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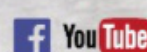
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AUSTRALASIA

NUMBER 85

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Feed a town

There is scant need here to recap on the disastrous summer of 2019/20 – the so-called 'Fire Season' (I wish the media would stop using that term). The death, destruction and devastation are unprecedented in many of our lifetimes, but even in the wake of this, life must go on. That's why we encourage those in our community – united by a camaraderie bonded by an appreciation of classic motorcycles, to vote with our wheels. Whole towns and communities have been virtually wiped out, but what will assist in the rebuilding process, and there will be one, is the patronising and support that individuals can provide.

I have a good mate of many years standing who, with his wife and their circle of motorcycling friends, regularly pick a town that's doing it tough (plenty to choose from right now), get on their bikes and head off for a weekend. They book out the accommodation in the pub, eat in the town, buy petrol and supplies. They've been doing this for years. Sure, it's a short-lived and localised tonic, but it is a tangible and positive response to a problem that afflicts Australia – not just rural but traditional holiday destinations such as the New South Wales South Coast and many others – and it has just become a lot worse.

We urge clubs and individuals to do the same. Organise a rally, or even just an informal ride out of your immediate district and bring some cheer and much-needed funds into a district that could stand a few laughs. Certainly, the funds flowing into these fire-ravaged towns and communities through the generosity of people world-wide are vital, but the personal touch is an extra dimension.

We all know that folk love to see and welcome classic bikes and their owners, and generally this is the domain of the lush green local oval or the grounds of the caravan park. Just now, those areas, in so many cases, are charred and ruined, but the rebuilding process starts now, just as it did after Australia's first major recorded (with the emphasis on 'recorded') bushfire, the Black Thursday blaze on February 6, 1851 which tore through Victoria. Back then, there were no motorcycles, but there was spirit. More recently, Ash Wednesday 1983, which raged through Victoria and South Australia is still in the memory of many of us, as are the blazes of what is known as Black Saturday 2009 which catastrophically claimed the lives of 173 people in Victoria.

We live in a harsh climate, and we can't all physically enlist for the fire fighting effort, but we can do our bit. Talk to your club, saddle up, ride out and stay, spend, and succour.

JIM SCAYSBROOK

Editor



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OUR COVER

Steve Mobb's BSA A75V Rocket 3.

See feature story on P58.



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Frank Sinclair and Alan Smith
at Tarrawingee in 1960.

Frank and Alan

Frank Sinclair (*OBA 83*) and his Vincent became legends in Australian history; probably the longest competing and competitive Vincent in Australia and the world. My uncle Alan Smith (One of Frank's passengers) was a great and quiet guy who loved racing motorcycles and cars. He taught me to ride my first motorcycle. Dad and Alan were in the RAAF together, and Alan worked all his life after WW2 in the PMG. My dad married Alan's sister. Alan was cashed up and single after WW2 and a couple of his mates wanted help getting an auto workshop established. Alan was their silent partner and financial backer. The brothers? Norm and Harry Firth.

The rest is history. Frank's garage was on the corner of Bourke Road and Toorak road which when sold and redeveloped became CAMS HQ for many years. Harry's shop was close to my uncle too being in Hawthorn near Glenferrie station. Alan had a Triumph Tiger 90 racing outfit that he rode to work as his only transport before buying his long-serving Peugeot 404. Don't know how he avoided the police on that Triumph as it made so much noise. Standard police check was a stick or a wire into the exhaust to check for (lack of) baffles. His dry comment was, 'Don't poke too far. You'll bend the exhaust valve!'

Alan competed solo, outfit and trials on a Bantam with Triumph forks – the bike he taught me to ride on. In cars he navigated in rallies for many of the big names. He pit crewed for Harry Firth from Valiant, Ford through to Holden for Allan Moffat and Peter Brock, and crewed for Brock at Le Mans. It was a lifetime friendship that I had with Alan and his wife Nan. I had the joy of witnessing it all and hearing the stories up close, all through my youth. Sadly in 2010 he developed Alzheimers disease and he passed away in a nursing home in 2015.

Bruce Whalley

Via email

Metal working

Nev Murray's experience (*OBA 83* Letters "Better late than never") with casting aluminium varies with mine. About the mid '60s a friend needed to make spindles to lace onto motorcycle rims for his dragster/rail using a 1937 Buick straight 8. He presented me with a pile of broken pistons. This was when metalworking businesses still had blacksmiths. I still remember the Smithie's name

in Adelaide – Doddy – because he was such a character. He put the piston pieces in three blanked off sections of pipe, melted them on the forge and sprinkled some powder in each. Once cooled they easily popped out. Two of the three "castings" had absolutely no porosity and were good enough to machine allowing for tapered roller bearings (for the stub axle) and holes for the spokes. I imagine the result was "pure arse" but then again maybe Doddy knew his stuff.

Dave Myall

Takaka NZ

Des and Penelope

I was looking through *OBA 84* and saw the review of Des Molloy's book "No-One Said It Would Be Easy". I remember reading a serialised version of this in Sloper, the Panther Owners Club monthly newsletter, way back in the 1970s. I have met this remarkable Kiwi a number of times. To call him "indefatigable" is an understatement. I have never met, or even heard of, anyone born with such a spirit of adventure. Don't forget "The Last Hurrah", the account of Des, his son Steve, and fellow Kiwi Dick, journeying from Beijing to The Netherlands in 2005, on Penelope (his beloved Panther) and a Norton single. No backup, just three blokes on two old bangers through some pretty inhospitable territory. Des launched the book at our recent annual Panther Prowl back in October, based in Orangeville, not far from Oran Park. Of course, Penelope was there to see it happen. Des and his lovely wife Steph had just ridden up from South Australia. I claim to have bought the first two copies of the book on the planet. Des' daily account of his

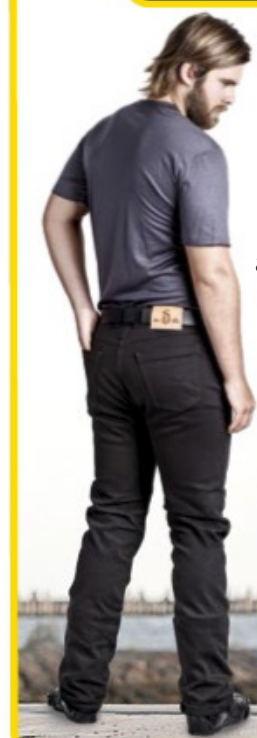
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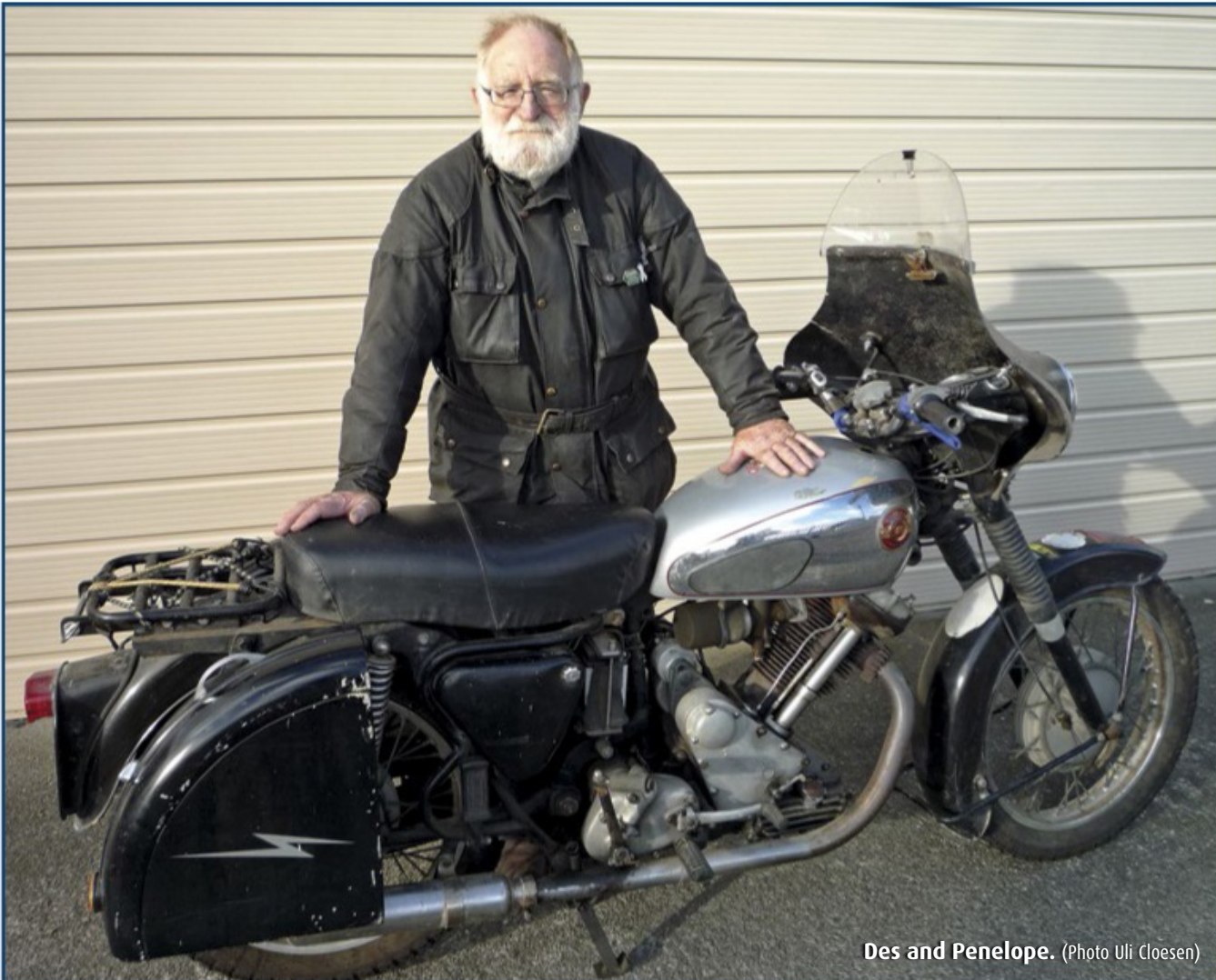
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Des and Penelope. (Photo Uli Cloesen)

round Oz trip on Penelope, beginning in mid-2018, appeared in our Panther Register Facebook site. Des' business card lists him as a "raconteur". He certainly has a wonderful way of using the English language. A truly remarkable man.

David Lewis

Via email

And not forgetting...

Re: Panther Papers in *OBA 84*. As a good mate of Des Molloy's I can say that the true hero of Des' adventures is his wife Stephanie. A mother of four children, subsequent grandchildren, former midwife and now social worker, Steph also shares her life with many motorcycles. You're a lucky man Des!

Dave Myall,

Golden Bay, WA

The Tardis

I was surprised to see a photo of my Honda CB350 on page 60 of *OBA 84*. This photo was taken at the 2007 VJMC Rally at Mt Tambourine. My first bike was a rather well-worn CB350 which I acquired in 1977. I rode that bike for about eighteen months after which I traded it on a new Z650 Kawasaki. When a friend in Rockhampton told me that he was selling a CB350 project bike in December 1994, I jumped at the opportunity. My initial plan was to build a café racer out of it. It sat under our house for about 5 years over which time I talked myself into doing a standard restoration instead. Eventually, in March 2005 I fronted up to the local Transport

department, paid the lady the money and registered it. The CB350 is known as 'The Tardis' since it is my personal time machine, taking me back to the '70s. Since then, we've covered around 21,500 miles together (and counting) with the odd old-bike drama along the way. The Tardis shares a shed with a 1963 Honda C95 and a couple of more modern machines. I've enclosed a photo of the Tardis as it was when I first bought it.

Bruce Corney

Dundowran Beach, Qld.

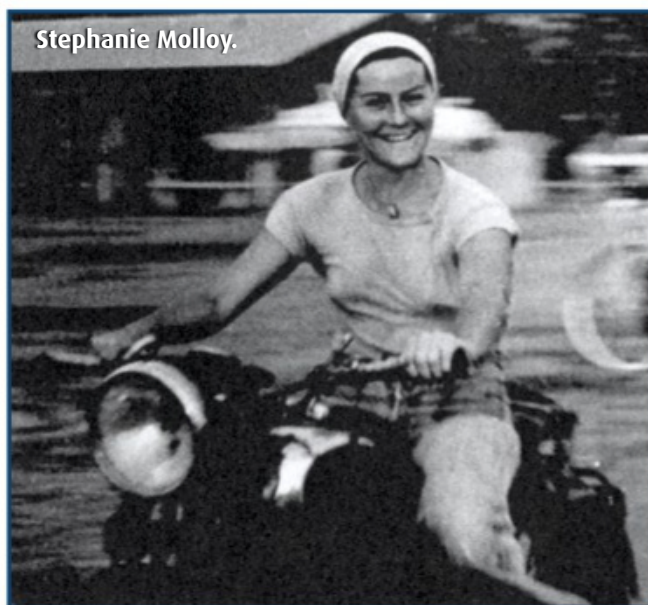
Excellent restoration Bruce, and I am glad you resisted the temptation to turn it into a Café Racer, a fate from which there is no return. – Ed

Mighty Murray

I was browsing through the *OBA 84* – as I do before a serious read – and noticed that issue 85 will include an article on the fantastic Murray Williams.

Your terminology of 'Sidecar Supremo' is spot on. I remember seeing Murray and his passenger blast all competition to the weeds. You could bet your super fund on this team and you would not have any worries. During the 2017 Sellicks Beach races I was cruising the pits when I spotted this beautifully turned out sidecar. I mentioned to the chap alongside it that this reminded me of an outfit I saw racing in the 1960s. Who raced that unit? My response was, 'Murray Williams', "Ah," said the man. "He is just over there, I will get him to come over."

Murray came over with that welcome smile, we shook hands and talked about those fun days on the circuits around Adelaide. I reminded him of the crowd going 'Boonta' at his riding skills and his passenger all over the sidecar like a rash. I asked if I could have a photo of him standing by his outfit and he obliged. Oh boy it made my day and the photo is attached here. ➤



Stephanie Molloy.



Bruce Corney's CB350 as found.

BLOW YOUR OWN

Murray was one of the finest competitors – he gave no quarter – and if you had the power to pass him you had to go around the long way, but he was fair and very much a gentleman that many of us had the pleasure to watch.

Paul Hancock
Via email

Ed: Murray is indeed an incredible talent and a charming man. His full story is in this issue.

