howard Parslow. If you didn't have a good evening then you weren't trying. Darren and Lisa Zacher from South Australia were big winners on the night with a recently restored and superbly presented 1932 Sloper taking out 'Best Vintage', 'Best Single' and 'Best restoration'. But the weekend belonged to a recent addition to the South Australian family; Gerard Rowley and his 1969 Rob North BSA Rocket 3. This absolutely beautiful bike was a crowd favourite taking out the 'Best Modern', 'Best Triple' and the National Peoples Choice Trophy for Best Overall BSA.

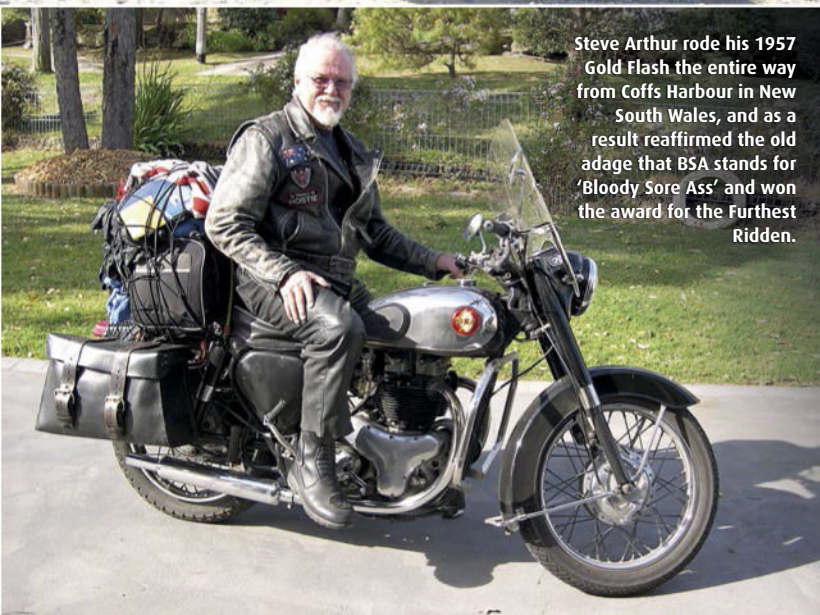
Sunday morning we were off again, this time heading south because south is where it is cooler and it was getting bloody warm. A quick stop in Manoora gave us the opportunity to look through the local Museum and then off to Riverton for morning tea. I noted that after leaving Riverton a lot of the tyres on the bikes looked slightly more laden. More superb riding through absolutely beautiful countryside and we arrived at Martindale Hall, Mintaro for the lunch and the final stop of the Rally. The bikes were all lined up again and the troops were gathered (like herding cats) for a photo out the front of the Hall and then it was all over. Hope those that were there had a great time – see you all in Victor Harbor for the 2016 South Australia BSA Rally from November 4-6. ■



Mike Reilly came down from Queensland with his 1953 Super Flash to take out the 'Best Classic' and 'Best Twin'.



OBA 54 cover bike and multiple award winner: Gerry Rowley's Rob North Rocket 3.



Steve Arthur rode his 1957 Gold Flash the entire way from Coffs Harbour in New South Wales, and as a result reaffirmed the old adage that BSA stands for 'Bloody Sore Ass' and won the award for the Furthest Ridden.

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RALLY REPORTS JAMPOT



Preparing to depart the church at Kirkconnell, adjacent to the starting point of the 1914 Australian Grand Prix races.

AJS/Matchless Jampot Rally

• 6-8 November, 2015 – Kelso, NSW

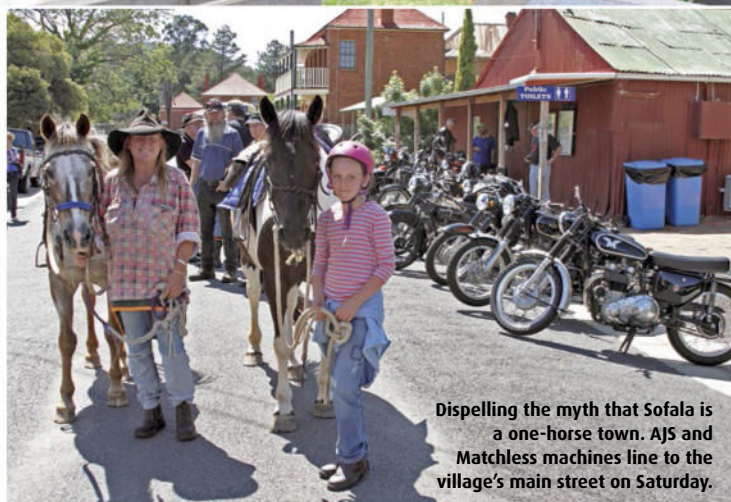
A matchless experience

Report Jason and Donna Maloney and David de Lapp
Photos David de Lapp

After rally check in on the Friday at the Gold Panner Caravan Park we were taken to the National Motor Racing Museum at Mount Panorama by coach and welcomed to a tour and nibbles by the staff and a formal welcome by the Mayor of Bathurst, Gary Rush. Saturday saw a beautiful morning with all 64 entrants embarking on a ride to Sofala and then on to Hill End for lunch – a 180km round trip. Through the beautiful backdrop of the surrounding hills and valleys, despite the age of

some of the bikes and hills traversed it was a very successful ride with judging being done by bike entrants at the Hill End lunch stop. For those who were not riding, a coach was again available to follow the riders. Dinner and the presentation was at the Bathurst RSL with a great meal and story of the first motor cycle Grand Prix in 1914 and following years.

As this was not a concourse event, judging was done by entrants, obviously bike enthusiasts who have travelled to ride and are there for a



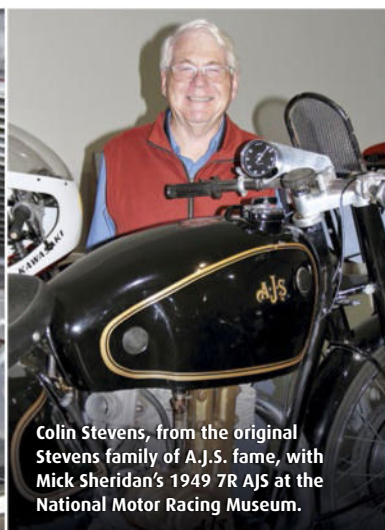
Dispelling the myth that Sofala is a one-horse town. AJS and Matchless machines line to the village's main street on Saturday.

fun time and bike ride rather than show and shine. Sunday saw us heading into the hills once again to Yetholme for a mid morning snack provided by the progress association and the grand prix circuit discussed at the dinner with entrants being encouraged to ride the old track, although it is gravel a great deal of the riders took the opportunity.

It was, once again, a magnificent AJS/Matchless Jampot rally with great organisation by the surrounding clubs. As we hold the rally in a different location each year, we were pleased to hear that the Team from Tasmania, headed by Martin Heatley, have agreed to host the 2016 rally in the Launceston area. A great location with ideal motorcycle roads. ■



"Electric leg" fitted to an AJS single.



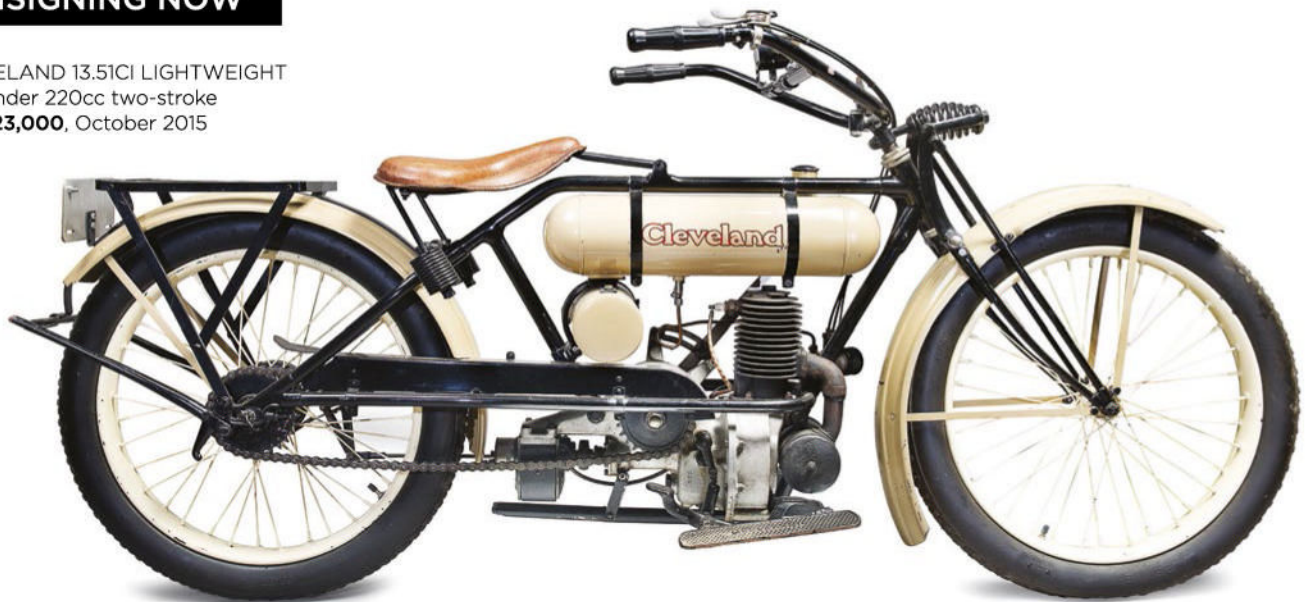
Colin Stevens, from the original Stevens family of A.J.S. fame, with Mick Sheridan's 1949 7R AJS at the National Motor Racing Museum.

Awards

| CLASS | OWNER | BIKE |
|-------------------------|----------------|----------------------------------|
| Best 1920's | Arthur Scott | 1927 AJS H9 500 Solo |
| Best 1930's | Andrew Jeffrey | 1937 AJS Model 12 250 Solo |
| Best 1940's | Gary Bastian | 1948 AJS Model 16 350 Solo |
| Best 1950's | Jason Maloney | 1950 Matchless G80 500 Solo |
| Best Outfit | Tony Fraser | 1927 AJS H1 88 800 with side car |
| Best AJS | Rob Smyth | 1929 AJS M105R 500 Solo |
| Best Matchless | Jason Maloney | 1950 Matchless G80 500 Solo |
| Best Other Make | Denise Scott | 1955 BMW R25/3 250 Solo |
| Longest Ridden | Martin Healey | Tasmania |
| Stevens Memorial Trophy | Arthur Scott | 1927 AJS H9 500 Solo |
| King of the Rally | Jason Maloney | 1950 Matchless G80 500 Solo |

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BMW S 1200 XR

Welcome to “adventure/sport”

Test Jim Scaysbrook Photos Sue Scaysbrook

If you read the PR, the BMW S 1000 XR is aimed squarely at the Ducati Multistrada in the Sport/Touring segment. To me the XR is a lot more about sport than touring, and perhaps this is why BMW itself has coined the segment’s title “adventure/sport”.

For touring, there are several other models in the BMW line up that more than fill the bill. This model, then, with its rocket-like four cylinder engine that comes from the ferocious, Isle of Man TT-winning S 1000 RR, is about plugging a fairly small gap in the BMW range – to provide a ‘four’ that you don’t need an articulated joint in your

neck to ride, and one that won’t leave you with aching wrists after more than a half hour in the saddle. That sort of stuff is OK for the youngsters, but us mature-age folk have different requirements. That said, the XR just might be the ticket for quite a few of us.

It’s all about the riding position then; sitting up in the breeze, with a

clear view and everything at your fingertips. But let’s start with the engine, or more precisely, the complete powerplant. This motor, like all the modern BMW fours, has a stupendous spread of power – it will literally accelerate briskly from 1,500 rpm all the way to the 11,000 rpm red line, by which point you’ll have other



All the stopping power you could wish for.



BMW S 1200 XR



BELOW There's a fair bit happening when the instrument cluster boots up.



choose to slot it in, that the S 1000 XR is a supremely versatile machine, and for a bike of this sophistication, the starting price isn't bad either. ■



Standard seat height is 840mm, but a lower position is available.

things on your mind. But the gear ratios seem rather unusual to me – the closest set of road ratios I can recall. I was constantly groping for another gear when already in top (6th), as at an indicated 110 km/h, the engine is spinning at 5,000 rpm, at which point things are a bit tingly, if there is such a word. Above and below this it's smooth as silk, but I reckon it cries out for a taller top gear, or even taller 4th, fifth and sixth gears. If we're talking touring, this is exactly the point in the rev range that you'll spend most time and I found my right hand nodding off during highway stints.

The test bike was fitted with the full Pro Riding optional package (\$1,375.00) that provides Symanic and Dynamic Pro settings as well as traction control. There are numerous passenger/load settings (which can be adjusted on the move), 'Rain' and 'Road' engine performance settings (including cruise control), heated grips and so on. There is also an optional quick shift function should you feel the need to whip through the gears without closing the throttle and without the engaging the clutch. I didn't. The seating position was ideal

for me, but there is a lower seat option available. As I said earlier, I reckon touring is not really what the XR is about, and as a general purpose machine, it behaves impeccably around town.

Chassis-wise, the XR is equally impressive. The frame is an aluminium alloy job with the engine forming the load-bearing section. The Brembo brakes, with standard ABS, are simply flawless and will stop you in less time than it takes to think about it. With the little 17 inch front wheel, steering is quick, which isn't a bad thing around town. Out in the countryside is where the XR really excels, flicking through bends like they weren't there, it feels glued to the road. There's no doubt, regardless of which category BMW



BMW S 1200 XR
Off-the-shelf

| | |
|-----------------------|---|
| ENGINE | Water cooled DOHC in-line four with 4 valves per cylinder. |
| BORE X STROKE | 80mm x 49.7mm = 999cc. |
| POWER/TORQUE | 118kW (160 bhp) at 11,000 rpm. 112Nm at 9,250 rpm |
| COMP. RATIO | 12.0:1 |
| INDUCTION | Electronic fuel injection. |
| TRANSMISSION | 6 speed gearbox with chain final drive. |
| STANDARD INCL. | ABS, Automatic Stability Control (ASC), Rain or Road riding modes, Electronic Suspension Adjustment (ESA), centre stand. |
| OPTIONS | Dynamic Package with ABS Pro, Dynamic Traction Control with Riding Mode Pro, Gear Shift Assist Pro. |
| FUEL CAPACITY | 20 litres |
| SEAT HEIGHT | 840mm |
| SUSPENSION | Front: 46mm USB telescopic fork Rear: Cast aluminium swinging arm with rebound adjustment for single shock. |
| WHEELBASE | 1548mm |
| TYRES | Front: 120/70 ZR17 Rear: 190/55 ZR17 |
| BRAKES | Front: 2 x 320mm floating discs with 4-piston radial calipers and ABS Rear: Single 265mm disc, 2-piston floating caliper with ABS. |
| WEIGHT | 228kg (fully fuelled) |
| COLOURS | Racing Red or Light White |
| PRICE | From \$22,190 plus on-road costs. |
| WARRANTY | 24 months, unlimited KM. |
| TEST BIKE | Procycles BMW, St Peters NSW |



Get a grip

Zorro's Australia now have the 2 part handlebar grip to fit 1920 -1927 Indian Chief and Scout – part number 20B385 – which have been difficult to find and expensive. They are available from stock in Australia at \$99.95 per pair (all 4 parts) plus postage. Wholesale trade enquiries are welcome. Zorro's carry a full line of Vintage Indian handlebar grips.

- 1920-1927 Indian Chief & Scout 2 piece handlebar grip Black 20B385 \$99.95 pair
- 1928-1934 Indian Chief & Scout handlebar grip Black 28B102 \$74.95 pair
- 1935-1937 Indian Chief 41290 White \$75.00 pair
- 1935-1937 Indian Scout 41290 Black \$50.00 pair
- 1938-1939 Indian Chief 41290 Grey \$75.00 pair
- 1938-1939 Indian Scout 41290 Black \$50.00 pair
- 1939-1941 Indian Chief 41290 Black \$50.00 pair
- 1942-1953 Indian Chief & Scout Black 43086 \$34.95 pair

Contact Mark on 0433 106669 (03) 9012 4139 or sales@zorros.net.au www.zorros.net.au



Harley hats

Harley-Davidson has just released a five-strong range of new helmets, beginning with the familiar Shorty – the short-sided LA cop style (Aust\$99, NZ\$136), the Retro jet-style that's straight from the 'sixties (Aust\$149/NZ\$204), the Fulton, a budget full face (Aust\$169/NZ\$232) and the similar Victor Lane which comes with orange graphics for ten dollars more, and the top of the line FXRG, featured here. The FXRG features a lightweight fiberglass shell, finished in gloss black (what else?), with an advanced ventilation system including a glove-friendly top vent, anti-scratch shield and a fully removable, washable liner.

All this for Aust\$686/NZ\$939. See your Harley-Davidson dealer.

No kicking

Zorro's are pleased to announce the availability of the Kiwi Indian Electric starter kit for the Springfield Indian Chiefs 1940-1953, developed over many years to be robust and give problem-free service. Utilising a compact highly geared motorcycle starter the drive is taken via chain to the main shaft. Fitting is relatively simple and the unit can be removed in just a few hours should you wish to transfer it to another bike.



All items not shown.



Flexy spanners

Introducing the GearWrench Flex Combination Ratcheting Wrench. Part of the brand new 120XP range of wrenches, this innovative mechanism encompasses 120 positions in a 360 degree revolution, meaning you only need to turn the wrench a mere 3 degrees to make an adjustment on the fastener. This allows you to work in tighter, more confined spaces. The universal spline drive works on 6 common fasteners; 12-point; 6-point; Rounded 6-point; Spline; E-Torx and; Square. The dual direction surface drive gives better grip and reduces the chance of fastener rounding, and the reduced open-end diameter provides greater access for the user. All GearWrench products come complete with a lifetime warranty.