The 26 lap Special

At the 1976 Easter Bathurst meeting, Rob Hinton won the 250 and 350 Australian Grand Prix on Saturday and placed 5th in the 500cc GP on Sunday on the same TZ350B Yamaha (fitted with a 250 motor for that race) which had been built up by Eric Hinton. It became known as the 26 Lap Special. Its features were works Norton front forks, Tony



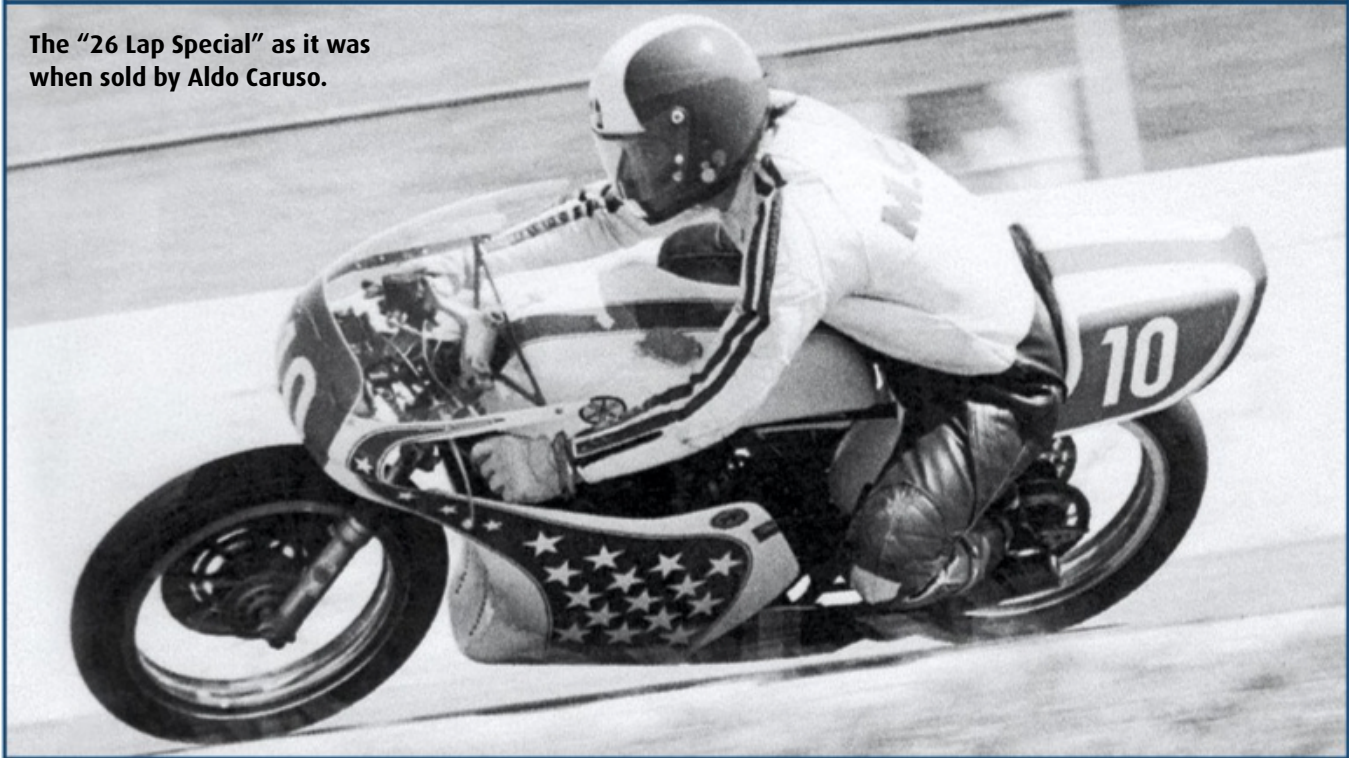
Murray Williams at Sellicks Beach.



Rob Hinton on the TZ350B at Bathurst 1976 (Photo: Rob Lewis)

Henderson rear wheel and disc set up, Mulholland shocks and Don Vesco Daytona seat. The bike was sold to Sedge Deste and then sold to me. In the early '90s the bike was sold to a Mr Ron Bastick and it was still sporting the Vesco seat and Norton Forks but a modified TZ C model fairing was on the bike and it was painted in white with red panels on the fairing and white stars, similar to Warren Willing's TZ 750. The number it raced under at this point was 10 but it was later sold with the number 21 on it. I would greatly appreciate any pictures and knowledge regarding its present owner and location as it has a great deal of sentimental value to me. This photo I have enclosed shows how it looked when sold (below left).

Aldo Colusso
Greystanes NSW
Ph: 0491 640 758 ■



The "26 Lap Special" as it was when sold by Aldo Caruso.

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**Draggin Jeans
Best Letter**

My Black Knight

In 1954, I bought an Ariel 500 Twin and used it to travel 12 miles to work as a plant operator with the forest commission. I had a mate who raced at Fishermans Bend and was Vincent mad. The Ariel was a real bomb. We saw in the Saturday Age, an ad for the Vincent Comet, and travelled 200 miles down to Centre Road, Bentleigh and came home with the Comet at a cost of £180.

At this time I was still only 18 and a half. I used both bikes on bush tracks with other mates as well as for work transport. I always used to buy English Motorcycle magazine, where I saw a road test of the Vincent Black Knight by Vic Willoughby. My mate said, "Why don't you buy one?" I was only 19 and, not earning big money, I thought I could do it. We went down to Disney Motors on Elizabeth Street, Melbourne, with the Ariel, and paid a £90 deposit for the Black Knight.

After 6 months the mighty Vincent arrived. On 24 September, 1954 I went to Melbourne on the back of my mate's Rapide and paid cash for the Vincent. A very proud 19 and a half year-old rode the Vincent out of Swanston Street, Melbourne at 11:45 on Saturday morning. Highways were not real good then; I got my pride and joy bogged near Traralgon. It is very hard to put into words all the joy I had riding my black beauty. I had many fast trips to Licola to work and Broadford (200 miles). I used the Vincent on many 4WD tracks



Noel Bennett with his Ariel twin (centre).



(probably didn't treat it as well as I should have). I was lucky to survive one spill; knocked off at 50mph with no helmet, broken bone in my wrist, lacerated face and a concussion. I could go on forever with stories of my Black Knight. I met Phil Irving once in Maffra and got an autograph. I am now 83 and a half years old. I still get Old Bike magazine; you make me envious with all the Vincent stories you have.

Noel Bennett

Maffra, Vic.

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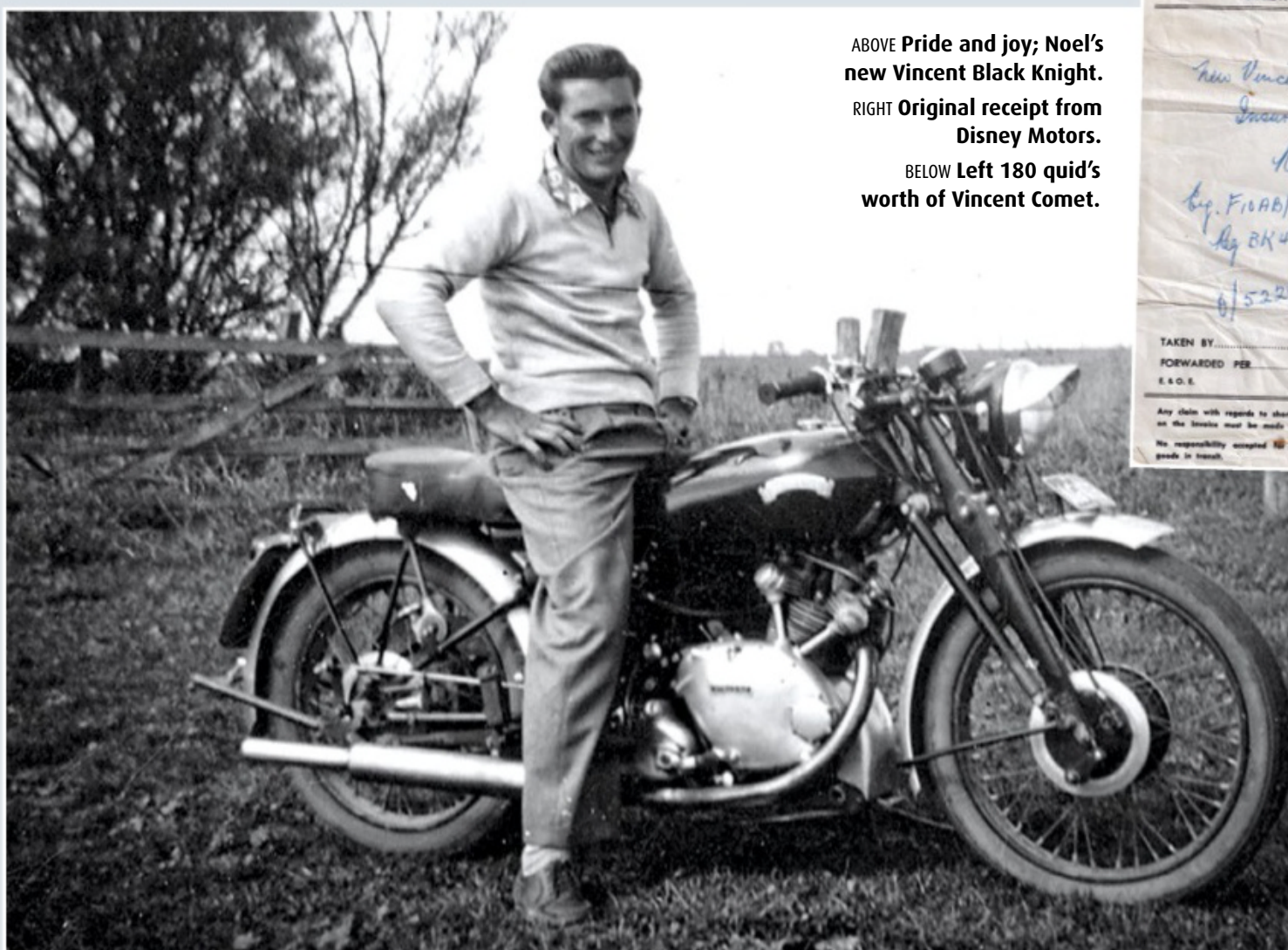
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ABOVE **Pride and joy; Noel's new Vincent Black Knight.**

RIGHT **Original receipt from Disney Motors.**

BELOW **Left 180 quid's worth of Vincent Comet.**

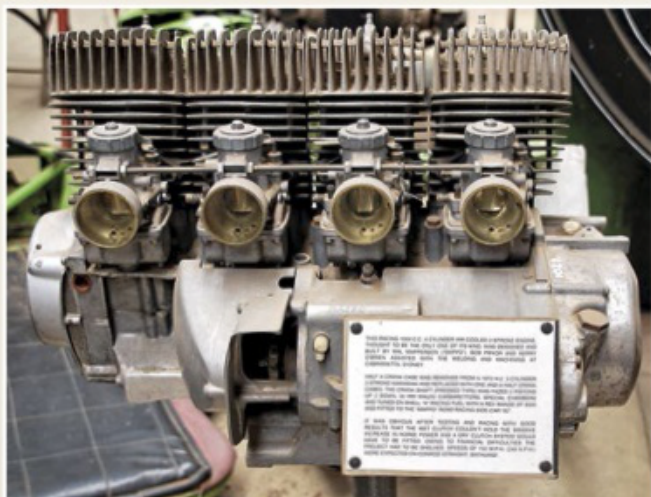




Malcolm Mapperson: Sidecar Champion

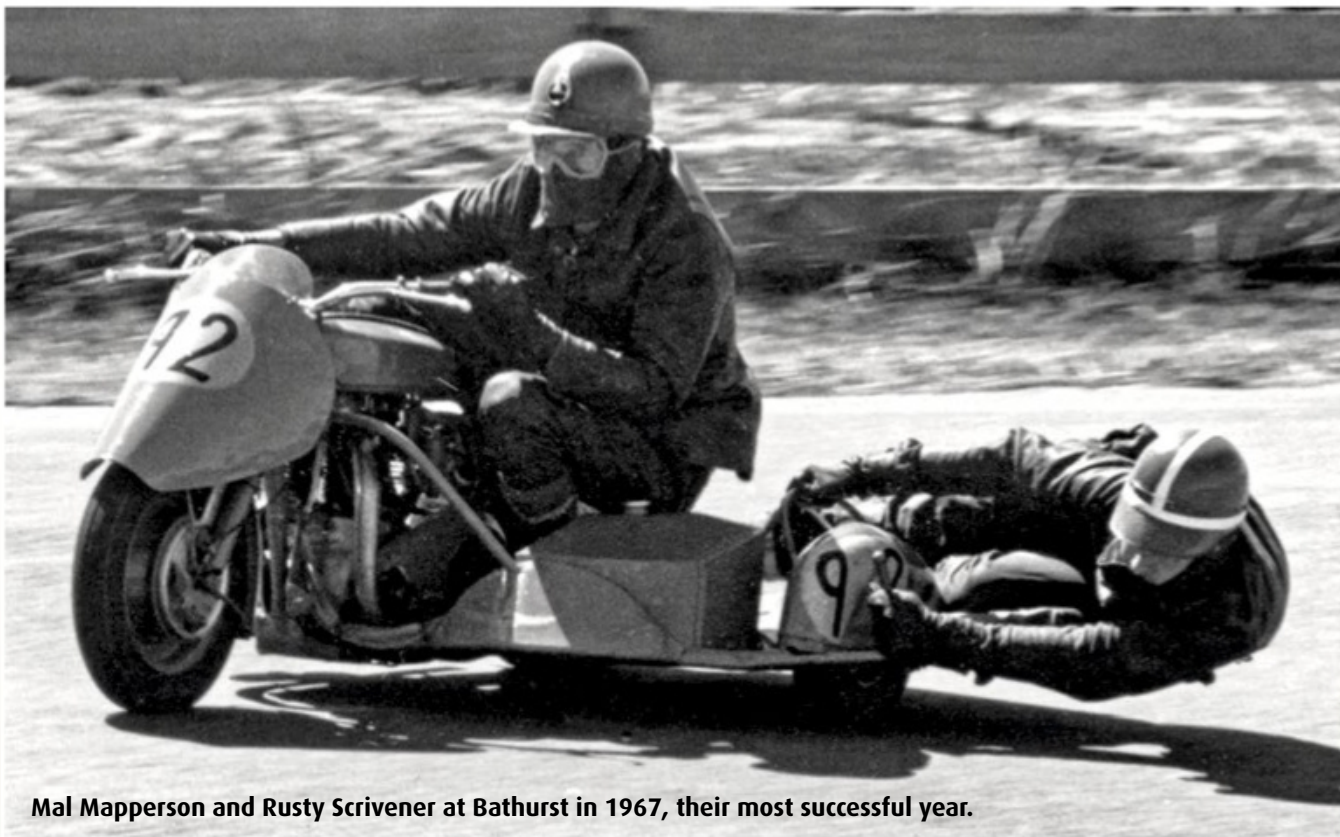
My old friend, the late Gordon Hellyer worked for many years at J.C. Cameron Motorcycles in Maitland and won two Australian Sidecar Titles. I recall him telling me that if Malcolm Mapperson, also simply called Mappo, turned up at a meeting to run in the sidecar events then you were only competing for second place. He claimed that Mappo was unbeatable. Mapperson won Australian and State Sidecar titles on Short Circuit accompanied by his ever reliable passenger Russell "Rusty" Scrivener. Mappo came from the small village of Premer and Rusty from nearby Gunnedah.

His first road race was at Bathurst in 1966 but there were no major results with his short circuit 650cc Triumph-engined sidecar. This machine was a 'sitter' as opposed to the regular kneeler type outfits, but was fitted with 16 inch wheels which made it nearly as low as the opposition. The Japanese four-cylinder mounts had not yet arrived so the opposition were usually equipped with 1000cc Vincents. My own recollections go back to Bathurst 1967 when, after a multi-bike prang on the mountain eliminated a few top runners, Mapperson and Scrivener led the field in the Unlimited sidecar race until the last lap, when Dennis Skinner, who had been left at the start, came past and won by three seconds. In the Sidecar Handicap later in the day, both Skinner and Mapperson were off the back marks but came through the field to finish second and third respectively.



ABOVE The 4-cylinder H2-based engine.

BELOW Mal Mapperson's original Dirt Track outfit, fitted with a Kawasaki H2 engine.



Mal Mapperson and Rusty Scrivener at Bathurst in 1967, their most successful year.

There is no doubt that what he did with that Triumph had people shaking their heads. In the pits, the late George Watson and I managed to have a talk to Ted Porter who did the engine preparation. He was talking quite freely to us until Mappo spotted what was going on and ran down the pits telling him to get away from us. He had already explained that he stayed with the cast iron head as he was able to get the port shaping the way he wanted as against the alloy type where there were restrictions as to how far he could shape the ports. The Triumphs from the early 1950s usually had the oil return line from the rocker box going down a pipe to the pushrod tubes to lubricate the cam followers. However with this engine the oil was fed into the front of the cylinder about an inch or so above the crankcase to lubricate the piston. The engine was fitted with the old type Amal 29 carbs which had ram tubes. These ram tubes Mappo later told me were turned down aluminium picnic cups.