- Available in Metric and Imperial
- 12 Piece Flex Combination Ratcheting Wrench Set RRP: \$412.05 (Metric)
- 12 Piece Flex Combination Ratcheting Wrench Set RRP: \$378.55 (Imperial)

For more information on all GearWrench products, visit their new website www.gearwrench.com.au

Andy's calendar

Each year British classic specialist Andy Tiernan produces a high quality calendar, with all proceeds going to the 'East Anglian Air Ambulance' www.eaaa.org.uk/. This year's calendar is a beauty, with wonderfully detailed illustrations of the AJS Porcupine, Brough Superior SS80, Velocette MAC, Norton Manx, Triumph Bonneville and BSA Rocket Gold Star. "This year we asked Mike Harbar to do the artwork. Mike is an Australian based artist www.classiclinesartist.com Mike used to work across the yard from our shop here in England, before he emigrated to Australia. In fact he did the artwork for our calendars 20 or so years ago. The price for Australasia, including postage, is £15. For Australasian customers there are two ways to obtain your calendar. Pay by cheque drawn on a UK bank made payable to East Anglian Air Ambulance and sent to Andy Tiernan Classics Calendar, The Old Railway Station, Station Road, Framlingham, Woodbridge, Suffolk IP13 9EE UK. Or by PayPal to AndyTiernanCalendarDonation@outlook.com

Further details of how to order can be found on our website... www.andybuysbikes.com/Calendars/Calendar%20page.html



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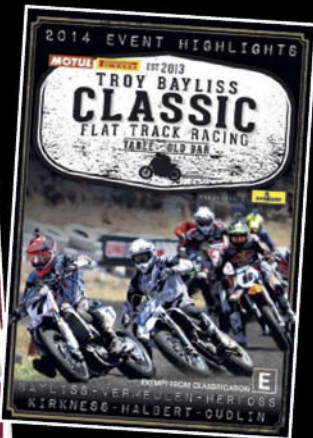
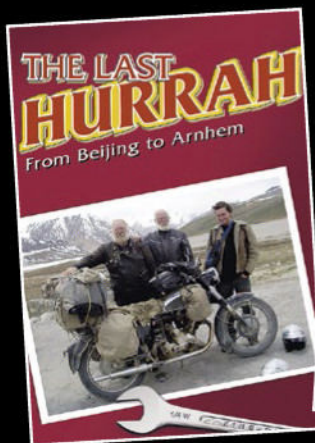
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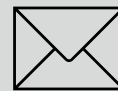
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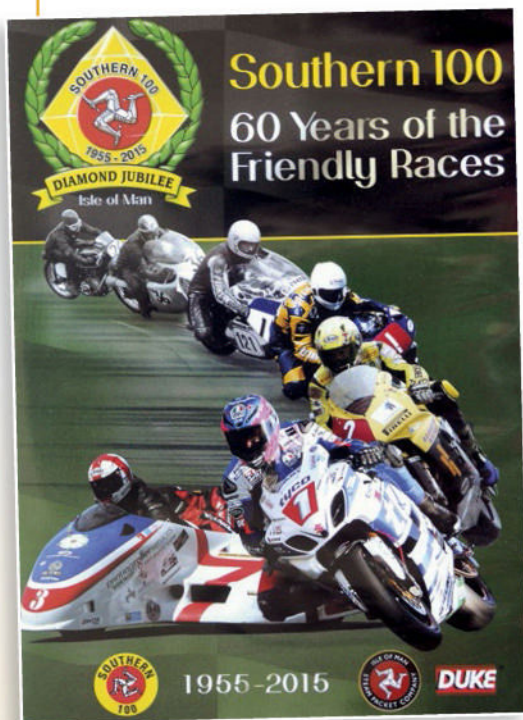
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The 'other' Isle of Man track, the 4.25 mile Billown Course, has hardly changed since the first races in 1955, and since then famous names like Bob McIntyre, John Hartle, Joey Dunlop and many others have competed there. This DVD is packed with footage and photographs of some of the more memorable moments from 1955 to the present day, when current stars like Guy Martin and Michael Dunlop have engaged in some great battles.

Two minutes...all riders!

*Bathurst Sports Ground Speedway
1928-1955.*

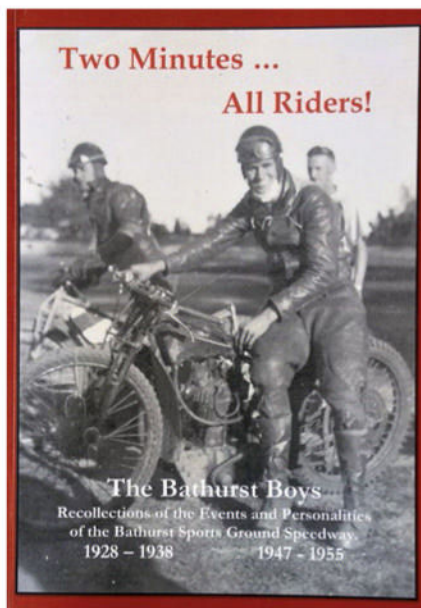
By Bob Newton

Self Published 356 pages soft cover
ISBN: 978-0-646-93995-7

Available from author bobandjude@y7mail.com or Ash's Speedway Museum 2/10 Bradwardine Road, Bathurst 2795 (0439 978602)

Price: \$50 plus \$15 postage

Bathurst Sports Ground Speedway operated in two periods; 1928 – 1938, and 1947 – 1955, and this big book celebrates those years and the star local riders, notably 1938 World Champion Bluey Wilkinson. Author Bob Newton has completed a massive task, with help from speedway historians including Ross Garrigan, Brian Darby, John Chaplin, Tony Webb and others. It's a reminder of just how popular speedway was in those days, when supporters came from far and wide and the top names were very famous



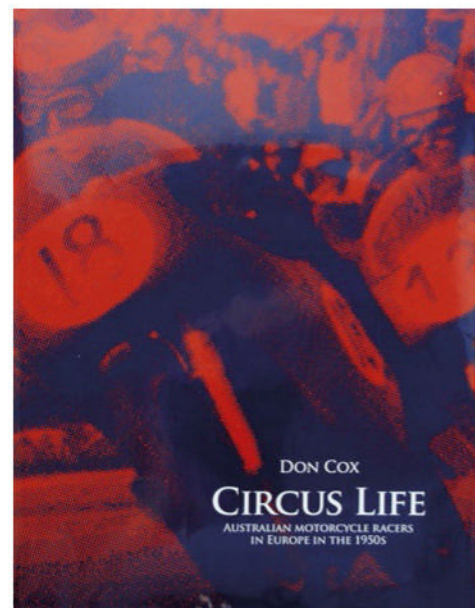
sportsmen in their own right. The tragically brief career of Bluey Wilkinson is very interesting, but there are many other local champions covered, including Bloss Bromfield, Stan Kirkman, Gundy Harris and more recently, Glenn McDonald. One chapter covers the promoters – the band of sometimes colourful characters who plied the trade, some with more success than others but without whom there would have been no show at all. The book is packed with interesting reading but after such a marathon effort to research and compile it, the quality of the printing lets it down somewhat. Nevertheless, the book represents a very worthwhile record of the halcyon days of speedway.

The History of World Championship Motorcycle Racing Volume 1: 1949 to 1958

By Ron Maggs

ISBN: 978-0-9569283-0-6
Published by York Publishing UK
294 pages hard cover
Price: £18 (UK)
On-line orders: YPDBooks.com

The first of a planned series covering the World Championships decade by decade, this book is aimed at the student of the sport, as it meticulously covers every single race in every championship meeting, in every class, giving a report of the race and full results. In the case of the Isle of Man TT, positions are given lap-by-lap. Each year is summarised and the final championship position for each class listed. The detail is immense, and one can only surmise that the author has spent a goodly proportion of his life coming through journals of the day in order to compile a volume such as this, which will surely become the definitive tome on the subject. What I found a little disappointing was the fact that photos, although of good quality, are confined to a single 18-page section in the centre of the book. There is a photo of the World Champion in



each class for each year. Mr Maggs is now had at work on Volume 2, 1959-1968 with the aim to produce a complete set up to the current time.

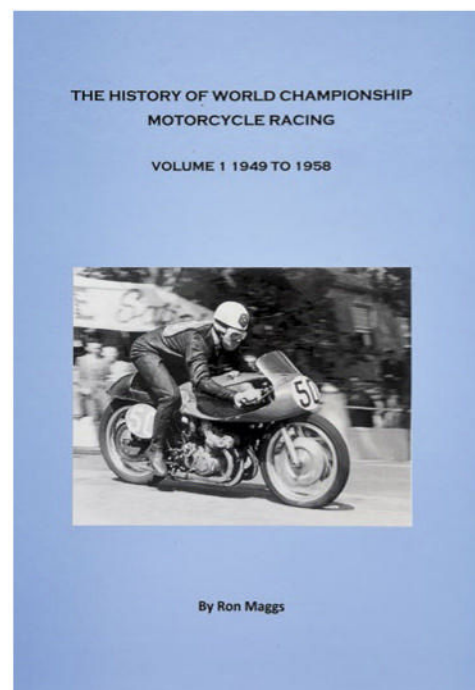
Circus Life

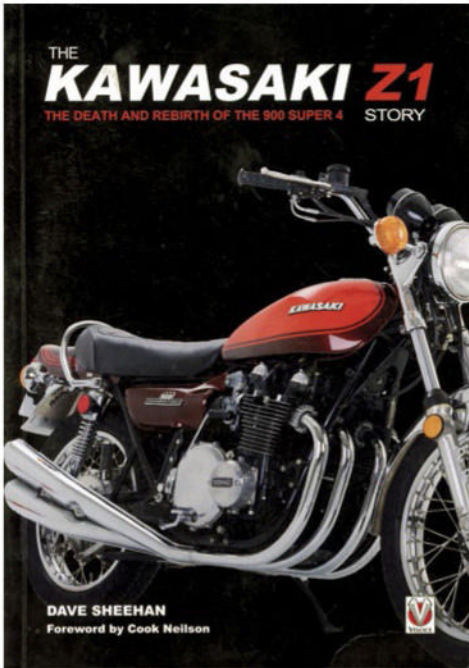
*Australian Motorcycle Racers in Europe
in the 1950s.*

By Don Cox (circuslifebook@gmail.com)

479 pages hard cover
ISBN: 9780646534251
RRP: \$99.00 Postage within Australia \$12.00
Ordering: Web site www.circuslifebook.com
Available directly from Plimsoll Street Publishing Pty Ltd
PO Box 356 Haberfield NSW 2045 with Cheque or money
order. Paypal account: circuslifebook@gmail.com

We reviewed this massive book back in 2012, but it's worth recapping because this is something that





should be in the library of everyone remotely interested in the history of motorcycle racing from an Australian or New Zealand perspective. Forget that you may not have been born during this decade; the exploits, the bravery, the dogged determination to make ends meet – these are the characteristics of life on the Continental Circus. You can add absurdly dangerous to that list, and the Anzac toll was – still is – chilling. The book is packed with wonderful photographs of the era, and the production quality is of the finest standard. Get a copy while you still can.