Mapperson was a timber cutter and shortly after his 1967 appearance at Bathurst he was hit by a falling tree and received serious injuries. It appeared that his racing career was over, however he bounced back and competed at Bathurst in 1970

and 1971 on the Triumph. At one stage he was named Grand Champion Team of the Year with 36 wins from 38 starts. Mappo later told me that he sold a load of Triumph parts to Wollongong dealer Noel Shipp, however that did not include the quick sidecar engine. I had the impression that it may have gone to another dirt track sidecar racer from up that way, perhaps with the surname Elliot.

Realising that the Triumph was no longer competitive, he built up a road racing sidecar into which he fitted a 3 cylinder H2 Kawasaki engine, teaching himself the art of two-stroke tuning. Still with Rusty Scrivener in the "chair" they took out the 1975 NSW Grand Prix at Oran Park and had other notable wins. He competed on this outfit at Bathurst from 1973 to 1978, then, chasing more power, grafted on a fourth cylinder to make a 1000cc engine (with pistons in a 2-up, 2-down fashion) which he ran at Bathurst in 1979 and 1980. A dry clutch was fitted but eventually the project was shelved owing to a lack of financial resources. In fact if it was anything that prevented Mapperson from going further it was the battle to finance trips to meetings, costs such as fuel and accommodation made his attendance at meetings a long way from his home base difficult to attend. I was recently passing through Gunnedah and called into the local Rural Museum where I had some years earlier seen Mappo's two outfits. The original Triumph outfit is fitted with a 3 cylinder H2 Kawasaki engine. The later-built road racing sidecar is also there and a stand adjacent with the 4-cylinder engine. I looked at the old short circuit machine and the thought ran through my mind as to how much history is in that, even though the original engine was nowhere to be seen. ■

See you next issue,
Pete

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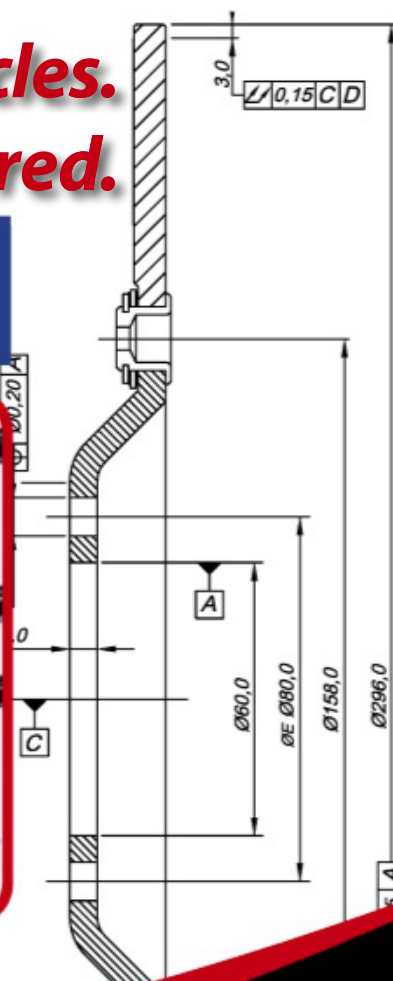


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Buzz Box

OLD BIKE NEWS



Is it the end of the line for Norton? New models tempt buyers at the 2019 Festival of Speed in Sydney.

Norton goes under?

On January 29th, 2020 it was announced that Norton Motorcycles has gone into administration after struggling to pay an outstanding tax bill and facing a winding-up order.

Based at Castle Donington in the British Midlands, the company employed around 100 people. A spokesman for the administrators BDO said, "We are taking all necessary steps to ensure that customers, staff and suppliers are supported through the administration process. Our job is to determine and execute the most appropriate strategy as swiftly as possible to protect creditors' interests, bearing in mind the need to minimise distress for all parties." Norton Motorcycles owner Stuart Garner, a prominent property developer, told British media that the company owed £300,000 (approx. A\$600,000) and could be liquidated if it was not given more time to pay. It was Garner who rescued the Norton brand in 2008, commencing production of a substantially redesigned version of the 961cc Commando model that had been built in small numbers by Kenny Dreer in USA. In 2011, Norton Motorcycles was granted a £7.5 million loan, underwritten by the UK government, in order to expand export sales.

The managing director of Australian Norton distributor Brisbane Motorcycles, James Mutton has been reported as saying that customers who have placed deposits with their authorised dealers for new models will receive a full refund. However for those customers who placed orders prior to Mutton acquiring the distributorship, the situation is unclear. From 2015 to 2108, the new Nortons were distributed in Australia by NF Importers.

Whichever way this unfortunate story plays out, industry figures expect the Norton name to survive, particularly in view of the tie-up with Chinese firm Zongshen which has used 650cc twin-cylinder Norton engines for several years. There are also rumoured to be several other companies who are extremely interested in a rescue attempt. ■

• NORTON MC • BROADFORD BONANZA • HUGH ANDERSON •



ABOVE LEFT Mitch Shirra in typical action at the 2019 SIBBB. ABOVE RIGHT The Otto Lantenhammer 1000cc engine.

Bonanza set to boom at Easter

The 12th running of the Shannons Insurance Broadford Bike Bonanza kicks off 7am on Good Friday, April 10 and continues until 2pm on Easter Sunday April 12. This year's theme, 'American Iron' will see a vast array of US-built machinery spanning almost a complete century, on display and on-track.

Following last year's blockbuster Speedway Spectacular, Dirt Track organiser Rick Wason has amassed a sea of talent for the oval events. Stars include Kiwi Mitch Shirra whose spectacular riding was such a hit in 2019, plus former World Under 21 champion Steve Baker, Jason Lyons, and Eddie Argall. Some of the other invited personalities yet to confirm for this year's event are Phil Crump, Phil Herne, Gary Flood, Cameron Woodward, Leigh Adams, Jason Stewart, Craig Boyce and Todd Wiltshire.

The speedway sidecars will once again be out in force, with legend Dennis Skinner returning to the track on a Vincent outfit. Denis Nash, Peter Tolley, Doug Cotterall and Rory McEnroe will also be back, and thanks to Jon Heavyside once again for rallying around so that the Vincent Sidecars will be a huge part of this great event.

Also this year will see the return of the 500cc Grass Track sidecars with Chris Barton and hopefully John Coleman and crew putting on a fantastic display.

There will be plenty of American Iron Flattrackers, and other bikes of note coming are the TZ250 of Gary Chasemore, the TR3 of Les Lewis and TR500 magnificently bought back to life by Leon Edwards.

However the rarest and most spectacular machine at the Speedway Spectacular is likely to be 'Black Erna', the 120hp, 1000cc V-twin Weslake engine Longtracker built in the 1980s by tuning wizard Otto Lantenhammer. Weighing just 120kg, the machine could accelerate from 0 to 170km/h in just 6 seconds. The Hagon-framed bike is now owned by Nick Higgs and his wife Sharon and will hopefully be ridden by Mitch Shirra at the SIBBB. Nick is also bringing along his MX, Norton and EML Wasp sidecars.

For 2020, the ever-popular Gala Dinner moves back into Broadford town itself, to the main hall with seating for 120 people. Cost is \$50 per person and the evening will feature interviews with many past stars.

Tickets, camping, pit garages and entries are now open at www.ma.org.au ■

For more information on the 2020 Shannons Broadford Bike Bonanza, contact:

Rachelle Wilkinson on (03) 9684 0525 or by email: Rachelle@ma.org.au

Speedway and Dirt Track sections, contact Rick Wason on 0427 500 881 or email: rwason@bigpond.net.au

Hugh Anderson a Legend

Four-times World Champion, Hugh Anderson M.B.E. will be inducted into the MotoGP Legends Hall of Fame later in the year. The New Zealander made his first Grand Prix appearances in the 500cc and 350cc classes in 1960, taking a podium with 3rd place in the Ulster GP on his AJS. But it would be in the smaller classes with the fledgling Suzuki factory that Anderson would claim four world titles, lifting both the 50cc and 125cc crowns in 1963, followed by a further 50cc title in 1964 and a final 125cc crown in 1965. Anderson retired in 1966 after taking 25 Grand Prix wins and four titles in just six years, including two victories in the Isle of Man TT.

Anderson said he felt "A gratification that after all this time the modern world has not forgotten the past and the riders of a very much different era still have some value. A question of the history of our sport being recognised at the highest level. Thank you." ■

Hugh Anderson on the works 125 Suzuki.

(Photo Elwyn Roberts).



Festival of Speed's new look

The 2020 Festival of Speed will be held at Sydney Motorsport Park on 20-22 March 2020, promoted for the 14th year by Post Classic Racing Association of NSW. This year will celebrate our Homegrown Heroes – the riders that raced at world class level.

Confirmed guest riders include Robbie Phillis, Jeff Sayle, Murray Sayle, John Pace, Wayne Clarke, Shawn Giles, Russell Howard, Buster Saunders, Bob Rosenthal and Barry Ditchburn. These guests will compete in the Homegrown Relay Challenge, where they will ride identical Period 6 bikes – 1990 Honda CBR250RRs. They will team up and swap riding with the bike's owner mid-way through each of the two 6 lap legs.

There will be racing for Period 3 (up to 1962) to Period 6 (up to 1990) solos and sidecars, as well as Buckets, and Pre-Modern machines (up to 1997). Feature Races on Sunday afternoon will include the Unlimited Top 45 Challenge, Two Stroke Challenge, Period 3 500cc Barry Sheene Classic, European Challenge, Bucket and Sidecar Handicaps.

As well as the always-exciting racing, spectators will be able to meet and greet the Homegrown Heroes, check out the historic racing bike displays, trade stands and motorcycle clubs stands. Even the parking lot is worth a look. Open pits allow



Expect some push and shove in the Homegrown Heroes encounter, with legends paired with owners of CBR250RR Hondas, such as PCRA member David Banbury shown here. (Photo: Colin Rosewarne)

spectators to come and look at the race bikes up close and talk with the competitors.

The event is under new management. Bookings for trade stands and club stands are now open. For further information and sponsorship enquiries, contact Ken Lindsay at president@pcra.com.au ■

Townsville circuit launches

On Wednesday 11th December, a media day was held at the site of the new Townsville Motorsport Precinct at Calcium, with MotoGP star Jack Miller and local Supermoto rider Jarrod Koppe invited to cut a few very dusty laps on the layout, which at this stage is just a bulldozed track. When complete, the DriveIT facility will host driver training as well as an FIA and FIM standard tar circuit (and several shorter variations), drag strip, speedway and associated infrastructure. The Federal Government has contributed a total of \$12 million for the motorsport precinct and driver training facility, and the Queensland State Government \$5 million of the estimated \$18.3 total cost. Tenders have been opened for the construction of a Skid Pan and access roadwork, and construction is scheduled to get under way in earnest in early 2020.

From Gary Ellem



Barry Lack (right) with mentor and fellow Hall of Fame member Ian Tilley.

Barry Lack honoured

The annual Motor Sports awards night was held in Launceston on February 8th with Barry Lack added to the Motor Sports Hall Of Fame. Barry joins motorcycle racers Ian Tilley, Laurie O'Shea, Mal Campbell and Ross Allison and administrators Duncan Ramsay and Geoff Stagg. Barry started racing with the Tasmanian Motor Cycle Club at the beginning of the 1970s with a YDS Yamaha. It didn't take long for his potential to show through and he could be relied on to finish in the top 6 in the very competitive national 350 class on a line of TZ Yamahas supplied mainly by Ian Tilley Yamaha. Where possible he dabbled in production racing on the Yamaha RD series winning the 500 class in the Tassie 2 hour.

Lack teamed up with Mal Campbell for two Castrol 6-Hour races, firstly on a Kawasaki Z1 and the next year on a Yamaha XS1100, both times qualifying in the top 10. The Z1 challenge ended when Lack was "dive bombed" and crashed into the retaining wall. Between 1973 and 1991 he was to collect almost 30 TMCC Trophies and a number of State titles. The list included not only race trophies but four Clubman of the Year and 3 Police Commissioner trophies for service to rider training. He spent time in the early years as a TMCC member, as a committee man and returned at the end of racing to rise to be the President for a few years. Now that his grandsons are showing interest in racing he has become their mentor at ride days and looks like guiding them on the path to racing. ■

From Ken Young



The rock-hopper returns

Back in grandad's day, Trials, in either Observed or Reliability form, were big.

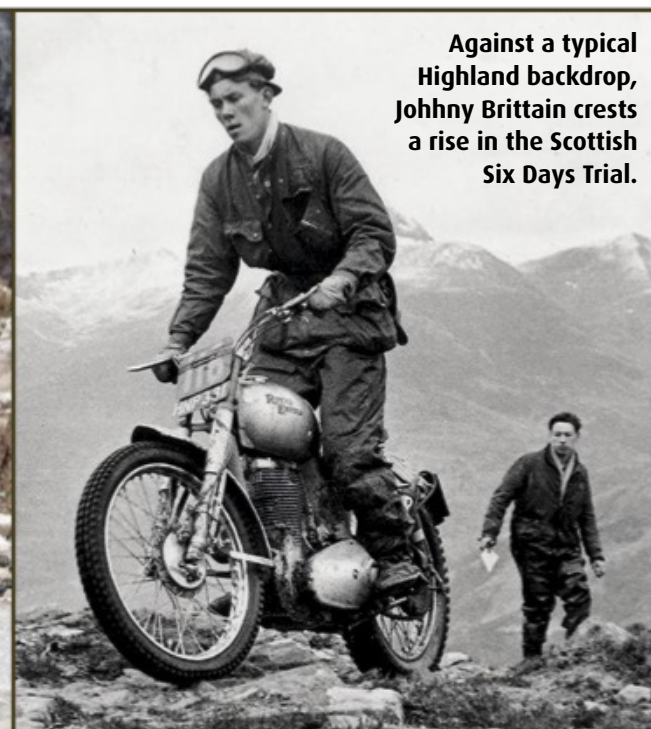
Manufacturers supported both versions as they offered a very public demonstration of the true capabilities of what were essentially standard production motorcycles. In Britain, Observed 'Feet-Up' Trials were the winter sport, when road race and scrambles tracks were frozen over. It was a great way to keep fit too. All the big British makes – BSA, Norton, AJS/Matchless, Ariel and Royal Enfield – plus many of the lesser known names – placed big value on success. In the case of Royal Enfield, the famous Bullet model, launched in 1932, was a favoured mount, not just in Britain but in the annual 'Olympics of Motorcycling', the International Six Days Trial. When the completely redesigned Bullet became available post-war, it broke new ground by employing a full spring frame, with telescopic front forks and RE's very efficient swinging arm rear suspension.

The results piled in, and when 18-year-old Johnny Brittain joined the company in 1950, he instantly became a trials supremo on a works-prepared Bullet, and the model became a byword for its ability to handle challenging terrain.

By 1957, Johnny Brittain was well-nigh unbeatable, and the company finally released a Bullet closely based on his works machine for 1958 – the 350 Trials Works Replica. With an all-welded chrome-molybdenum frame, light alloy mudguards, small fuel tank, high level exhaust, competition Lucas magneto and special gearing, the new model was a weapon. Finished in distinctive polychromatic grey with an aluminium alloy cylinder barrel and



New Trials Replica in green/silver.



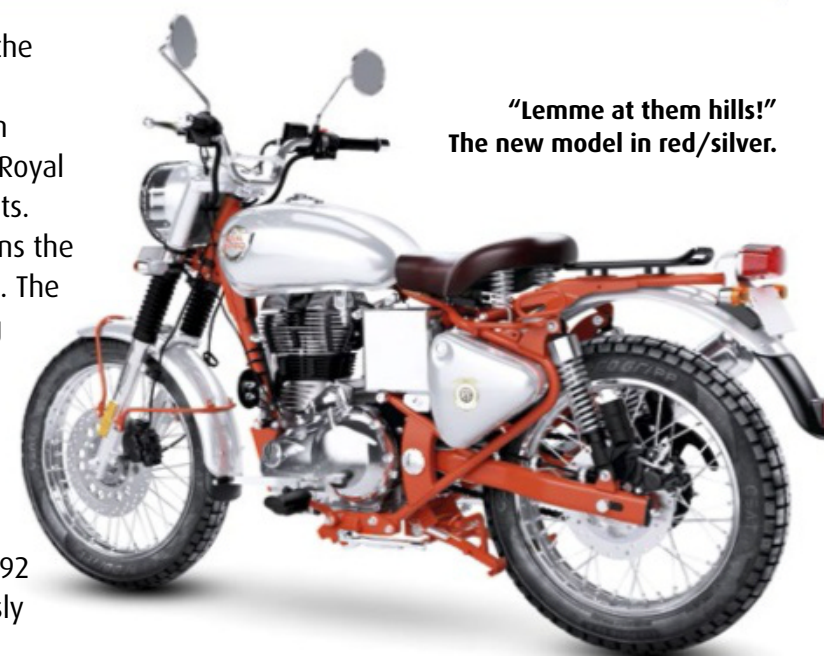
Against a typical Highland backdrop, Johnny Brittain crests a rise in the Scottish Six Days Trial.

head, the Bullet Trials gathered trophies from the moment of its release.

Even though Royal Enfield's famous Redditch factory closed in 1967, the now Indian-based Royal Enfield company has never lost sight of its roots. Now, in 2020, the new Bullet Trials Replica joins the model range, albeit in very limited production. The bikes are finished in colour schemes reflecting the heyday of the 'fifties trials irons, but with the latest unit-construction 500cc engine, priced at \$9,190 ride-away, which includes 2 Years Warranty and Roadside Assistance.

For serious rock-hopping, the Replica sports 135mm of ground clearance and weighs just 192 kg with fuel and oil. Although it looks deliciously retro, the Replica is right up to date with Dual Channel ABS, Digital Electronic Ignition, Fuel injection, Halogen headlamp and a five-speed gearbox.

Stocks of the Trials Replica will be strictly limited, so if you fancy reliving the glory days of Johnny Brittain and the other Enfield stars, see your Royal Enfield dealer without delay. ■



"Lemme at them hills!" The new model in red/silver.

MV turns 75

The iconic MV Augusta brand reached its three-quarter century on January 19, 2020.

Established in 1945 at Cascina Costa in northern Italy, the brand would go on from humble beginnings with its 98cc model to take the first of its 37 world titles with British rider Cecil Sandford in the 125cc class in 1952.

In 1992, MV Augusta's motorcycle brands were acquired by Cagiva, owned by Claudio Castiglioni, who moved production to Schi-ranna on the shores of Lake Varese, where production continues to the present time with Timur Sardarov as the current CEO.

The official celebrations to mark the company's 75th anniversary will be held in Varese on June 20/21, 2020. ■



MV Agusta team photo from 1953 with their first World Champion Cecil Sandford second from right, next to team mate Bill Lomas. Beside Lomas is Bruno Francisci and Carlo Ubbiali (arms folded).

Don O'Connor – NZ Order of Merit

Prominent New Zealand motor cyclist Don O'Connor has been recognised in the NZ New Years Honours List. Born in Melbourne, Don came to New Zealand when he was 17 and became an apprentice motorcycle mechanic in New Plymouth. He and his wife Glenys bought a local Suzuki franchise and started importing gear from Italy, and became a Ducati importer under the Eurobike NZ banner. He became a local speedway competitor, winning solo and later TQ Midget titles. Don conceived a programme to break away from the NZACU to become self governing as Speedway NZ Inc, and was elected secretary/treasurer from 1984 to 1988 and later awarded Life membership. In later years as Patron of Speedway NZ, he manufactured frames for Suzuki-powered Junior Speedway bikes, and sponsored many competitors, including Robert Holden and more recently Jacob Stroud. He is a man of considerable energy who has been recognised with this ward. ■



Don O'Connor, NZ Order of Merit.

From Ivan Turnbull.



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ABOVE Les Archer at the 2011 Goodwood Revival where he rode his original Manx Norton in a demonstration event along with other British motocross greats.

ABOVE RIGHT Les Archer ready for practice in the 1948 TT where he rode a 350 Velocette in the Senior race.



Les Archer

One of Britain's most successful motocross riders, **LES ARCHER JUNIOR** passed away on December 18, 2019 aged 90, in Spain, where he had lived since his retirement.

Les was born into motorcycling royalty – both his grandfather and father raced successfully and established a thriving motorcycle business (Archers of Aldershot) in the 1930s which continued after the war. In 1947 Les Senior and Junior both competed in the Isle of Man TT – dad on a 250 New Imperial in the Lightweight TT and young Les in the Clubman's class on a 250 Velocette where he finished a fine third. The father and son team also competed in the 1948 TT on Velocettes.

Although he was enjoying a successful time in road racing, young Les' interests shifted to scrambles where he really shone, especially after the head mechanic at the business, Ron Hankins, put together a very special Manx Norton scrambler, a machine that was to achieve legendary status. In fact, there was a series of the Manx specials, each one more refined, and Les and his traveling companion Eric Cheney scored countless successes on the motocross version of the Continental Circus in the 1950s. In 1956, Les and the Norton won the European Championship – forerunner of the 500cc World Motocross Championship which began in 1957. He scored ten Grand Prix wins during his career which continued into the 1960s. ■

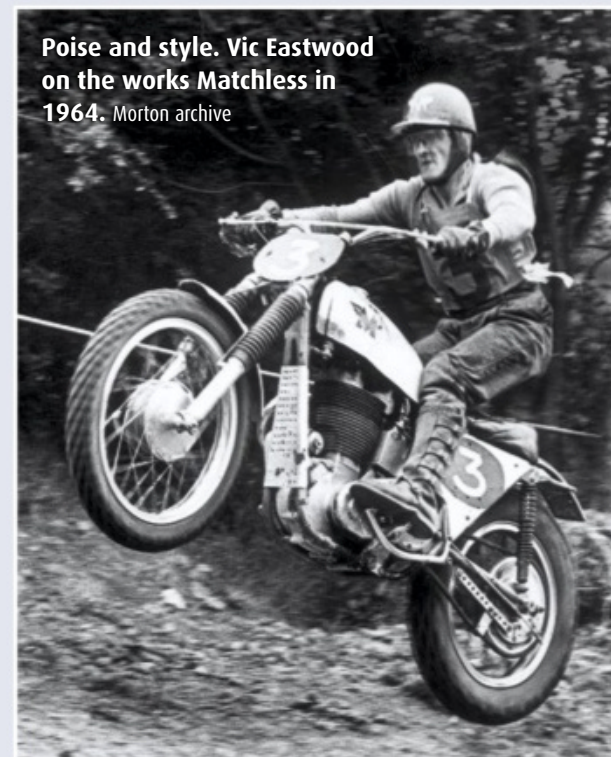
Vic Eastwood

VIC EASTWOOD, one of the great scrambles stars of his generation, has died at the age of 78 at his home in Kent, UK.

A leading rider of both the AMC and BSA works motocross teams he was part of the winning Team Great Britain at the 1965, '66 and '67 Motocross Des Nations and although he never won the British title he was eight times runner up. In 1965 he was fourth behind Jeff Smith, Paul Friedrichs and Rolf Tibblin in the world 500cc championship and in 1968 he won two GPs, claiming victory in the British and Luxembourg rounds on his works replica Husqvarna.

It looked like 1969 would be Vic's year to challenge for the world championship but sadly before the season began he broke his leg at the televised BBC Grandstand race at Hawkstone Park and was out of action for the next eighteen months. However he wasn't going to let some limited movement in his leg keep him away from the motocross tracks and for the rest of his racing career – which included the ground-breaking aluminium-framed bikes built by Alf Hagon, two stroke AJS, Alan Clews CCMs, a works Maico and a four stroke Honda – Vic continued to chase GP glory for a further ten years. After he retired from racing in 1978 he opened the successful Vic Eastwood Motorcycles in Kent – which is still in business today – and later he became the county's main Honda dealer. However motocross was always in his blood and he also found the

Poise and style. Vic Eastwood on the works Matchless in 1964. Morton archive



time to develop a power-enhancing and quieter motocross exhaust system for Derek Elwell and for many years was a regular sight on his local motocross track giving them a thorough testing. For those of us lucky enough to see the sight and sound of Vic at full throttle on his works Matchless and BSAs in the 'sixties the memory will live forever.

He will be sorely missed by many and all of us offer our condolences to his wife Ann, sons Scott and Mark and all his family and friends. He was one of the greats of that golden era. ■

From Andy Westlake

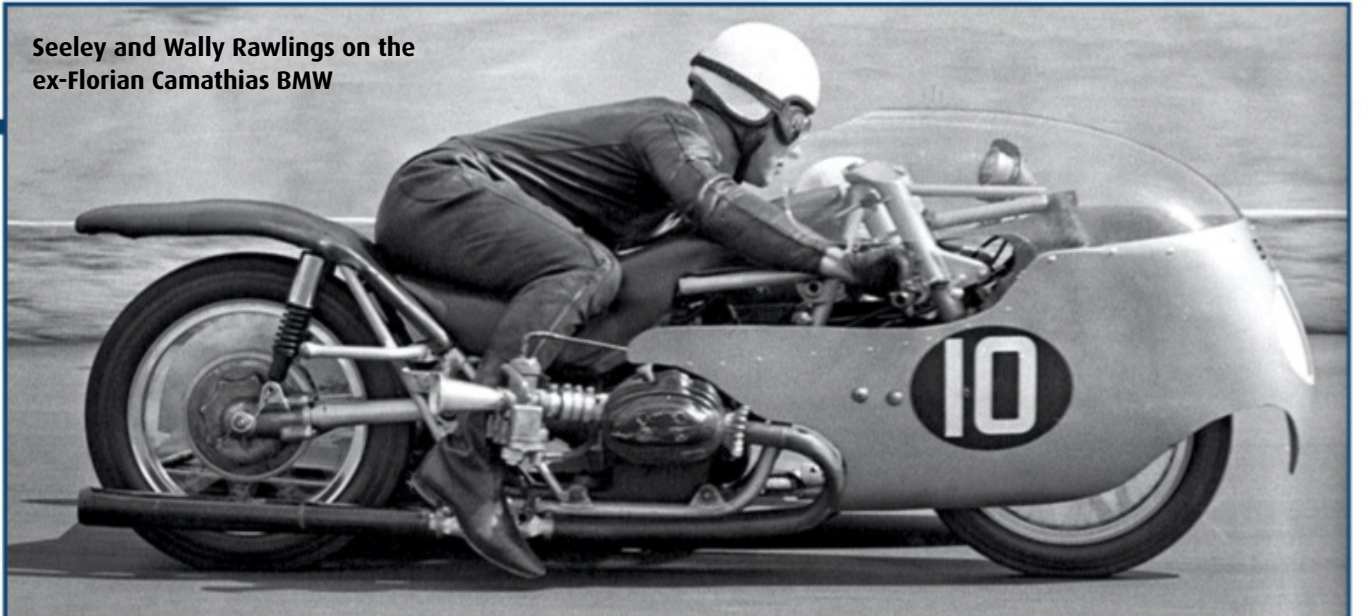
Colin Seeley

Champion sidecar racer, skilled engineer, entrepreneur, tireless worker for charity, COLIN SEELEY passed away on 7th January, 2020 aged 84 following a long illness.

After completing an apprenticeship as a fitter and turner, Colin was barely out of his teens when he set up a motorcycle business with his father, soon gaining agencies for AJS, Matchless, Ariel and BMW. He had already dabbled in racing at Brands Hatch, but with the business growing racing aspirations were put on hold. There were scrambles on a variety of solos, but by 1960 he had taken up sidecar road racing on a well-worn Manx Norton outfit. Although the machines were in scarce supply, Colin managed to convince Matchless to sell him a brand new G50, to which he attached a sidecar. With passenger Wally Rawlings, they were soon racing, and winning. Seeley's three-wheel career blossomed as the G50 was progressively modified, but moved up a gear when he began riding the FCS BMW, owned by Swiss champion Florian Camathias.

But it was as a constructor that Seeley will be best remembered. From 1965, he built a series of beautifully engineered specials with AJS 7R and Matchless G50 engines that extended the life of the ageing singles. Eventually he bought out the stock of 7R/G50 components from AMC and began making his own complete machines. There were frame kits for many other bikes as well, notably the 'Yamsel' raced so successfully by John Cooper. The racing successes led to Seeley branching out into road bikes, with frames for everything from Norton twins to Honda fours, but for a couple of years turned his back on bikes to work for Bernie Ecclestone's Brabham team where he was responsible for building Formula 2 and 3 cars. When that venture soured, it was back to bikes, with contract work for Norton and Honda and others bolstering his own projects.

Seeley and Wally Rawlings on the ex-Florian Camathias BMW



Colin Seeley on Alan Windsor's Seeley G50 at Pukekohe in 2012. Photo Phil Purdue



After Colin's wife Joan died from cancer, he became deeply involved in charity work, establishing a fund in her name and together with his second wife Eva, raising considerable funds to allow hospitals to purchase much-needed equipment. Despite his incredible work schedule, he managed to write his life story over two giant volumes, which are a fascinating account of not just his own exploits, but racing in general over a half

century. The proceeds from these books naturally went to charity.

In 2012, Seeley visited the annual Pukekohe Festival in Auckland, where he demonstrated one of his own products brought to the meeting from UK by Alan Windsor. Today, many, if not most of the Seeley-framed motorcycles Colin created are still competing in Classic Racing, and are still a benchmark in handling and performance. ■



Ken Dyne

My husband KENNETH IAN DYNE passed away on 24th September 2019 a few days after reaching his 85th year following a period of ill health.

Besides his sporting pursuits he had a great fondness for motorcycles and at the age of 16 attained his licence. Initially there were Beezas: a B31, B32 Gold Star, Bantam, and a 650 Road Rocket which was once raced up and down Castlereagh Airstrip at 118 mph each way. He and his mates tried their luck at various race tracks, notably Bathurst, Cessnock and Mt Druit where they would run into the Hinton boys and other top riders. Unfortunately they couldn't compete with the factory bikes but they had a lot of fun. Another of their race venues was on Seven Mile Beach, south of Wollongong.

After living in Brisbane managing the family business (third generation in the wire industry) for many years Ken moved to the Gold Coast in 1986. It was during the mid 'eighties that he bought his first BMW which we both shared and eventually that turned into a garage full. With his skills as a Toolmaker/Machinist, he restored five BMWs, all historic. There were a couple of Ducatis in the mix as well. At one time we belonged to five motorcycle clubs including The Vintage BMW Motorcycle Owners in the US and were foundation and life members of the BMW Motorcycle Owners Club (Gold Coast) having spent many years on the committee. Ken rode his motorcycles until his 79th year. Over a period of twenty-six years we were well known on the rally scene particularly on our matching R90Ss. Some of our machines have won many awards and trophies. A Celebration of Life was held on 4th October with over 100 in attendance. ■ From Lynette Dyne

Last Lap for Last-Lap Kavanagh

With the death of Ken Kavanagh in his adopted home of Bergamo, Italy in November 2019, a chapter closes on the life and times of the most consistently successful Australian rider of the 'fifties, notwithstanding Keith Campbell's 1957 World title.