The Kawasaki Z1 Story

By Dave Sheehan

ISBN: 9-781845-848071

Published by Veloce

256 pages soft cover

RRP: \$39.99

Available from: Available from Pitstop (1800 622422) and Autobook World (02) 9231 6713

Another Z1 book? Yes, but with slight differences. Subtitles, “The death and birth of a legend”, this book tells how the “New York Steak” project, which was Kawasaki’s code name for the secret development of their big four, almost ended up on the scrap heap when Honda zapped the world by introducing the CB750 first. Sheehan details the secret testing program in the US where a team of riders including Paul Smart rode Z1s disguised as Hondas across the continent. This is a book steeped in nostalgia, to the point that the author gives us a US-focussed retro trip through what else was happening in 1972 (the Z1 launch year), such as a Rolling Stones tour and various blockbuster movies. More than half the book is devoted to the process of actually getting the Z1 to the showroom floor, which is a nice change from the usual intricate model change detail of other books.

Vespa

The story of a Cult Classic in Pictures

By Günther Uhlig

256 pages hard cover

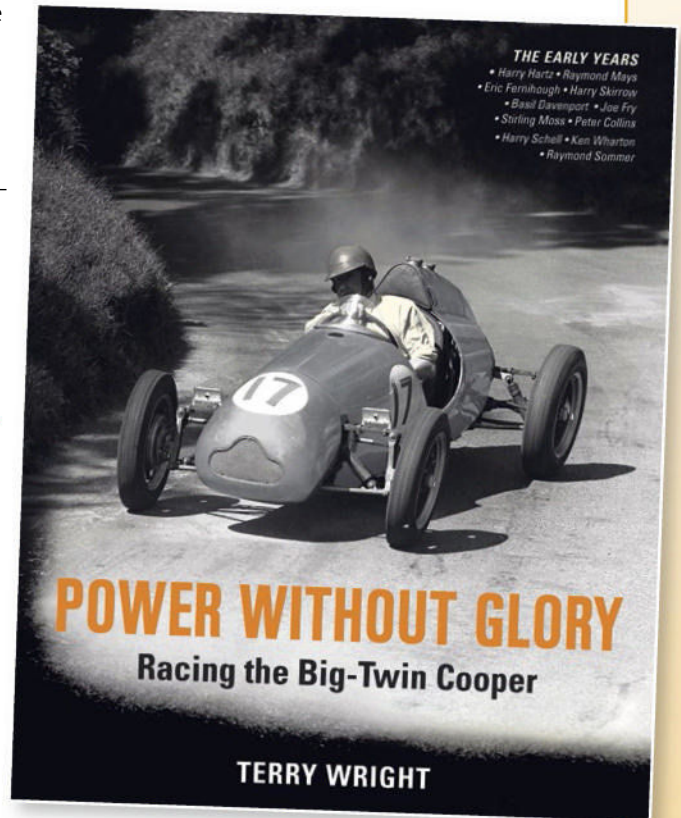
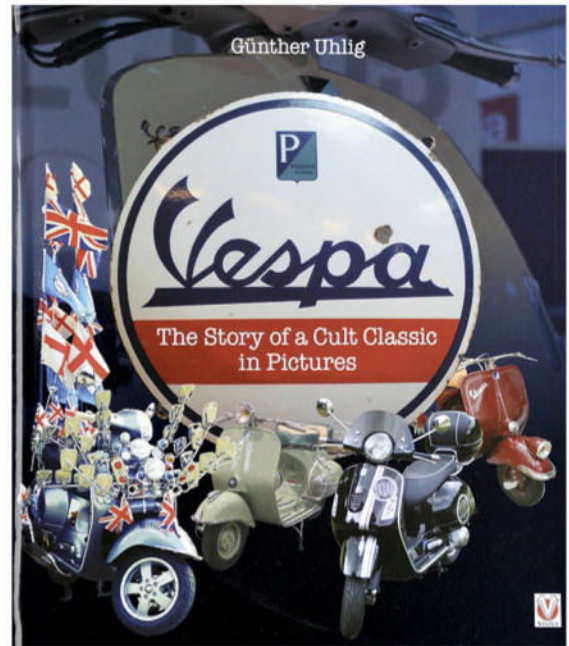
ISBN: 978-1-845847-90-6

RRP: \$89.99

Published by Veloce

Available from Pitstop (1800 622422) and Autobook World (02) 9231 6713

Love ‘em or hate ‘em, scooters nevertheless have played a major role in post war two wheeled transport, and Vespa is arguably the best known brand in the scooter world. More than 18 million Vespas have been produced since 1946, when Piaggio’s top aeronautics engineer, Corradino D’Ascanio, designed the MP6. Reportedly, when Enrico Piaggio saw it he shouted “Sembra una vespa!” (“Looks like a wasp!”) – and the rest is history. This book is an annotated pictorial guide of Vespas through the years in all their forms, including military versions, the British licenced models made by Douglas, sidecars, Vespa clubs, fashion statements – the lot. A very well produced large format book with some fascinating photographs.



Power without Glory

Racing the big twin Cooper.

By Terry Wright

352 pages Hardback with dustjacket

ISBN: 978-0-9943661-0-8

RRP: £55.00 + post and packaging

Available from www.loosefillings.com

The reviews supplied to us all praise the detail of this book by well known historic racing buff Terry Wright, who splits his time between Australia and UK. John Medley, author of the acclaimed Bathurst; Cradle of Australian Motor Racing said, “This is a marvellous book. You should buy it. It is filled with fascinating detail, a clear story line, broad and deep in its history and humanity, astonishing in its memorabilia and automobiliana, the author’s research and footnoting a model for other writers, the author’s hands-on experience in the field impeccably unmatched ... The book is well produced, thoughtfully designed, and too heavy to read in bed.” From a motorcycling perspective, the book is also a solid insight into the V-twin JAP and Vincent powerplants, many of which were plucked from two or three wheelers. “Loose Fillings” is the name of a quarterly newsletter published by Wright and Garry Simkin dealing primarily with motorcycle-engined historic racing cars in Australia.

FOOTNOTE: Most of our review titles come via local distributors and we encourage readers to support the retailers noted with each review.



CLUB DIRECTORY

WHAT'S ON WHERE WITH WHO

This is a free listing for all clubs and organisations, as well as a free directory of up-coming rallies and other events.

Fax: 02 4572 2282 or e-mail: scaysbrook34@bigpond.com

★ Denotes new or modified listing.



Adler Owners Club

Restoration advice & information freely available. Australian Rally held every two years. Contact Don Littleford, Toowoomba, Qld. Ph: 0746 141 207 Email: littleford@palmlake.net.au Web: www.adlermotorcycles.com

AJS & Matchless Owners Club (Aust) Inc.

Australian section of the AJS&MOC Ltd. Spares scheme, machine dating, library, technical advice, International monthly journal. Contact Dave Baker, 03 9786 4063. www.downunderjampot.com

Albany Vintage & Classic Motorcycle Club Inc.

Concessional licensed Club catering for older and newer bikes. All types of rides and events to enjoy. Ssecretary (08) 9845 1278 or PO Box 429, Albany, WA 6330. www.avcmc.inet.net.au

Antique Motorcycle Club of Australia Inc

Founded 1987, caters for motorcycles made prior to 31 Dec, 1930. New members welcome. Sec: Frank Staig, 0432 693 242, 2 Mulcahys Rd, Trentham, Vic. 3458. www.antiquemcc.org.au

Australian Ariel Register Inc.

Members receive a quarterly magazine. Annual National Rally. Sec. (02) 62420495 www.australian-ariel-register.com.

Australian CX500/650 Register

Also caters for CX400, GL500/650/700. Over 900 members to share knowledge, rallies held in various states. Contact Les Francis lees.francis@bigpond.com Web site: www.australiancx.asn.au/forum/index.php

Australian RD & RZ Owner's Register

Not a club, no fees, just a register to help locate parts or bikes, get together with other owners etc. Messages circulated via a private email database. Contact Ray Birchall 0429 353 683. Em: raybirchall@bigpond.com

Australian Speedway Riders' Association

Welcomes current or past solo and sidecar riders/passengers, support crew members or enthusiasts. Our aim is to promote goodwill and camaraderie in a social environment and the preservation of speedway history for future generations. Contact Bill Powell (02) 9583 2706 or www.asra.info

Barossa Valley Classic Motorcycle Club Inc

BVCMCC is a social group sharing a common interest in preserving and riding classic motorcycles. Meetings at RSL Hall Tanunda 8pm first Wednesday month except January. Contact PO Box 490 Nuriootpa SA 5355 or www.bvcmcc.org

Bendigo Historic Motorcycle Club Inc.

Promoting the use and restoration of Veteran, Vintage and Classic Motorcycles. Regular Club runs, Rallies and motorcycle -only Swap Meet, First Sunday in December. Meet at Llanely Public Hall 11.00 am 3rd Sunday of each Month. Secretary Rex Jones 03 54414473 or rexyjones@bigpond.com.au

Best Feet Forward Group

Members in two states - interested in any feet-forward machine including scooters. Ken Butler 03 5678 2245 em: Kenneth_butler@bigpond.com

BMW Airheads Downunder (B.A.D)

For Aussie and Kiwi owners of the Type 246 and 247 boxers affectionately known as 'Airheads'. Register your bike at:

www.rter.co.nz/Airheads/index.html or www.rter.co.nz/Aussie_Airheads/index.html; Em: russellc@rter.co.nz

Bombala Bike Show Committee

Meeting 2nd Wednesday month at Bombala RSL Club, 6pm or visit www.bombalabikeshow.com.au. Contact Sam Dyer (Publicity Officer) Em: contact@bombalabikeshow.com.au or Ph: 0459 311 997 - PO BOX 298, Bombala NSW 2632

British Motorcycle Club Tasmania. Inc.