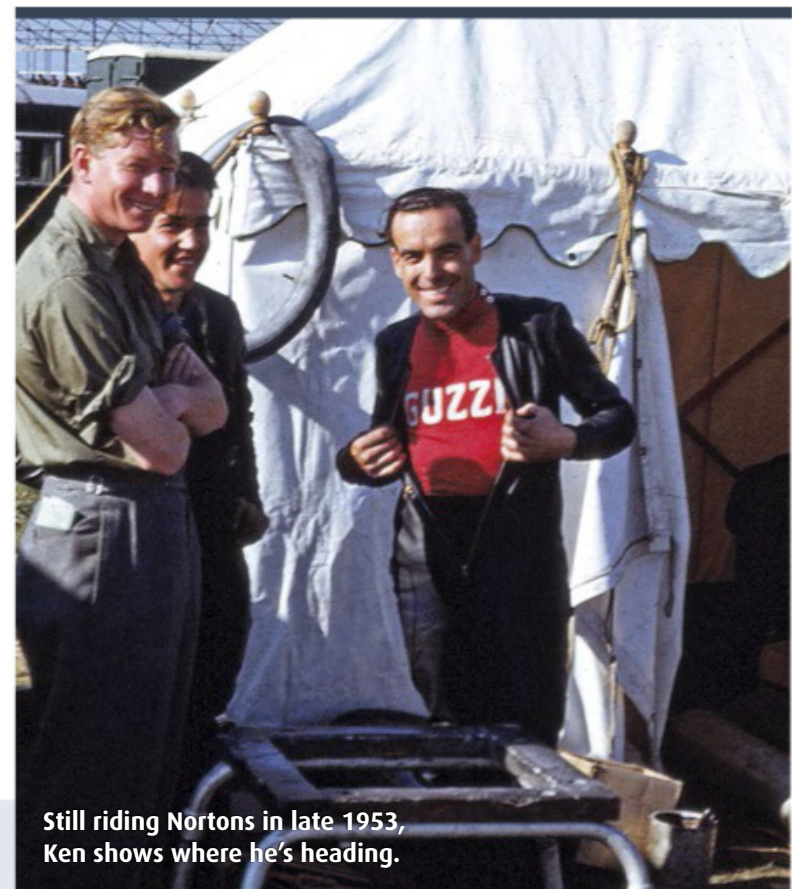
Following the 1951 Isle of Man TT races, the cruel British motorcycling press nicknamed TT debutant Kenrick Thomas Kavanagh "Last-Lap" Kavanagh by virtue of the fact that he had lost fifth place in the Senior TT when his oil tank split on the final lap. Things would, however, improve, and quickly.

Ken was born on 12th December 1924 in Melbourne, and left school at the age of 15 to commence an apprenticeship with brothers Rod and Col Sampson at their motorcycle business in Camberwell Road, Hartwell. He had scarcely taken up tools there when the war broke out, and the enforced curtailment of racing temporarily also curtailed his plans to forge a racing career. By early 1944, the local scrambles and trials scene had restarted in a modest way, with activities restricted due to a critical shortage of petrol. Ken joined Hartwell club and on an ancient side-valve 500cc AJS loaned to him by the Sampsons, took his first steps in motorcycle sport. But scrambles held little interest, "My only passion was road racing, above all, way above all, the T.T. – the Isle of Man. I knew that I could never settle down until I'd seen a T.T.", said Ken in a letter* to Linden Sampson (Col's son) in 1995.

The problem was, there was no road racing in Australia – until New Year's Day 1946, when the sport began again at Victoria Park, Ballarat. Ken was desperate to ride, and eventually wore down the Sampson brothers to allow him to ride Col's own Ariel Red Hunter, which was in scrambles trim. After feverish activity, the Ariel was converted with a larger

capacity oil tank and other mods – the work completed in the evening of December 31st, just in time for a quick thrash up Dandenong Road to try it out. The next problem was how to get the Ariel to Ballarat: 120 km away. The local bakers volunteered the use of an old V8 Ford ute, which was fine except the gearbox wasn't working, but by midnight that had been solved provided someone held the gear lever tightly to prevent it jumping out of gear. With six people aboard (Ken and two others in the tray with the Ariel) they were finally ready, only hours before practice was to begin. "It was just starting to get light when we got onto the Ballarat Road outside Footscray, and here we are going to our first T.T." recalled Ken.

By some small miracle, Ken and the Ariel ("not just any Red Hunter, but Col Sampson's Red Hunter!") were on the line at Ballarat, with their sights set on the Clubman's TT. It was to be a fight



Still riding Nortons in late 1953, Ken shows where he's heading.

from go to whoa with his arch enemy Jack French ("He thieved my girl friend, Betty, the prettiest little blonde that ever lived, and I hated his guts"), the pair pushing and shoving for the whole race. "I'd come by him at over a hundred MPH and shoulder him across the road. We ran off the road so often it just wasn't funny". By the last lap Ken had pulled a fifty yard lead but then ran off the road into a gutter, and while extracting himself French motored by to win. "I carried on with a red face to lose the race, the most important race of my life". By the time the entourage arrived back in Melbourne, Ken had not slept for two days and two nights. "At Melton (on the way home), the boys stopped the ute at the Golden Fleece Hotel, it was run by George Hannaford (former top racer and Isle of Man rider), for a drink. Me, no, I don't drink. They all fell into the bar, but I stayed there with the Red Hunter. I sat in the back of the ute looking at the Red Hunter, we couldn't abandon a friend at a moment like this. I wasn't to know what would happen in years to come. I would ride Works Nortons, would ride for >



Ken (24) pushes his Norton into life at Woodside in 1949. Winner Lloyd Hirst (10) on his Vincent Black Lightning.

Story Jim Scaysbrook
Photos OBA archives,

Elwyn Roberts, Alan Wallis.

* Letter kindly provided by Joe Henry.



TOP LEFT Flat out Woodside (SA) in 1949. TOP RIGHT Ken on the 'Garden Gate' Manx Norton at Ballarat Airstrip in November 1950. ABOVE Ken on the 500cc MV-4 at a test session in 1957 at Monza.

KEN KAVANAGH



Taken on the dock at Douglas prior to the 1951 TT, Tony McAlpine, Ken, and Ian Cameron with Tony's Gilera Saturno.



What real road racing was all about; landing after a jump on the Clady circuit, 1952 Ulster Grand Prix.

Moto Guzzi, would become the rider that made the Moto Guzzi V8 famous, ride the MV, but the only motorcycle I remember with affection, a motorcycle that would never hurt a rider, was Col Sampson's Ariel Red Hunter."

With his appetite for road racing well and truly whetted, Ken chased rides, and with financial assistance from his girlfriend's father, onto the first new post-war Manx Norton to reach Australia, imported by Norton agents Disney Motors. It was a 'Garden Gate' plunger frame model, but it was fast, and took him to wins in Victoria, South Australia and Tasmania before being replaced with a later model double overhead camshaft version.

When Australia's official team for the 1951 Isle of Man TT was announced it contained three names: veteran Harry Hinton, Tony McAlpine (who had shot to fame aboard a Vincent twin), and young Melbourne Maurie Quincey. The latter however declined the nomination, preferring to stay at home to concentrate on the motorcycle shop he had just opened, so Ken received the nod. His employers, Disney Motors, arranged for a position at Norton Motors in Birmingham, but it was menial work on the production line for the new Dominator twins. Disneys also ordered a pair of Manx Nortons – the brand new model with the soon-to-be-legendary 'Featherbed' frame – and Ken took one to sixth place at Goodwood in his British debut. Two days later, he and the Nortons were sailing to the Isle of Man, which was still five weeks away. He spent the time doing endless laps of the 37.75 mile circuit before lining up for the Junior (350cc) TT. After three laps he was holding an impressive 11th, but his engine quit and he was out. It was the race where

"I carried on with a red face to lose the race, the most important race of my life."



ABOVE Leading Norton team mate Johnny Lockett and German BMW rider Meir in the 500cc German GP, Solitude, 1952. BELOW On the 350cc works Norton in the 1952 German GP.



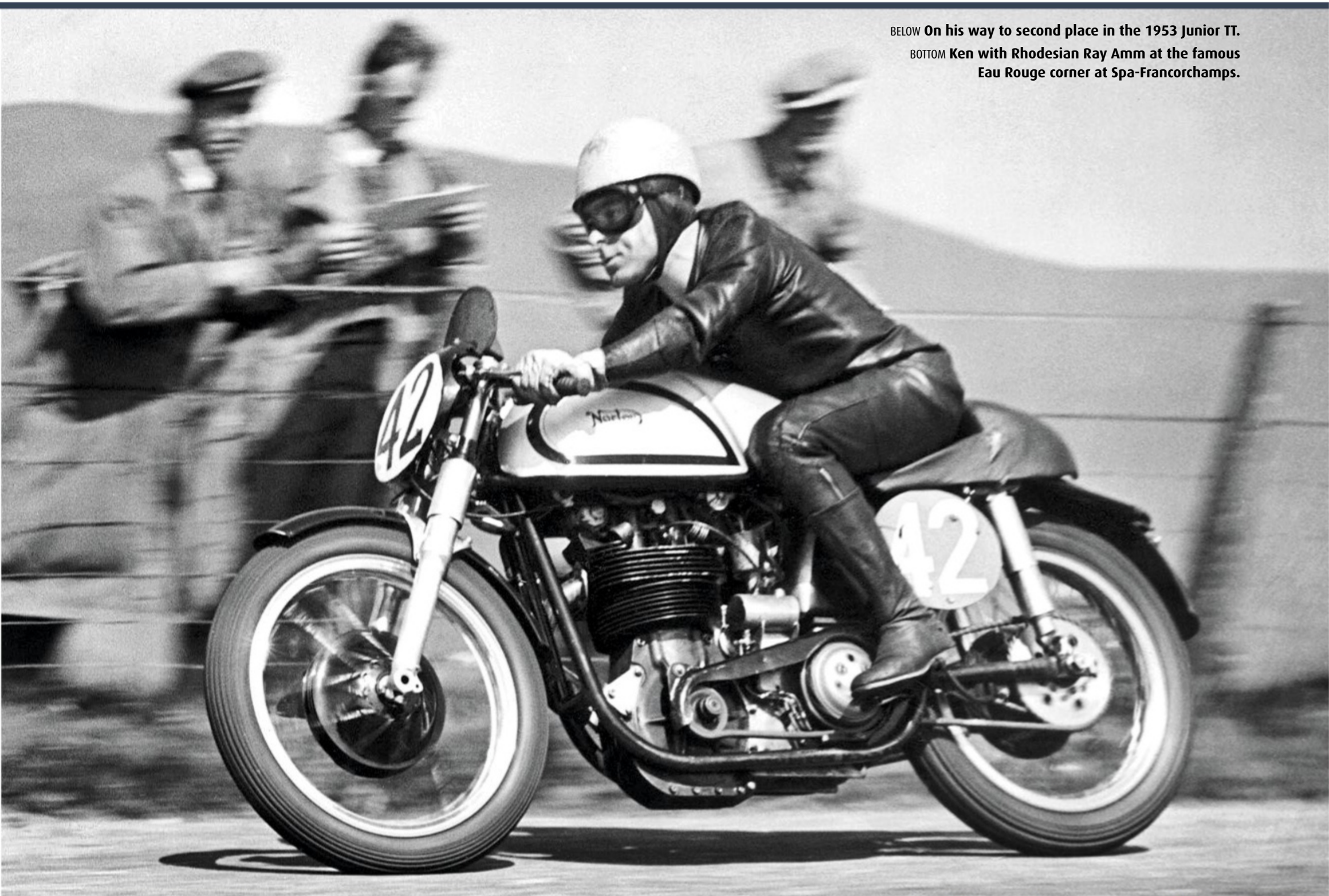
Harry Hinton, aboard a works Norton, suffered a major accident and injured himself quite severely, whereupon Norton team manager Joe Craig offered Ken Harry's works 500 for the Senior TT later in the week. It was tempting, but after consideration, Ken declined the offer, saying, "I said that the (production) Manx bike was so far fast enough for me, and I doubted I'd do justice to a works job yet."

Soon after the TT, Ken rode his 500 to a win at a big meeting at Thruxton, and then took off to the Continent to begin 'Circus' life, travelling with British rider Bill Beevers. They largely concentrated on non-championship International meetings, but Ken did ride at the 1951 Dutch TT at Assen – a race notable for the fact that all three Norton works riders, Geoff Duke, John Lockett and Jack Brett, fell off in the 350cc event. Ken therefore finished a fine third – a GP podium in only his second World Championship event. Wins quickly followed in German and British 'Internationals', leading to the offer of works Nortons for the Ulster Grand Prix, which was held on the ultra-fast 16.5 mile Clady road circuit. He rewarded the confidence by taking second place in both the 350cc and 500cc races, behind team leader Duke. His season concluded with the Italian Grand

KEN KAVANAGH

BELOW On his way to second place in the 1953 Junior TT.

BOTTOM Ken with Rhodesian Ray Amm at the famous Eau Rouge corner at Spa-Francorchamps.



Prix at Monza, where he again took second behind Duke in the 350cc race. It was then time to sail for home, with a works Norton contract for the 1952 season in his pocket, taking with him the Disney-owned Nortons, which he rode just once, at Ballarat, before they were sold to Maurie Quincey.

Once again the "Last-Lap" jinx hit him at the 1952 TT, retiring from fourth spot in the Junior, and having his primary chain snap in the Senior while fourth – on the seventh and final tour of both races. He lost the 350cc German Grand Prix by a wheel to Norton team mate Reg Armstrong, but that elusive Grand Prix win finally came in the Ulster Junior race – Australia's first-ever World Championship victory. One year later the Ulster GP had moved from Clady to the 7.4 mile Dunrod circuit, and Ken brought his Norton home first in the Senior GP, defeating Geoff Duke's works Gilera-4. Then, following the Italian Grand Prix, he sensationally quit the Norton team and announced he was off to Moto Guzzi, with a substantial pay increase that hoisted him to the mantle of Australia's highest earning motor sportsman, and possibly the country's top earning sportsman in any category. He actually lined up on a 250cc works Guzzi for the 1952 season-ending Spanish Grand Prix, taking second



place in a race where the Italian machines swept the first five places.

Swapping Britain for Begamo

Ken settled easily into the life of a motorcycling superstar in Italy, even if his relationship with the Moto Guzzi team manager, Fergus Anderson, was a little frosty at times. Anderson openly accused Ken of 'blowing hot and cold' – unbeatable on a good day,

and lacklustre on others. At the end of the 1955 season, Anderson quit Guzzi when his demands for absolute control over the race team were not accepted. Ken's three-year tenure at Moto Guzzi brought three more victories, including another first for an Australian, the 1956 Junior Isle of Man TT. He was also entrusted with the development of the company's new 500cc V8, but became increasingly exasperated with the unreliability of the 500, and ➤

KEN KAVANAGH

at the season's end sensationally announced that he was quitting Moto Guzzi to join John Surtees, ten years his junior, at MV Agusta.

It was a bad move. If Ken thought the management tetchy at Moto Guzzi, it was nothing compared to the tantrums and dictatorial attitude of MV's Count Agusta, the pair forming an instant dislike for each other. Kavanagh felt the switch offered him his best chance of a World Championship, and at 33 years of age, time was running out. But the venture got off to the worst possible start when Ken arrived for the non-championship Spanish Grand Prix in April 1957, only to find the factory had not sent a motorcycle for him. After some very public remonstrations, Ken was finally given a ride on a spare 500, but soon after, at Imola, the same situation again occurred, and this time there was no ride. The hostility finally reached fever point when MV said they would not be supplying bikes for him to race at the TT, and Ken quit the team and sued for breach of contract. He was out of a ride, but by season's end, many of the world's top riders would be too after Gilera, Moto Guzzi and Mondial all quit GP racing.

Ken and cars

After the acrimony and disappointment of the 1957 season, which Ken largely sat out after the MV Agusta fiasco, he began to consider an alternative career as a car racer. But there was no starting at the bottom to learn the ropes; Ken went straight to Formula One. This came about because the Maserati factory, so dominant in the previous seasons and World Champions with Juan Manuel Fangio in 1957, had basically run out of money. The cost of developing their V-12 F1 engine and the V8 sports cars was one thing, but the nail in the coffin was the loss of their biggest market (Argentina) for their core business – machine tools – which was a mortal blow. With the fall of the Peron government, the new regime welched on the debts, and Maserati was forced into near bankruptcy. The racing department was closed, but a small competition workshop looked after cars for private owners. The previously dominant 250F works cars were sold, with chassis number 2526 going to 1957 World 350cc Champion Keith Campbell (who drove it at Goodwood and Aintree in England and at Syracuse in April, before perishing in a motorcycle race in France on July 13, 1958), while chassis number 2527, which had been raced in 1957 by Fangio and Harry Schell, went to Kavanagh.

Ken tested the car at Modena on December 22,

Ken's three-year tenure at Moto Guzzi brought three more victories, including another first for an Australian, the 1956 Junior Isle of Man TT.

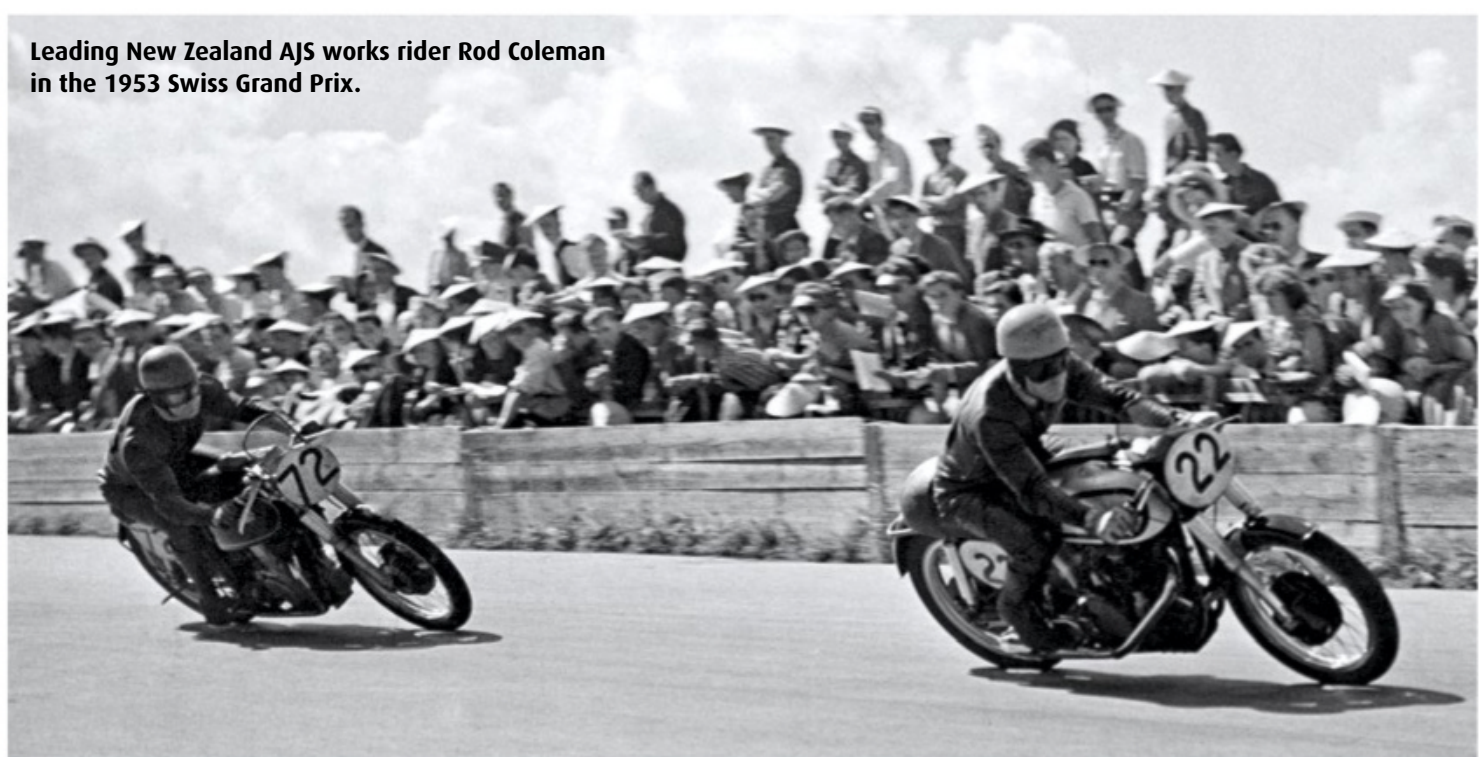


Riding the jumps at the 1953 Belgian GP.

1957, with the local newspaper reporting that he completed 20 laps in very tricky conditions including fog and light rain. He told the reporter that he was happy with the test and hoping to transit from two wheels to four 'but I will never forget motorcycling'. Subsequently he decided to join the 1958 F1 championship for the first round in Argentina on January 19. Ken flew out on a chartered flight with some of the other F1 drivers, among them the Frenchman Jean Behra, formerly a top motorcycle racer before a successful switch to cars, who at that stage had an entry to the Grand Prix, but no car. Apparently a deal was struck whereby Behra took over Ken's car for the Argentina Grand Prix at Buenos Aires Autodrome, while Ken was to drive it in the non-championship Buenos Aires Grand Prix two weeks later. Behra was credited with 5th place, although he was many laps adrift in a race run in heat wave conditions and won by Stirling Moss – the first GP win for the rear-engine

Cooper Climax. In Ken's driving debut, again held in stifling heat, he lasted only a few laps before retiring.

On April 13 he managed a credible 6th place at Syracuse, but failed to finish the B.A.R.C. 200 at Aintree, near Liverpool after the water pump shaft broke. Two weeks later, still in England, he could manage only 18th of 20 official finishers in the Daily Express Trophy at Silverstone after numerous problems with the car. He planned to contest the second round of the F1 championship at Monaco, but his entry was refused by the organisers. Once again, he agreed to hire out the Maserati, this time to unknown Italian Luigi Taramazzo, who never looked like qualifying for the 16-car grid. One month later, Ken was at Spa-Francorchamps for the F1 third round, the Belgian Grand Prix, but after setting a time good enough to qualify for the race, the Maserati broke a conrod on the final lap of practice, putting him out of the race. Disillusioned with the car scene and



Leading New Zealand AJS works rider Rod Coleman in the 1953 Swiss Grand Prix.



Ken with (l to r) Derek Farrant, Jill and Ray Amm, and Jack Brett.

ABOVE After nearly three hours of racing, an exhausted Ken hands his winning 350 Guzzi to a mechanic at the 1956 TT. **RIGHT** On the 216cc Ducati at Symmons Plains, March 1960. **FAR RIGHT** In the paddock with the 216 at Symmons Plains, 1960. **BELOW** About to start practice on the 250 Guzzi at the 1954 TT.

considerably out of pocket, Ken returned to bikes while attempting (unsuccessfully) to sell the Maserati. The car was returned to the Maserati factory where it was slowly rebuilt, and was loaned to the Centro-Sud team for the 1958 Italian Grand Prix at Monza. Ken still owned it in 1959 (and also had the ex-Keith Campbell car in a garage in Bergamo) and took it to Goodwood in March for the Glover Trophy. The race was run in pouring rain and Ken struggled with gearbox problems which caused him to spin the car exiting Goodwood's famous chicane, ploughing into the pit lane wall and damaging the car seriously. The rebuild was long and costly, and it was finally sold some years later to wealthy enthusiast the Hon. Patrick Lindsay. It was later in the collection of Swiss industrialist Albert Obrist before being sold to computer industry pioneer, racing driver and author Joel Finn in the USA. It now resides in the UK owned by Peter Neumark.



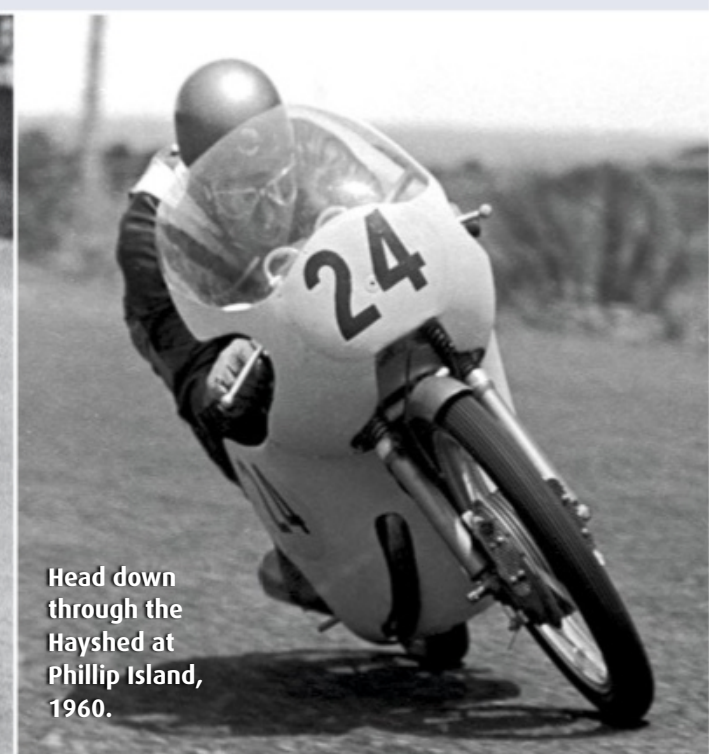
Back to bikes

For 1959, Ken was provided with a pair of Nortons by English sponsor Cabby Cooper, and two factory-supplied 125cc Ducatis, one with a six-speed gearbox (both of which Ken owned), giving him starts in three classes. With his new wife, the Italian Countess Isabella Siotto Pintor, Ken plied the International events throughout Europe and in Scandinavia, finishing the season with a healthy bank balance. At the 1959 TT, Ken retired on the first lap of the 125cc race with a blocked fuel tank breather, but finished fourth in the one-and-only TT 500cc Formula

One race – a short-lived class for factory-production racing bikes. Then, at the suggestion of Ducati, who were searching for an Australian distributor for their road motorcycles, he sailed for home with the 125 Ducati and a special 216cc model that had been built at the factory from a 175 Sport model fitted with an experimental DOHC cylinder head. Bench tested at the factory, it developed 27.5 hp, then both bikes were crated and shipped (as Kavanagh's personal property) from Genoa, arriving in Melbourne on December 18, 1959. ➤



Heading for another retirement; 1955 Junior TT.



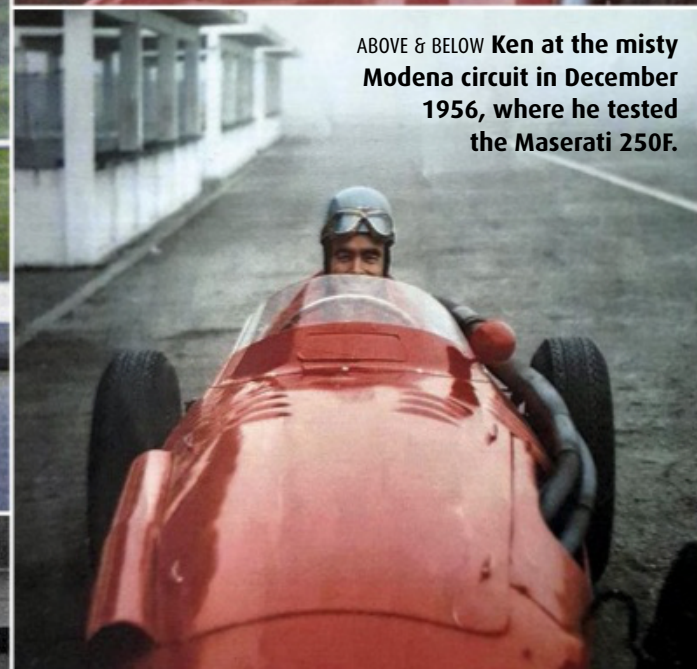
Head down through the Hayshed at Phillip Island, 1960.

KEN KAVANAGH

Last lap. 62-year-old Ken on an ex-works Norton during the Lap of Honour at the 1986 Isle of Man TT. (Photo: Don Morely)



ABOVE & BELOW Ken at the misty Modena circuit in December 1956, where he tested the Maserati 250F.

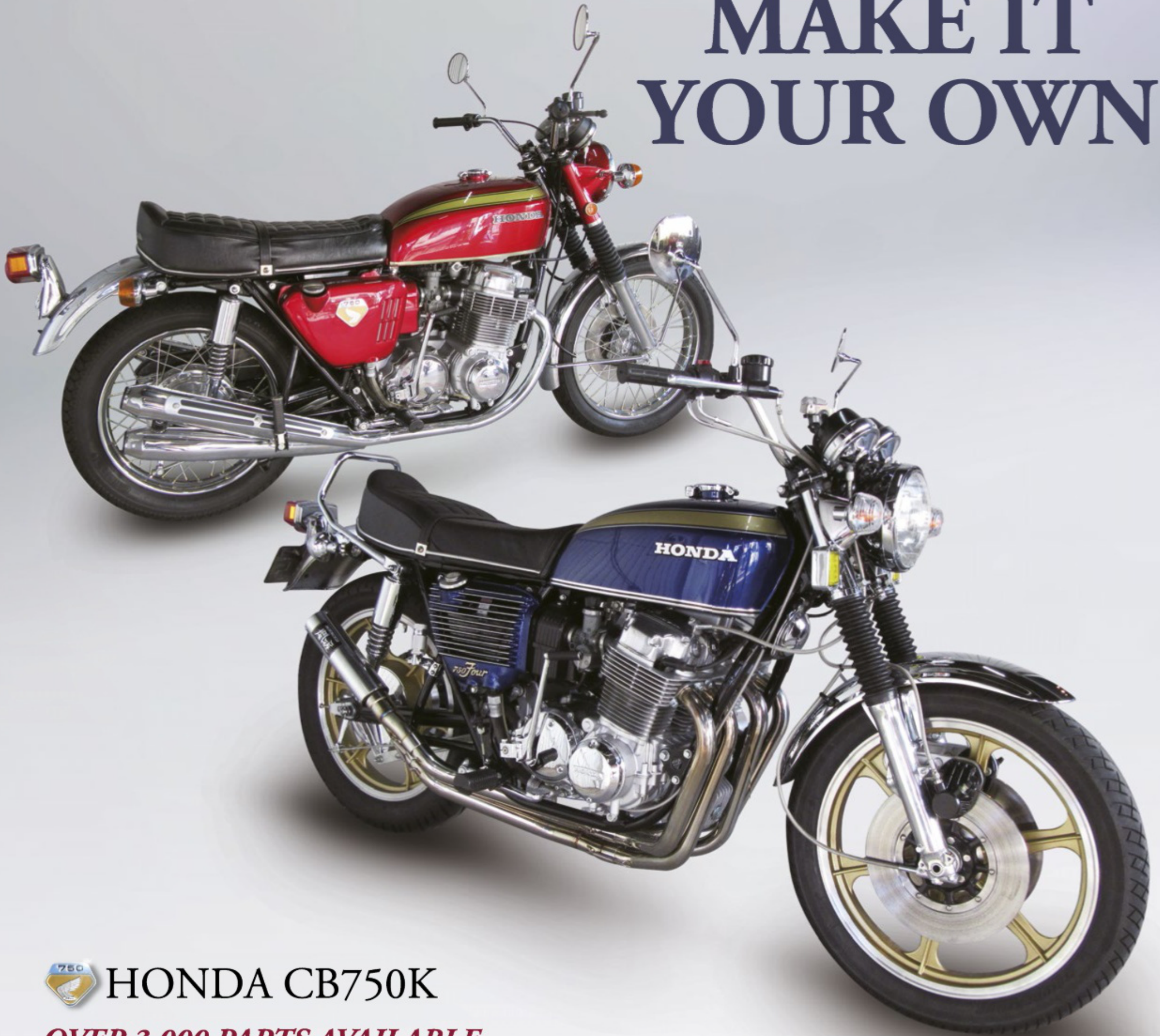


Taken at Bob Mitchell's house on the Gold Coast during Ken's final visit to Australia around 1994; left to right: Tony McAlpine, Jack Ahearn, Bob Mitchell and Ken on the Norton.