Promotes restoration, preservation and use of British manufactured bikes of all ages. Club runs, monthly meetings, Club magazines. Enquiries to: Secretary, British Motorcycle Club Tasmania c/-Post Office, South Hobart, Tasmania 7004. Web: www.britishmotorcycleclubtas.com

British Singles Motor Cycle Club Inc

With an interest in all British & Euro bikes meets 2nd Monday month at 1485 Old Cleveland Rd. Belmont Brisbane 4153. PO Box 771 Nanango 4615. Ph: Darryl 0403212545 or B.C. 0411222484 Em: triumph120@hotmail.com

British Motorcycle Owners Assn. of Mackay Inc.

Monthly meeting 2nd Sunday of month 9.30am at Mackay Aero Club. Club Rides 3rd Sunday of month. Correspondence to President or Secretary PO Box 591, Mackay Qld 4740.or Email: admin@bmoa.org.au Web: www.bmoa.org.au

British Two Stroke Club of Australia

Sec: Andrew O'Sullivan. 21 Mathison Circuit, Churchill, Victoria 3842. Em: atosullivan@bigpond.com. Ph: (03) 5122 2337. For those interested in British two strokes but open to any brand of bike. Monthly runs in Baxter/Frankston and Bendigo areas. Bi-monthly meetings & newsletter. Victorian Roads Red Plate approved.

Broken Hill Veteran, Vintage and Classic MCC

Rides every Saturday, leaving Aquatic Centre 12 noon. Visitors welcome. Sec: Allyson Verburgt 08 8087 3299.

BSAMCC of NSW Inc

PO Box 4023, Homebush South, NSW 2140. Secretary Em: secretarybsamccnsw@gmail.com. South Coast Branch: PO Box 3323, North Nowra, 2541. Mid North Coast Branch: PO Box 169, Lake Cathie, NSW, 2445.

BSA Owners Club of Queensland Inc.

PO Box 714 Runaway Bay Qld., 4216. Meet 9am at the Coomera Roadhouse Café, 7/11 Service Station, Whitewater Way Coomera, 3rd Sunday of month. Contact Sec. Fred Jupe Em: bsaoc.qld@gmail.com or call 0418 381 934.

BSA Owners Association Inc.

Membership is continually increasing and the scope of the Club's activities grows proportionately. All information for joining is available from the Secretary, PO Box 2400, Oakleigh, 3166 or www.bsa.asn.au

BSA Owners Club of South Australia Inc.

Meetings & social events for members from Adelaide, country and interstate. First Tuesday of the month at CCC Club Rooms, Glandore Community Centre, Clark Terrace Glandore. Club Ride the following Sunday. Annual Rally in October/November. Secretary c/o PO Box 380, Plympton SA 5038. Email at contact@bsasa.org.au

Cancer Research Advocate Bikers

(CRAB) raises money for cancer research. Victorian chapter known as Mornington Peninsula Hermits & conducts meetings & rides 1st Sunday each Month. Club approved by Vic Roads for club permit scheme & looking for new members. Website: www.crabhermits.com - Email: crab_mcc@hotmail.com Phone: Ross 0418 325602.

Cairns Motorcycle Restorers Club Incorporated

Established 1979. 50+ members. Meets first Sat. each month. PO Box 6560 Cairns Qld 4870. Secretary Greg Wilson, (07) 40558802. www.web.aanet.com.au/cmrc_album

CBX-6 Owners Club of Australia Inc. 2517

Dedicated to the preservation, restoration, promotion and enjoyment of the Honda CBX 1000 6 cylinder motorcycle. Secretary, 6 Edward Corrigan Close, Woonona NSW. Visit www.cbx6.com.au.

Central Coast Classic Motorcycle Club Inc.

Restoration, preservation and use of old motorcycles. Meetings at Ourimbah RSL Club 4th Tuesday each month. Club rides every Sunday and Wednesday leaving 9.30 from Macdonald's Tuggerah. For info call Denis on 0243 631 656 or Paul on 0410 617 881.

Central Coast Vintage Motor Cycle Club

Caters for motorcycles 30 years and older. Regular veteran, vintage and classic runs. Exclusive runs for veteran and vintage motorcycles. Tech. assistance and restoration help. Meets 7.00pm on 3rd Tuesday of the month at Conference Room, The Entrance Leagues Club Bateau Bay NSW. Enquiries: Allan (02) 4396 7187. Email: www.ccvmc.info

Clarence Valley Historic & Enthusiasts MCC

Meetings 1st Tuesday of month South Grafton Ex-Services Club 7pm. Monthly social rides for classic & modern bikes last Sunday of month plus annual Grafton Classic Rally held last weekend August. Contact Geoff Meller 0266493357 or Terry Ryan 0266493382 tjryan50@bigpond.com

Classic & Enthusiasts MCC

Meets 4th Monday of month at Rydalmere Public School, John St. Rydalmere NSW at 8pm. Historic plates for bikes over 30 years old. Moderns also welcome. Call 02 9639 7017 or www.cemcc.org.au

Classic & Enthuiasts MCC Inc - Albury/Wodonga

Meets 8pm, 4th Tuesday of every month at the Wodonga RSL Club. Secretary Katrina Dutton Ph: 0407 208 414 or Em: katrina.dutton4@bigpond.com

Classic & Enthusiasts MCC - Illawarra Branch NSW

Meets 8pm 2nd Monday every month at Keiraville School, 286 Gipps St. Keiraville. Lester Hamilton (02) 4229 4003. lesterhamilton@bigpond.com

Classic Italian Motorcycle Association of Australia

Italian makes no longer in production and Italian motorcycles over 30 years old. Call: Bruce (Syd): brw450@bigpond.net.au or 0404 873 034, Garry (Syd): 0414 916 101 or Ian (Melb): (03) 9866 8529. www.cimaa.asn.au

Classic Motorcycle Club of Victoria Inc.

Catering for all 25 year and older bikes. Meets 8pm third Wednesday month at Sturgess Hall, Chatfield Ave, Deepdene (Balwyn). Monthly Sunday, midweek and weekend runs throughout the year. Information at www.classicbike.com.au

Classic Owners Motor Cycle Club Inc. SA

Meets 7.30pm 4th Tuesday month at James Nelson Hall, Woodville Centre, Woodville. Rides on last Sunday of month. For retired members, rides on the first Wed and third Tues of each month. Active Moped section. Comprehensive members library. New member enquiries: Secretary c/o PO Box 642, Plympton, SA 5038. Email rosco.35@bigpond.com.

Classic Scramble Club Inc.

Dedicated to the Golden Era of Scrambling, catering for scrambles machines from '60s to Pre-75. Based in Victoria. Contact Ross Martin 0416 132150.

Club Laverda Queensland

Our passion is Laverda, our goal is to share the good times. Meet 1st Tuesday at Lord Stanley Hotel, East Brisbane. www.clublaverdaql.com. PO Box 5399 West End, Qld 4101.

Coalfields Classic & Enthusiasts Motorcycle Club

Meets first Monday of the month at the Tattersalls Hotel, Greta, NSW. Ph Gary 4938 7352.

★ Coffs Harbour & District Motorcycle Restorers.

Encouraging preservation of motorcycles 30 years/older. Meet 3rd Thurs/mh 7.30pm, Sawtell Bowling club, Lyons road Sawtell. PO Box 4248 Coffs Harbour Jetty 2450. Ph: 02 66534532.

Dry Lakes Racers Australia

Next meeting 11am, 10 October 2010. Note new venue: Highway 31, 743 Sydney Rd. Brunswick. All welcome. Contact Cled Davies Ph: 03 54433432 Mb: 0419 581 854 Em: daviescled@hotmail.com

Ducati Owners Club North Coast

Operate a Historic Register for eligible Italian motorcycles. Phone Ross on 0403 69 8188 or www.docnc.org.au

Early American Motorcycle Club

Dedicated to American made motorcycles manufactured before and including 1966. Monthly rides and weekenders. President: Mike Jolj (08) 9295 4360 Secretary: Glen McAdam 0438 229 957. PO Box 184 Tuart Hill, WA 6939.

Griffith Classic Motorcycle Club

Meets 3rd Thursday at Griffith Exies Club, 8.00 pm. Currently 200+ members. Club runs 1st & 3rd Sundays each month. Contact Brian (Hoppy) Hampel 0409 624 716.

Hastings Valley Motorcycle Club

PO Box 5444, Port Macquarie NSW

Highlands Classic & Enthusiasts Motor Cycle Club

Catering for rides of vintage & classic motor cycles as well as members with newer bikes who just like to ride with a group of like-minded people. We have RTA authorisation for the issue of historical plates, based in the NSW Southern Highlands. President Kevin Roberts, PO Box 693, Moss Vale 2577. Website: www.highlandsclassicmcc.com.au

Highland Restorers Club

Yungaburra Qld. Meet every Sunday morning at the Whistlestop Café Yungaburra. Qld. Contact President Ph. 0417 707 693 Em: don.sheppard@ipac.com.au

Historical Motorcycle Club of QLD Inc.

All aspects of old motorcycling through SE and Central

Qld. 900 members & 14 areas catering for restoring and numerous events on club calendar. Contact: The Hon. Secretary, PO Box1324 Fortitude Valley, Qld 4006. www.historicmotorcycle.org.au

Historic Motor Cycle Racing Register of SA

Meets third Thursday each month at MSA Office, 251 The Parade Beulah Park, SA. Trevor Henderson. Ph: 08 8384 5284 or email: secretary@historicmotorcyclerracing.org.