The '216' featured straight-cut (rather than helical) bevels, with a special one-piece fairing borrowed from Francesco Villa. Ken's mission back home was to contest some of the 'Summer Season' events, and to search for a suitable distributor – his payment for this was the gift of the 216. At Phillip Island on New Year's Day, 1960, Ken won the 125 race but retired on the 216, with what his mechanic – Harry Hinton – correctly diagnosed as carburettor flooding caused by vibration. One month later at Fishermans Bend, Ken beat Tom Phillis on Jack Walters' 5-speed Ducati to win the 125 race, and made it a double by winning the 250 race on the 216, which was now running perfectly. The third meeting on Ken's tour was at Longford, Tasmania, where the 125 and 250 races were combined. Ken elected to ride the 125, on which he won again, while Eric Hinton took over the 216 to win the 250 class. The following weekend was the first motorcycle meeting at the new Symmons Plains circuit and this time Hinton rode the 125 while Ken took over the 216, each winning their classes. Ken had tried to sell the Ducatis for £1000 for the pair, which must be considered a bargain, but there were no takers so they were loaded for the return trip to Genoa. Ken was amongst the front runners in the 125cc TT when the rear wheel began to collapse and he retired – his final TT appearance. The 125 was subsequently sold to Jim Redman, while Ken took the 216 to England, racing it once at Lympne, before leaving it with dealers Monty & Ward, who sold it mid-1962.

And so Ken Kavanagh finally hung up his blue helmet, and quit motorcycle racing after a career spanning 18 years. It was a complete change of pace, and not all of it successful – it took until 1964 to find a buyer for his Maserati. Eventually he set up a dry cleaning business in Bergamo which he operated for nearly 30 years. ■

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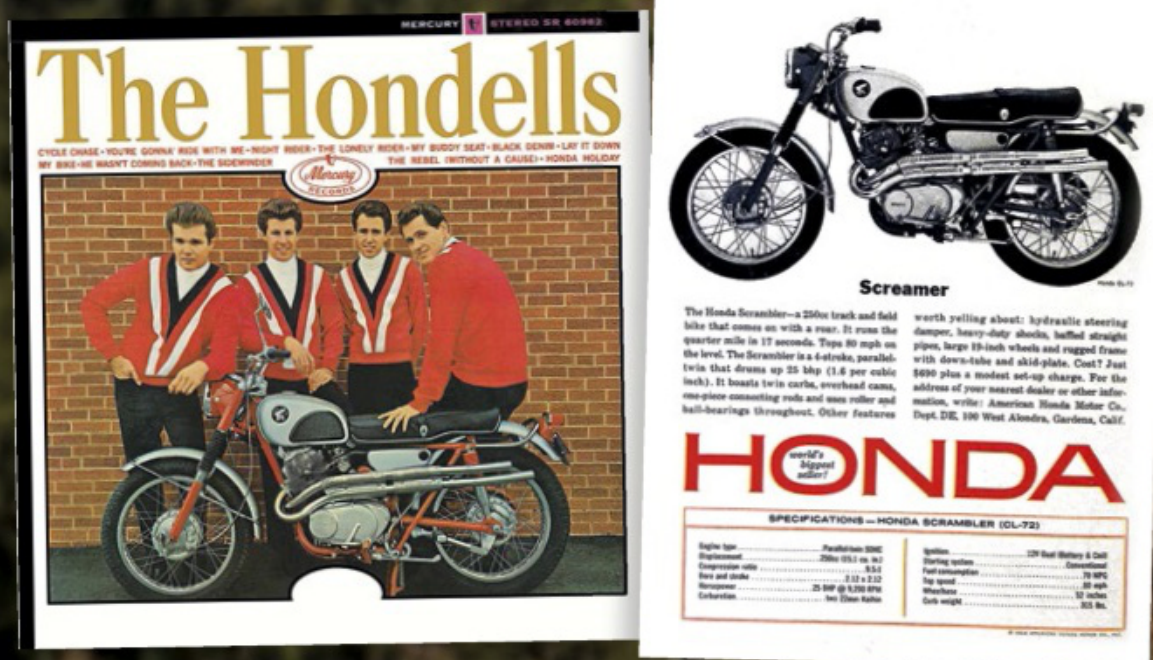
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HONDA CL72 SCRAMBLER



It's easy to dismiss the CL72 (and its bigger-engined brother the CL77), as “just a CB72 with high pipes”. Not so. The CB72 was created to cash in on the new-for-Americans awareness of motocross, which of course had been around for decades in Europe and elsewhere, including Australasia.

Words and photos Jim Scaysbrook

ABOVE LEFT The Hondells album cover featuring the CL72.

ABOVE RIGHT US print ad from 1973.



Let's go scrambling ...sort of



HONDA CL72 SCRAMBLER



And while there had been thinly disguised motocrossers, fitted with rudimentary lighting and slight concessions to comfort such as the two strokes from Jawa/CZ, Montesa, Zundapp, Greeves and four strokes from Matchless and even Triumph, the 'Street Scrambler' concept was indeed a brand new genre in the early 'sixties. The emphasis this time was firmly on 'street'.

True, the basis for the CL was the CB72 engine, with its 180-degree crank and unit 4-speed

gearbox, but this was housed in a completely new, semi cradle, all welded tubular steel frame, with 19-inch wheels shod with Trials Universal tyres. This new frame involved concessions, with the single front down tube fitting as it did very closely to the inclined cylinders and heads, and the front of the crankcase – where the starter motor usually resided. There was simply no option but to dispense with the push-button starting system (which also saved a worthwhile chunk of weight) in favour of the good

old kick start system. This was easy and reliable in any case, but Honda went a step further by adding a longer kick starter with a revised internal ratio to get things spinning easier. Unlike the CB72, where the kick starter operated forwards, that on the CL worked in the traditional manner.

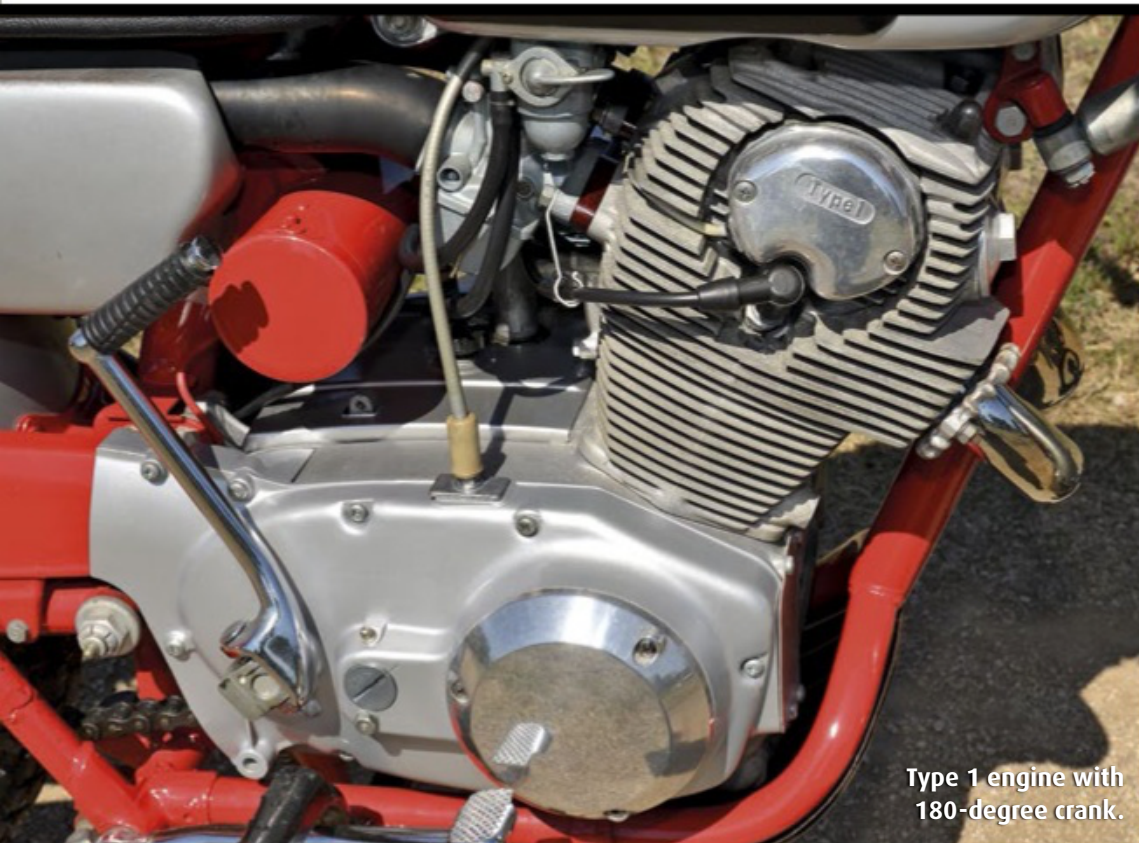
The weight saved from the elimination of the electric starter was sorely needed too, because the CL250 still tipped the scales at just below 150kg. A significant portion of this would have come from the exhaust system, but there was no getting away from the fact that the Honda – a twin cylinder, overhead camshaft four stroke, was always going to be porky compared to the two-stroke singles. Honda even went as far as to offer an optional (and expensive) aluminium-alloy fuel tank, original examples of which today command lofty prices. Suspending that weight fell to a set of new, longer travel front forks, with 'heavy duty' rear shock absorbers that retained the usual outer covers. A tubular, telescopic hydraulic-type steering damper was standard, attached via a small bracket to the right side of the cylinder head cover, and to the lower fork crown.

The afore-mentioned wheels sported unique steel rims, with raised shoulders that resembled the traditional alloy rims from Dunlop and Borrani. No big twin leading shoe brakes either; the hubs were smaller in diameter with single leading shoe operation front and rear. The 19-inch rims and fat tyres added ground clearance, but just in case any



Dennis Lodge's CL72 in the Isle of Man, featuring the late-type muffler, and twin-leading shoe front and rear brakes.

HONDA CL72 SCRAMBLER



Type 1 engine with 180-degree crank.



gibbers raised their ugly heads, there was a steel 'bash plate' bolted to the lower section of the frame where the front down tube joined the cradle section. Further fitments designed to biff stuff out of the way included the spring-loaded folding footrests for the rider. Those footrests also eschewed the usual rubbers in favour of plain steel, with little knobs on the foot area for extra traction.

The crowning glory, and the visual signature of the CL was the exhaust system; a blinding mass of chrome plated steel, with twin exhausts and mufflers running up the left side, the latter section sporting a lattice work of perforated steel panelling which formed the heat shield, which was no gimmick – it was sorely needed, especially should the rider decide to carry a pillion passenger, which wasn't such a great idea anyway. Just in case, the dual seat was long and comfy, with a chromed steel grab rail, and passenger footrests were standard equipment.

Dual purpose?

Of course, just how much 'scrambling' was actually done on the CL is questionable, but some did try. In reality, the domain of the CL were the Californian boulevards, and perhaps the foothills of the surrounding territory, and this is where the CL came into its own. With its distinctive, blaring exhaust note, the Honda was perfectly at home here. The CL72 appeared in late 1962 and continued for the next four years, being latterly joined by a stretched version of 305cc that produced 28hp. This was achieved by the simple expedient of enlarging the bores from 54mm to 60mm, fitting a marginally softer camshaft, and larger-bore 26mm carburettors. In other words, the engine from the CB77, sold as the Super Hawk in USA. At the same time, Honda fitted the larger twin-leading shoe front and rear brakes from the CB77, laced to 19-inch rims.

Instrumentation was basic; just a large, circular speedometer/odometer, reading up to 140 km/h mounted inside the headlamp unit. There was no integral tachometer as on the CB72. The ignition switch lurked behind the rider's right leg, located in the rear



ABOVE LEFT Bash plate guards the crankcases.



ABOVE RIGHT Ignition switch is located in the right hand air filter cover.

RIGHT Single leading shoe brakes at both ends.

BELOW Despite the extensive heat shield, pillions suffered.

BOTTOM LEFT Single instrument in the headlight. Headlight switch to the left, high beam indicator to the right.

BOTTOM LEFT Steel footrests with welded on cleats.



HONDA CL72 SCRAMBLER

section of the right hand air filter compartment. Switch for the head and tail light was located in the headlight shell too, along with a high beam warning light. Turn indicators were fitted according to the market, but generally not for the first two years of production. Officially, the CL72 was produced from 1962 to 1965, and during that period there were minor refinements, most visibly the exhaust system, which went from the twin pipes into a single muffler in the final year. Around this time, the export CL72 was produced with the 360-degree crank engine specification (known as the Type 2 and identified by the stamping on the camshaft end cap), which had previously been available only in Japan.

As part of the exercise to flog the concept of a Japanese ‘scrambler’ to the suspicious westerners, Honda enlisted the talents of Dave Ekins – brother of the man who performed the famous leap to freedom in the movie *The Great Escape*. The task was to take a standard CL72 (actually two CL72s, with the second machine ridden by Honda dealer Bill Roberson Jr.) from the Mexican border at Tijuama down to La Paz, almost 1000 miles away, through interminable sand, rocks and over severe mountains, in as short a time as possible. Just how ‘standard’ these bikes were is highly questionable, with legend holding that they were fitted with special frames made from light-gauge tubing and most brackets and ancillaries similarly getting the weight-loss treatment. Both riders departed the saddle several times, with Robinson’s biggest crash resulting in an engine failure, but Ekins did record an impressive time of 39 hours 56 minutes for the journey – an achievement that Honda PR pumped up considerably. A major spin-off from the achievement was the creation of the Mexican 1000 race in 1967 over much the same course covered by Ekins and Robertson. This later became the Baja 1000 which endures to the present day.



End of the line

According to most sources, just on 90,000 CLs (including the 305 which went on until 1968) found homes during the production run, which was no mean achievement given that the competition went all out to produce their own ‘scramblers’ and the category became the hottest thing in the overall market. The CL72 even graced the cover of an album by the short-lived pop group The Hondells who recorded the 1964 hit single ‘Little Honda’.

The featured machine here was owned and restored by Honda marque specialist John Kelsey over a period of 25 years until sold in 2018 to Richard Steain to add to his Honda collection which includes a CB72, a CB450, a CB750 and several others. “John rebuilt the wheels with new genuine Honda 19-inch rims, but not the original shoulder type, which he still has with a view to having them

re-chromed. The only other non-period correct item is the rear chain guard, which should have flutes in it. Apparently these are prone to cracking so John used a standard CB72 part.” One quirk of the CB72 is the oddly spaced gear ratios which produce a hefty gap between first and second, but Richard says because the overall gearing is lower on the CL72 this is not so noticeable.

By the time the CL77 ended its innings in 1968, the ‘Scrambler’ market had many players, including virtually all of the major Japanese manufacturers. Today, good examples of the CL72/77 – in fact the entire CL range which eventually stretched all the way to the 450cc DOHC twin – continually command superior prices to their CB counterparts. Parts for the CL72/77 are surprisingly abundant, with companies such as CMS in The Netherlands holding extensive stocks, which makes restoration not a particularly daunting task, and the result well worth the effort. ■

1963 Honda CL72 Scrambler Specifications

ENGINE	Parallel twin, single overhead camshaft, two valves per cylinder, air cooled. 180-degree crankshaft.
BORE X STROKE	54mm x 54mm
COMP. RATIO	9.5:1
POWER	24hp @ 9,200 rpm.
CARBURATION	2 x 22mm Keihin
IGNITION	12 volt battery and twin coils
STARTING SYSTEM	Kick only
BRAKES	8 inch SLS front and rear
WHEELBASE	1346 mm
SEAT HEIGHT	800 mm
TOP SPEED	128 km/h
WEIGHT	149 kg (wet)





Original and unrestored 1965 model CL72.