Historic Racing Reg. M/cycles & Threewheelers Ltd

Meets 2nd Wednesday at Western Suburbs Aussie Rules Football Club, Hampton St, Croydon Park NSW. For racing machines built prior to December 1962. Annual Historic Race Meeting for machines up to 1973 with support rides & m/c swap meet. Restoration help & advice. Ph: (02) 9624 1976.

Historic Motorcycle Racing Assoc. of Vic. (HMRV)

'The Heart Of Historic Racing'. Meetings bi-monthly 2nd Monday, Mitcham Angling Club, 11 Brunswick Rd. Mitcham Victoria, 7pm. Web: www.hmrav.org Ph: Doug (03)59 689 395. Em: enquiries@hmrav.org

Illawarra Classic Motorcycle Club

Meets last Monday every month at Warilla Sports Club, 54 McGregor Ave Warilla 2528. Caters for motorcycles and cars 30 years and over. Regular runs and our annual Red Scarf Rally. Extensive library and reasonable membership rates. Contact the Club Secretary Barbara Jents Ph: 0410 566 369 Em: icmc.club@gmail.com. PO Box 94, Oak Flats, NSW 2529

Indian Harley Club (Bunbury) Inc.

Founded 1971 for owners of all makes. Meetings second Tuesday of month, Bunbury Motorcycle Clubrooms, Shrubland Park, S'West Highway, Bunbury, WA 6230. Sec. Faye Carn, (08) 9797 1709 or ihcbunbury@gmail.com Website: ihcvintagemotorcycles.asn.au

Indian Motorcycle Club of Australia Inc.

Meet 3rd Wed. February, May, August & November. Call Conor Murphy, PO Box 1015 Ashwood 3147 Mb: 0415 581 060

Indian Motorcycle Club of Western Australia

Dedicated to the restoration, preservation and use of Indian motorcycles. Monthly ride, monthly magazine. Meet 3rd Tues of month Wireless Hill clubrooms 6 Hickey St Ardross. Facebook Indian Motorcycle Club of W.A. President Murray Morell (08) 9332 8826 email mjmorell@optusnet.com.au

Indian Owners Register of New Zealand

Annual rally and quarterly Club magazine. Contact President James Chambers .04 2323260, redtonto@clear.net.nz Website www.indianmotorcycleclub.co.nz

Inverell Motorcycle Restorers Club Inc.

Meets 4th Tues. month at Inverell RSM Club, 7.30pm. Social ride 2nd Wed. month meets at McDonalds 9.30am. Annual Rally in April. Contact President 02 6722 2729 or write PO Box 324, Inverell, 2360.

Iron Indian Riders Association of Australia

For all Indians 1901-11, meetings last Tuesday in month. Runs 1st Sunday. Sections in every state including NZ. Secretary: PO Box 2264 Werribee, Vic 3030. www.ironindian.com.au

Kawasaki Z Owners Club, Qld

Meet 1st Tuesday of month (ex January) at Motorcycle Sportsman Club Crosby Rd, Albion, Brisbane Qld. Ph: Beno (President) 0411269980 Em: zownersqld@hotmail.com; www.zownersqueensland.com; Post: 92 Coomera Springs, Upper Coomera 4209 QLD.

Kawasaki Z Owners Club Victoria

www.zowners.com.au P.O.Box 96 Brunswick West Victoria 3055. Meets 3rd Tues. month 7pm, Fairfield-Alphington RSL, Railway Place, Fairfield. Monthly social rides, all welcome. Sec: Mb: 0400 052 598 Em: sec@zowners.com.au

Levis Motorcycle Register of Australasia

Contact Les Thomas, 3 Brigalo Court, Keysborough, Vic 3173. Email: brigalo@optusnet.com Phone: (03) 9711 5692

Macquarie Towns MC Restoration & Preservation Club

Formed in 1981 to promote and foster the restoration and preservation of motorcycles 10 years and older. Meetings second Monday of month 8pm. Pitt Town Uniting Church Hall, Bathurst St, Pitt Town. Contact: Secretary MTMRPC, PO Box 4254, Pitt Town NSW 2756.

Monarchs Motorcycle Club (Victoria)

Established in 1965, with currently 200+ members. Meetings: Moto Cafe, 611 Nepean Hwy, Carrum. 8pm 2nd Tuesday of month except July, (AGM) and December. Active club in touring, rallying and promoters of 3 annual rallies; Sidecar, Dargo High Plains and Domino. Also member/family club events. Victorian Club Permit Scheme. Website: monarchs.net.au

Moto Guzzi Club of Qld

PO Box 1159, Fortitude Valley Queensland 4006, Australia.

Moto Guzzi Club of Victoria

Social sips first Wednesday every month Leinster Arms Hotel, 66 Gold St., Collingwood, Vic. All welcome. Club runs, meetings, Magazine and Spaghetti rally. Contact Neville Briggs 03 9528 6989 or www.motoguzziclubvic.asn.au

continued next page....

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CLUB DIRECTORY & MARKETPLACE

Motorcycle Enthusiasts Club Gold Coast

Thursday & Saturday morning rides for modern & classic bikes. General meeting, last Wednesday of each month at 238 Mudgeeraba Rd, Mudgeeraba at 7.30pm. For annual & monthly events & rides see our website www.mecgc.club or contact President on 0400 818801 or 07 5502 9509.

Natureland Classic Motorcycle Club

P.O. Box 417, Kempsey NSW 2440. President: David Flint 0416 200 023. www.naturelandclassicmotorcycleclub.org.au.

Newcastle Classic Motor Cycle Club Inc

Meetings 8pm at Club Macquarie Argenton last Tuesday each month. Correspondence to The Secretary NCMCC, Inc., PO Box 134 Boolaroo NSW 2284.

★ Newcastle Vintage Motorcycle Club Inc.

Est 1965. Meets first Wednesday of month at 7.00 pm, South Newcastle Rugby League Club, 46 Llewellyn St, Merewether. PO Box 3094. Most runs are on the 2nd and 4th Sundays of the Month. Mid week runs on Wednesday. All machines 30 years of age or older. Secretary Bruce Turner - Ph 0411 026 274.

New Imperial Owners Association

Aust. branch of UK New Imp Owners Assoc. Advice, help & encouragement to owners and breeders. Quarterly newsletter, technical support. Contact John Ferguson, PO Box 94, Rosanna, Vic, 3084. Em: alsaut@iinet.net.au Mb: 0408 320 511

New Zealand BSA Motorcycle Owners Club

Wellington meetings 1st Tuesday of month at the Parrot & Jigger, 477 Hutt Rd Alicetown, Lower Hutt 7pm. Auckland meetings 2nd Wednesday of month Northcote Tavern 37 Queen St Northcote 6.30pm. President Ashley Blair (04)239 9642 ashleybsa@xtra.co.nz; Web: <http://bsa.org.nz>

New Zealand AJS Owners Register Inc.

Pres: Ian (Mac) McKercher. 10 Houghton Cres, Redwoodtown, Blenheim 7201 NZ. Ph: +64 3 577 7238 www.jampot.co.nz

Northern Classic Vintage and Veteran MC Club

A small, Sydney based club for those who wish to restore, register and ride Classic, Veteran and Vintage Motorcycles. Contact Phil Ward on 0422 988794.

Northern Rivers Classic Motorcycle Club

Meets Clunes Community Hall 2nd Tuesday month 7.30pm. Club rides most Sundays. Robert Evans, President, Ph 0400 430 070 and Neil Williams, Secretary, Ph 0418 242 044. www.nrcmcc.org

Norton Motorcycle Club SA Inc

Rides, social events. Meet first Monday of month (except January or public holidays) Velocette Clubrooms, 74 Drayton St, Bowden, Adelaide. Rides every month. Contact: Con Desyllas (Pres), Ph 8352 5050. Web: www.nmcsa.org

Norton Owners Club of NSW Inc.

Meet 1st Friday each month 7.30pm Leichhardt Rowing Club, Glover Street Leichhardt. Regular rides. Help with Norton matters. New 961 owners welcome. Visit www.nocnsw.org.au or email nocnsw@gmail.com or call Ben 0405 539587 or Tim (02) 9489 0450 for more info.

Norton Owners Club of Victoria Inc.

Established 1981. Meets 2nd Wednesday of month 8pm (except January), Oakleigh Bowling Club - Melways 69F6. Regular rides & events, bi-monthly magazine, membership open to all Norton enthusiasts. Ph: (03) 9723 4440 www.victoria.nortonownersclub.org

Panorama MCC Inc. Veteran & Vintage Group

Meets first Tuesday night of each month at 7.00 pm at the City Bowling Club in lower William Street, Bathurst. Greg Donald 48 Miriyan Drive, Kelso 2795. Ph:02 63317290 Mb:0439111608 Em: gdonald@internode.on.net

Panther Owners Register Australia

Quarterly newsletter, help with parts. Membership \$5 per year to cover postage. Call David at floozie2@bigpond.net.au

Port Macquarie Classic Motorcycle Club Inc.

Open to all owners of bikes 30 years of age or over with all makes and models welcome. The club's aim is to encourage classic bike restoration, preservation, and registration. Regular rides and social functions with family membership encouraged. Meetings held at the Settlers Inn, on Hastings River Drive, Port Macquarie on the second Tuesday of the month. For information contact John Butler 02 65826878 or 0419485493.

Queensland Early Motorcycle Sports Club

Promotes road racing for motorcycles up to and including Period 6 New Era 1st January 1983 - 31st Dec 1990. Meets Motorcycle Sportsmen clubrooms 35 Crosby Rd, Albion, Brisbane 7.30 pm 2nd Tuesday of month except January. Visitors welcome. Contact president Gene Lopeman (07) 54957810. www.qemsc.com.au

Rickman Metisse Register

Open to owners of all Rickman models, aims to promote awareness, camaraderie, locate spares etc. Contact John Matthews 02 9565 1226 or 0403 394940. Victorian contact Rod Menzies 0419 575518 rrows@bigpond.com

Road Race Association of Townsville

Meet 1st Wed. month, 17 Yarrowee St. Garbutt, Townsville. Ph 0422248607 or 0409499526 Em: admin@rrat.com.au

Royal Enfield Club of Australia Inc.

Enthusiasts/owners are invited to join at www.recoainc.com or send SSAE to PO Box 4075 McKinnon VIC 3204. Ph 0411 770 225. Melb.meets last Tues/month, 8pm, Rosstown Hotel, Carnegie 0411 770 225. Sydney - 7.30pm first Tues,

Newington Hotel, Stanmore Rd. Sydney. Perth: first Tuesday Woodbridge Hotel, Cnr East & Water St, Guildford 7-7.30pm. Brisbane ride - Bill Borg 07 3396 1519. Membership covers the costs of the NSW Historic Royal Enfield Club.

Russian Motorcycle Owners Association (R.M.O.A.)

Est. 1979. Fostering the love of old and new motorcycles from the Russian states. Meetings held online, bi-monthly newsletters, annual magazine and two annual rallies, the Canetoad Rally and Weabonga Rally. Secretary: Ph 07 4697 8232. Email: russianowners@gmail.com

Shoalhaven Classic Motorcycle Club

A family orientated club for classic and modern classic machines. RTA recognised historic club affiliated with the motorcycle council of NSW. Family days, barbecues, club runs, weekends away, annual bike show & technical advice. Meetings first Sunday of month at 9.30am Bomaderry Bowling Club. Call 4443 8501 or 4421 8810.

Singleton Classic Motorcycle Club Inc.

Meetings first Thursday each month Singleton RSC club, Castlereagh St, 7.30 pm. Info, Daniel: 0265731050 after 7pm or PO BOX 255 Singleton NSW 2330.

South Grafton Ex-Services Motorcycle Club

Meetings held 2nd Monday of the month at South Grafton Ex-Services Club 7.30pm. Social rides, emphasis on Vintage, Veteran & Classic bikes. Contact Club Captain Terry Ryan on 02 66493382 or email: trjryan50@bigpond.com.

SR500 Club Australia

Open to SR500 and siblings (400, XT, SRX, TT etc.) and like riders. Melbourne based but Australia-wide club providing information, rallies, newsletters and monthly meetings in Melbourne. Contact info@sr500club.org or web www.sr500club.org or Andy on 0418361810

Stevens Register

Help and advice for anyone with a Stevens motor bike or three wheel van (not A.J.S.) built between 1934 and 1938. Contact David (02) 9600 9894 or go to our website at... www.thestevensproject.co.uk - under 'Stevens register'.

Tamworth & Districts Antique Motor Club

For motorcycles & vehicles older than 30 years. Call: Peter on 02 67656085 or PO Box 5045, Sth Tamworth, NSW 2340.

Taree & District Classic & Vintage Motorcycle Club

Meet 3rd Tuesday of month 7:30pm Airport Tavern Hotel, Lansdowne Rd Cundletown. Catering for all makes, models for historic registration, regular mid week and weekend rides, annual rally. Contact PO Box 978 Taree 2430 or email: tdvcmc@gmail.com

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CLUB DIRECTORY & MARKETPLACE

The 59 Club Australia Inc.

Official branch of the 59 Club London. Open to anyone interested in classic bike or café racers. Regular rides, meetings and activities. VicRoads approved for red plate permits. Post Classic race team. National President: Shadow 0416 838 565, Qld: Roy 0410 574 127, WA: Sparra 0415 622 585, Vic: Drifter 0418 207 794. Postal address: PO. Box 8064, Burnt Bridge, Croydon Vic 3136. www.the59club.org.au E: the59clubaustralia@hotmail.com

The Historic Competition Motorcycle Club of WA

Dedicated to preservation and usage of all historic road racing motorcycles and sidecars. Sec. Mick Tesser. PO Box 568, South Perth W.A. 6951. www.historicracing.asn.au

The Veteran and Vintage Motor Cycle Club of SA

Established 50 years. Club runs, library, historic registration, swap meets, monthly magazine 'Smoke Signal'. Meets second Tuesday of month at Payneham RSL at 8pm. Web page www.vvmccsa.org.au. Contact phone - 0409 514 213.

Townsville Restored Motorcycle Club Inc.

Meets 1st Wed. every month at Basque Association Hall, Sabadine St, Aitkenvale. PO Box 1016 Aitkenvale, QLD 4814 or call Hedley Cooke (07) 4779 7495 or John Alexandrou on (07) 4773 4332.

Tweed Heads Motorcycle Enthusiasts Club Inc.

Meetings 7 pm (NSW time) 1st Monday month (If it falls on a Public Holiday then it's the following Monday) Tweed Heads Bowls Club, Cnr Wharf & Florence Street, Tweed Heads. (Function Room). Telephone 0400 871 699. For club and ride info visit www.thmcec.com.

Velocette Owners Club

Centres throughout Australia. Spares scheme, national rally, technical advice, club magazine, club runs, meetings & events, all for \$25 per year. Call Peter Underwood, Ph: 02 9651 1793

Veteran & Historic Motorcycle Club Ltd

For restoration & riding motorcycles of all makes over 30 years old. RMS concessional historic registration available. Mid-week & weekend rides, social outings, weekends away & rallies. Meet 7.30pm 3rd Thursday each month at Rydalmere Central Bowling Club, Park Rd, Rydalmere NSW 2116. PO Box 366 Kellyville NSW 2155 E: veteranandhistoricmcc@gmail.com

Veteran Motorcycle Competitors Assoc. of SA

Monthly social luncheon, Annual General Meeting and Annual Dinner only. Must have held an ACU licence 25 years or more prior to joining. Meets 1st Tuesday of month at Morphett Arms Hotel for lunch 11.30 - 1.30pm except November - 2nd Tuesday. Contact Nip Kuerschner 08 83903990. Mobile 0418854565. nipper@nipper.net.au

Veteran, Vintage & Classic MCC ACT Inc, Canberra

Monthly rides & annual rally. Meets 8pm 1st Thursday each month at Spanish Australian Club, 5 Narupai Pl, Narrabundah ACT. Visitors welcome. Write PO Box 3127 Manuka ACT 2603 or www.vvmccc.org

Veteran Vintage Motorcycle Club of NYP

Catering for all types of motorcycles regardless of size, style or age. Meets 3rd Thursday of month, except December, at our clubrooms Drain Road, Kadina SA 5554. Email: veteranvintagemccofnyp@gmail.com, <http://veteranvintagemotorcycleclubofnyp.webs.com>

Vincent HRD Owners Club NSW Section Inc.

Runs, rallies, social events, club permits, newsletter. Meetings - Last Monday of the month (except December) 8pm at Concord RSL, Nirranda St, Concord West, Sydney. Email: newsouthwales499@voc.uk.com or PO Box 1565, Macquarie Centre, NSW, 2113.

Vincent HRD Owners Club Victoria Section Inc.

Runs, rallies, social events, club permits, spares, newsletter. Meetings first Friday even months 8.00pm Ladies Lounge, East Malvern RSL, 9 Stanley Grose Dr. East Malvern. Email: victoria499@voc.uk.com or PO Box 79, Monbulk Victoria 3793. Phone Delia (03) 9752 0803

Vintage Enduro Riders Inc.

(VERI) conducts non competitive vintage enduro (vinduro) events for pre 1985 trail and enduro bikes. Events for registered and unregistered bikes, with emphasis on fun. Secretary Peter Drakeford 0422 299 003 or John O'Brien on 0457 844 512. Em: verivinduro@gmail.com Web: www.verivinduro.com.au

Vintage Japanese Motorcycle Club Australia

Preservation and enjoyment of classic Japanese motorcycles. All marques welcome, active calendar, 20+ branches. Contact PO Box 254, Modbury North, SA 5092. Email: vjmcmembership@gmail.com or ring Mick Godfrey 0401 196 922. Website: www.vjmc.org.au

Vintage Motor Cycle Club Of Australia (NSW) Inc.

Meeting third Wed. month. Veteran Car Club Hall, 134 Queens Rd, Five Dock. Established 1955 for machines up to 1947. Monthly events & newsletter. Annual Vintage and Veteran Rallies. Spares and Library. Ph: (02) 9624 1262. Email: vmccnsw@hotmail.com

Vintage Motorcycle Club of Tasmania

Regular runs, meetings/activities. PO Box 110, Lindsfarne, TAS 7015 or Ph: Keith Tattam (03) 6272 1976 or David Moore (03) 6248 1538.

Vintage Motorcycle Club of Victoria Inc.

Founded 1964, caters for m/cycles manufactured prior to Dec.31, 1942, also military use in WWII. Meets first Thurs. month at 8pm in VDC Clubrooms, Factory 8/41 Norcal Rd, Nunawading 3131. Melway 48G11. Membership enquiries John Street 0417 558 214.

Vintage Motorcycle Club of WA Inc.

585 members and 1300+ motorcycles. Short runs to full days, rallies, tours, hill climbs, annual swap meet, static displays, restoration info. Meetings 8pm, 1st Wednesday of month cnr Hale Road & Tonkin Freeway, Wattle Grove, Motor Club Complex, WA website www.vvmccwa.com Ph: 0487 799007. PO Box 2171 Clarkson, WA, 6030 Em: vmccowa@westnet.com.au

Williamstown Motorcycle Club Club

Fun social riding. All welcome, any type of bike. No attitudes. Club Meetings: First Tuesday of month (ex January), 8:00 pm, Customs House Hotel, 161 Nelson Place, Williamstown, VIC, 3016 Contact: Sandy (President) 0418 389 791 or Anne (Secretary) 0412 899 265. Email Address: info@wmcc.org.au Website: www.wmcc.org.au

Yamaha XS650 Club of Australia Inc. (NSW)

Several Club rides per year and all members receive a bi-monthly Club newsletter. Currently 230+ members across Australia and internationally, with active presence in each Australian state. Club Secretary Ph: 0404 082 953 Em: secretary@xs650.org.au Post: PO Box 115 Rooty Hill NSW 2766 Website: www.xs650.org.au

Yorke Peninsula Vintage, Veteran & Classic MC Inc

Meetings 2nd Thursday each month at clubrooms, Yorketown SA. Club outings 3rd Sunday each month. Treasurer Les Schwab PO Box 131 Yorketown 5576. Ph: (08) 8852 1834 or Leon Hall (08) 8837 3226



ATTENTION CLUB SECRETARIES - Club Rally stickers FREE!

Here's a win-win idea. Every rally rider should have a small headlight sticker on his or her bike, and it is something that is important to us at the magazine because it helps us identify who's who when it comes to sorting through photographs prior to publication. To save you, the Club Rally Secretary, the trouble of having these printed or hand-writing them, we've done it for you! These snazzy stickers measure (100mm x 70mm) so they fit easily onto a headlight without covering the whole thing, and come in sheets numbered 1-250. All you need to do is email the Editor at scaysbrook34@bigpond.com with your details and we'll organise a sticker a pack to send to you, free of charge, in plenty of time for your next rally.



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Contact LUKE FINN 02 9901 6368

Old Bike Australasia Caps

Just in time for the rally season, the very latest Old Bike Australasia cap is now available.

In tasteful royal blue with the OBA logo and gold trim, this must-have item is available from the Chevron Publishing Group for just \$25 including postage within Australia. Place your order now by calling 02 9901 6111 or email subscribe@mymagazines.com.au ■



JANUARY

Classic Riders Club of Goulburn Great Southern Motorcycle Only Swap Meet

17 January, 2016 – Goulburn Showground NSW.

Sites \$15, setup from noon Saturday. Lookers \$5 from 6am Sunday. Breakfast and drinks. Contact Keith 02 4821 6213, Wayne 0437 401 033, Mark 02 4821 7992

FEBRUARY 2016

3rd Annual Sun Country Motorcycle Show 'N' Shine & Swap Meet

3 February, 2016 – Yarrawonga Foreshore starting 7.30am.

Hosted by the Sun Country Historic Vehicle and Machinery Club Inc. Open to Vintage to Modern Motorcycles. This year's feature Trikes, 3 Wheelers, and Sidecars. Bike entry and public \$2, children under 16 free. Info Barry ph (03) 58734267 Site bookings \$10 ph Rosco 0409233360.

Fassifern Bombers Swap Meet

7 February, 2016 – Hayes Oval, 15 Pollock Street, Harrisville Qld.

Gates open 5.30 am for vendors and 6.30am for public. Vendor sites \$8.00 incl admit 1, general admission \$3.00 per person, food and drinks available. Camping available for vendors only access 4.30 pm to 9 pm Saturday February 6th. Contact Wayne Renz 0428117016 or Kent West 0408 789 459.

MARCH 2016

Vintage Japanese Motorcycle Club National Rally

4-6 March, 2016 – Canberra ACT.

Headquarters Capital Country Holiday Park (02) 6230 3433. Enquiries: VJMC.Rally@gmail.com

Maleny Motorcycle Swap

12-13 March, 2016 – Sunshine Coast Historical Motorcycle Club of Queensland

Entry \$5, Swap Site \$5, Camping \$5 per person. Indoor sites available. Gates open 12 noon Saturday and 5am Sunday. Food Court open from 12 noon Saturday. Contact Allan 07 54573449 allan.briais@bigpond.com

Illawarra Classic Motor Cycle Club Red Scarf Rally

12-13 March, 2016 – Based at Kiama on the NSW South Coast.

For more info contact the organising secretary Barbara Jents on 0410 566369 icmc.club@gmail.com

The 34th Harold Parsons Memorial Ride

19 March 2016 – Starting at Maffra Victoria

Presented by the Maffra Sale MCC – first held 1981. The ride is an arrowed course of about 170km and has long been a favourite of riders of older, slower bikes, however riders of modern bikes also welcome. Morning and afternoon tea and lunch included in entry fee. Presentation of prizes at the end of the ride. Entries close 11th March. Late entries incur alternate conditions. Entry forms will be available online from January. Google Maffra-Sale MCC or contact Peter Abikhair peteaba18@aussieb.com.au or Peter Tanner nattepeter@southernphone.com.au

Annual NZ Mail Run Rally

19 March 2016

More information will be forthcoming. Contact organiser Jim Lord hbcmailrun@gmail.com

25th Anniversary All-Indian Rally

25-28 March 2016 (Easter wknd) – Maleny Showgrounds, Qld.

All Indian riders and their families invited. Roll-up Friday and casual ride on Friday afternoon followed by a free 'meet and greet' BBQ. Saturday, long & short ride. Sunday morning field events and display followed by a ride to lunch stop. Sunday night, presentation dinner with auction afterwards. All rider entries get a free T-shirt. Meals only \$10 per head. Information & entry form, email: allindianrally@optusnet.com.au or call Lars Ph 0422 611 806.

Pernrite Broadford Bike Bonanza

26-27 March, 2016 – State Motorcycling Complex, Broadford, Victoria

Gates open 8-5pm, spectators \$30 (\$50 for 2 days) Riders \$80-\$110-\$160. Contact Peter Drakeford (03) 9684 0515 email: pd@ma.org.au Web: www.ma.org.au

APRIL 2016

HMRV 2016 Victorian Historic Road Racing Championship

2-3 April, 2016 – Broadford, Victoria

This is the weekend after the Bonanza so why not make a holiday of it and come along to both!

Vincent & Velocette Rally

29 April – 1 May, 2016 – HQ at Moss Vale Village Caravan park, Willow Drive Moss Vale NSW

Ride on Saturday starting 9.30, dinner Saturday night at Moss Vale Services Club. Short ride Sunday. Contact Jo Wenden 0423 205288 email j.wenden@bigpond.com (Vincent Club), or Rod Moore 0407 333840 email rodmor@westnet.com.au (Velocette Club).

JULY 2016

Coffs Harbour Veteran & Vintage Car Club 2016 Swap Meet

17 July, 2016 – Coffs Harbour Show Ground, NSW

All cars, motorcycles and Bric a Brac invited. Gates open 6 am. Sites \$15, entry \$3. Set up Saturday after 4 pm only. Overnight camping \$15 (toilets and power but no showers). All enquiries and bookings to Gary Wedd 0407 234 991, nights 6 to 8 pm only or Secretary Hal – Email: hal.murray@bigpond.com



Ambassador Erin Molan

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**Moto Guzzi
Eldorado 850**
Armchair ride



Matchless G45
Temperamental twin



Honda CB900F
Twin cam classic

Edgar Jessop

Spagforth: the label

It is not uncommon for a core brand to diversify from its original business platform.

As lung disease became less fashionable, Dunhill shifted its marketing thrust away from fags and into items such as watches, clothing and luggage. Nokia decided that milling paper was too messy and got into mobile phones, and William Wrigley Jnr discovered that the chewing gum he was giving away to entice customers to buy his soap was actually a far better deal all round. Suzuki, of course, went from weaving looms to motorcycles.

The Spagforth Marketing Department, besieged with endless consumer complaints and scathing product reviews, also began a concerted campaign to develop branded products that would hopefully divert the withering focus from the engineering and onto less potentially hazardous items. Naturally, motorcycling equipment was a priority, and the first such product to emerge from the designers was the Spago-lid, a revolutionary new helmet with the shell constructed from compressed Burlap, shipped from Sir Carruthers Spagforth's extensive Jute plantations in Bermuda. The internal webbing came from hemp sourced from backyard plantations in the eastern suburbs of Sydney,

while the straps and side sections were made from gecko underbelly hide, specially selected for uniform thickness and suppleness. It is believed as many as 45 geckos were required for each helmet.

In the accompanying photograph, the Spago-lid is seen in exhaustive testing at the Spagforth Proving Facility in Upper Giggleswick. It is undergoing part of the "inversion thrust checks", deemed necessary as many motorcycle crashes result in the wearer defying the laws of gravity. Strapped to the sidecar rail of the Spagforth Skink outfit, the Spago-lid successfully endured lateral forces far exceeding those experienced on the Cauldron of Death and Depravity, a popular attraction at the nearby Spagforth World theme park.

Keen-eyed observers will note that the passenger in the photo, Jethro Agrippa, is wearing a pair of prototype Spagforth Twinkletoe sandals, made from similar materials to the Spago-lid with the exception of the gecko hide, which was found to cause tinea when in contact with human toes. The sidecar itself is also interesting, being of the self-ejecting floor design and fitted with the patented shin-shearing front scuttle. ■



Works tester Edgar Jessop skilfully slides the Spagforth Skink around the test track, subjecting the Spago-lid to extreme gravitational pull, while Jethro Agrippa keeps a sharp eye on the unique gecko skin strap securing the helmet to the sidecar chassis. Note also the special Spago-klaxon on the left handlebar which was used to scare nesting Pukeko Swamp Hens off the test track.



BROADFORD BIKE



BONANZA



1938 CONDOR 500



1939 COMPRESSORE 250



1953 MONOALBERO 350



1939 COMPRESSORE 250



1951 BICILINDRICA 500



1957 OTTO CILINDRI 500



1956 BIALBERO 350



1957 OTTO CILINDRI 500



1951 BICILINDRICA 500



1955 BIALBERO 350



1939 CONDOR 500



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- ▶ Sublime handling
- ▶ Compact package - only 169kg wet

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