A different spin

Late in the production run, the CL72 was made available with the Type 2 engine, featuring a 360-degree crankshaft. Otherwise identical to the 180-degree model, the Type 2 version was said to rev a bit higher, at the expense of the mid-range torque. Many of these models were also fitted with turn indicators and the slip-on style muffler to mute the bark somewhat from the open twin pipes. Just such a machine was imported by Old Gold Motorcycles in Sydney in 2018 and is a highly original and unrestored example which retains the rare 'shouldered' DID steel rims and rocking-pedal gear lever. ■



ABOVE LEFT Type 2 engine with 360 degree crank. ABOVE RIGHT The DID shouldered wheel rims which were original equipment on the CL72.
BELOW LEFT Turn indicators began appearing late in the CL72 production run.
BELOW RIGHT Hydraulic steering damper was a modern touch in the early 'sixties.



Rocking gear pedal.



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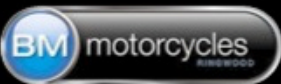
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Catching up with an old friend



Back in the early 'seventies, Yamaha decided it had to come up with a bike to be able to contest what was then the premier racing event in the world, the Daytona 200; 200 miles of pretty much flat strap racing. The development started in 1972, or thereabouts and that bike, the 1973 TZ750A was the result.

Story Bob Rosenthal Photos Tineke Kruijmer

MILLEDGE TZ750A YAMAHA

Threading the restored TZ750A through
the narrow streets of Gemert.



MILLEDGE TZ750A YAMAHA

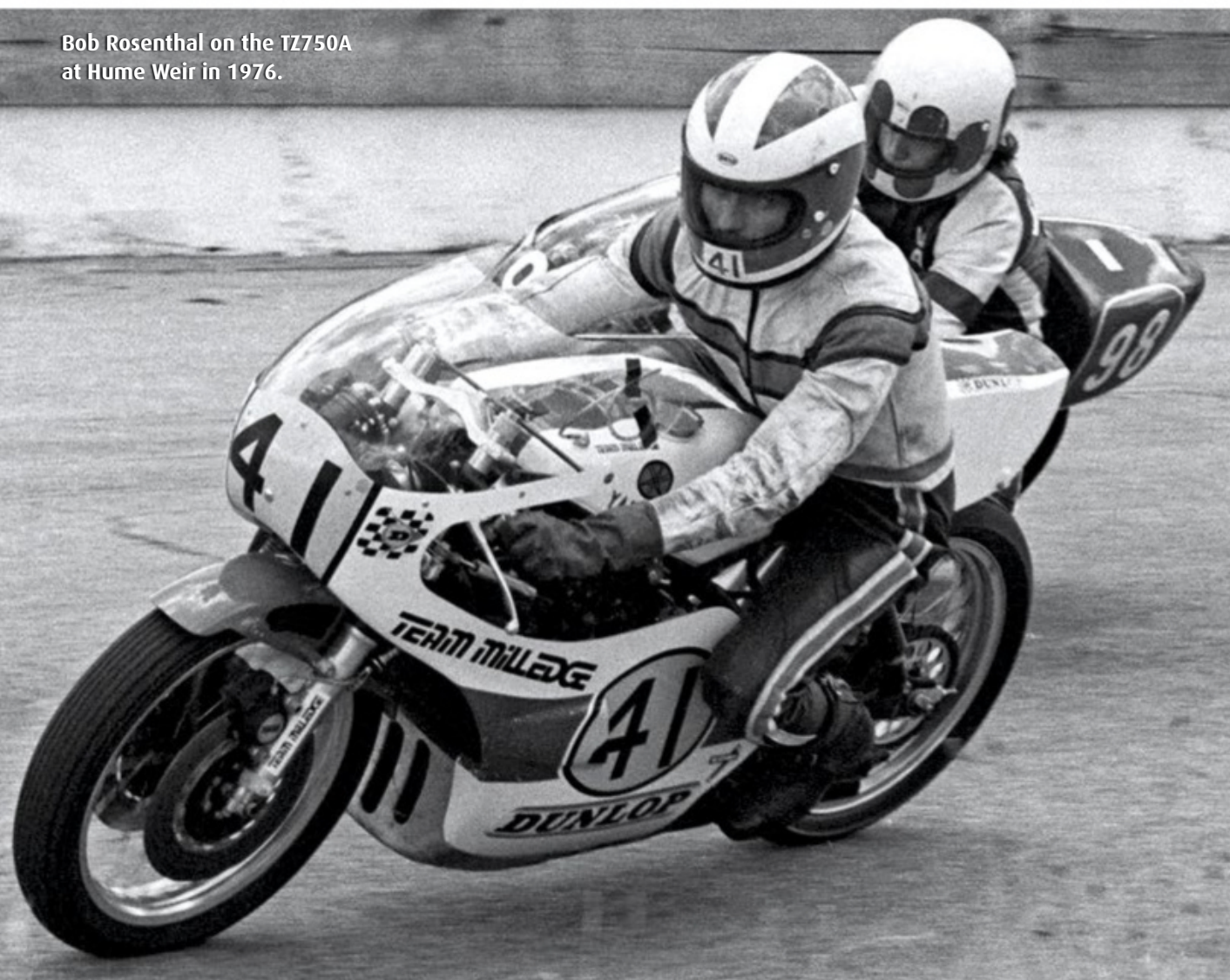
Some of you may know that the Daytona circuit has some very specialized issues, one being the actual speed and another, the banking set at thirty-one degrees. Those A model 750s would hit around 300km/h so that wasn't an issue, it was trying to get them through a 200 miler without grinding the exhaust chambers to pieces and/or frying rear tyres. You see, all four expansion chambers were underneath the bike. One trick was to limit the rear suspension travel to about two and a half inches. Also, poke the front forks through the triple clamps as far as possible to get more ground clearance, but the pipes still fell apart because they were flat sided and vibrated themselves to bits.

So, in 1974, I eventually managed to get one of these rockets on a contract with Victorian Yamaha distributor, Milledge Yamaha. To say the big TZ was a



The sad old TZ750 as received.

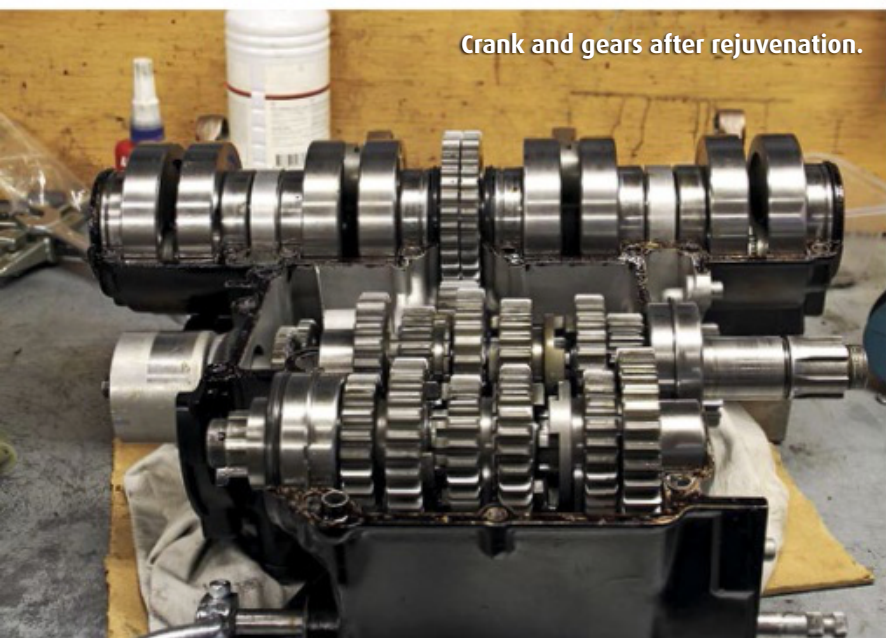
Bob Rosenthal on the TZ750A at Hume Weir in 1976.



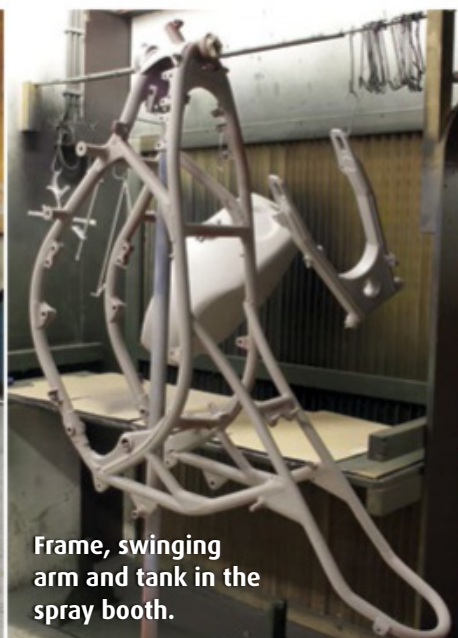
handful was an understatement. They understeered going into a corner and snapped into oversteer coming out. We all learned a new word, high-side. One got used to looking at the world upside down, disconnected from the motorcycle. People tried all manner of remedies. My late brother-in-law, Ross Barelli and I managed to get a close look at Pat Hennen's 750 Daytona Suzuki triple at a Sandown meeting and the angle of the rear units struck us as an excellent compromise. They leaned forward at about 45 degrees, where the originals were almost vertical. This would give more wheel travel, if nothing else. A good friend, Rod Tingate, was the workshop manager at Milledges at the time and was promptly press-ganged to do the work. We lifted the rear slightly and searched for better shock units. The best we could find then was Koni. These proved to be an excellent choice. At the front we made small changes to damping valves and careful choice of oil viscosity and level. There was also fine tuning of the steering damper and its position. It all worked well and both Rosco and I won our fair share of races. There were some major engine mods as well, but that's another story. We did get a very special set of pipes from Kevin Cameron in the States – a set of 4 into 2 chambers. Think about that with a four-cylinder two stroke.

So, time went on and Milledges told me to get rid of that bike as a new D model was on its way over for

Crank and gears after rejuvenation.



Frame, swinging arm and tank in the spray booth.



Leo's recreation of the 2-into-1 pipes.



MILLEDGE TZ750A YAMAHA



Coming together in Leo's workshop.

me. We sold the A to Mount Gambier sidecar racer, Alex Campbell, in 1976. The engine was removed for sidecar use and the rolling chassis disappeared.

About three years ago I was up at Eastern Creek, at a Barry Sheene Festival of Speed meeting, when a fellow approached me to tell me that a friend of his had what he thought was my TZ750A and would he mind if he gave him my contact details. A short while later I received an email from Leo Kruijmer, who lives in Amsterdam, and yes, it was my old bike. No engine, but mostly everything else. It had been battered around a bit, so there was a lot of work to do. I sent Leo all the info I still had and all the photos I had and away he went. It turns out the story had another Australian connection, which has quite a twist to it. At some stage after the TZ was sold to Alex Campbell, the rolling chassis somehow found ➤



Warming up the TZ750 in the paddock at Gemert.

MILLEDGE TZ750A YAMAHA

Leo Kruijmer on his Niko Bakker-framed TZ750 and Bob on the TZ750A.



its way back to Melbourne and ended up at a wrecking yard that specialised in BMWs, run by Ron Scholes in Coburg. Around 15 years ago Scholes advertised a later TZ750 for sale and the well-known Indian and Harley collector Peter Arundel made enquiries about it. Peter inspected the bike and had decided to purchase it, when he noticed another chassis lying in the corner of the workshop – my old bike. A deal was struck to take both bikes and off they went back to Peter's place. He later sold the complete bike but hung onto the ex-Milledge chassis, without any definite plans to do anything with it. Eventually he decided to move it on and advertised it, and Leo noticed the ad and got in touch. So the bike was soon on its way to The Netherlands, and the beginnings of a new life.

The pictures you see here don't really show what a fantastic job he did. He eventually finished the restoration, complete with an engine he bought from Germany, I think. I put him in touch with Kevin Cameron about the pipes, which Kevin still had the measurements and details of, and Leo built a set. He is a very handy man in the workshop. Leo kept sending me pictures of the restoration as it went on; it took over a year to complete the project. He even got hold of a set of the same type of Koni shocks that we had used back in 1976. Once it was completed, Leo rode it at several demo meetings and then contacted me to say "you need to come over and ride your bike". Bloody hell, yes! So, Lynne and I, along with Mr and Mrs. Editor, planned a trip to Holland and Germany to do just that.

The venue was Gemert, about 120km south east of Amsterdam, (which since 2017 has been famous for having the world's first 3-D printed concrete bridge!) where they have a sort of demonstration for race bikes around the very narrow streets of the town. The lap distance was about 2.6km, a big rectangle with an ess-bend made with hay bales at the entry to the last corner. They had it set up pretty well, with corner marshals, a gantry at the start/finish line, commentators – even a bar. So civilized! It's not a race but everybody goes like blazes, including Leo who was riding his ex-Jack Middelburg Nico Bakker-framed TZ750. Walking through the pits at Gemert looking for Leo was quite an experience. As soon as I saw that TZ I knew it was my old bike. It looks exactly as it did

when I had it, even down to the sponsorship stickers. The time came to hop on and do what we came over for. Well, what a shock. Firstly, we were on the right track all those years ago as far as handling went. It steered well and was easy and accurate to place. No understeer going into corners and able to gas it hard coming out. Oh, did I mention wheel standing. That bike always was terribly prone to it. It still is. Every time I yanked that throttle open it was like an Otis elevator, up it went. Acceleration was just as I remember too; better be pointed where you want go, 'cos it's gonna go there real fast. The seating position on those A models had a big hump and it needed it. That model had the iron callipers and today they are a bit hard to get pads for. Enter brake fade. I went up an escape road trying to pull it up once the pads faded. Leo is getting better pads for future runs.

To say that I enjoyed myself would be a big understatement. I loved the day and loved having the opportunity to ride that bike again. Thank you, Leo, and what a fantastic job you've done. Everybody at Gemert made such a fuss of me being there and made me feel so welcome. We shared a pit with Nico Bakker, the frame builder, and I got to talk with him quite a bit. At the end of the day trophies were awarded and I managed first place in my class. How good is that. What a blast.

My thanks again to Leo, his lovely wife, Tineke, and all their friends who offered us such warm hospitality during our visit, it was a fantastic experience. ■



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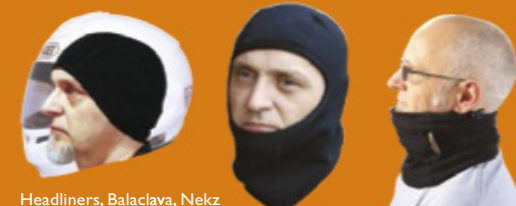
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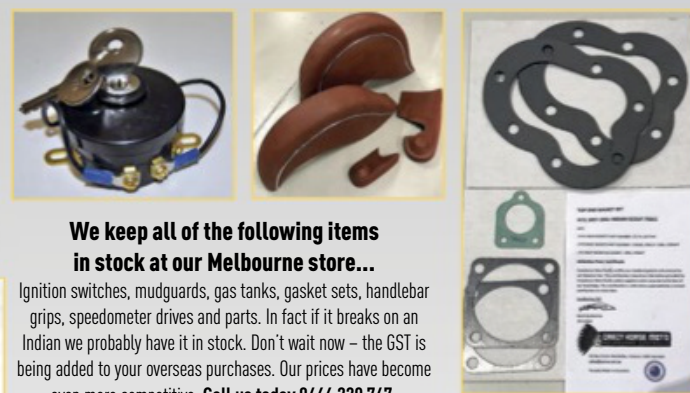
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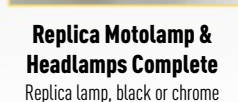
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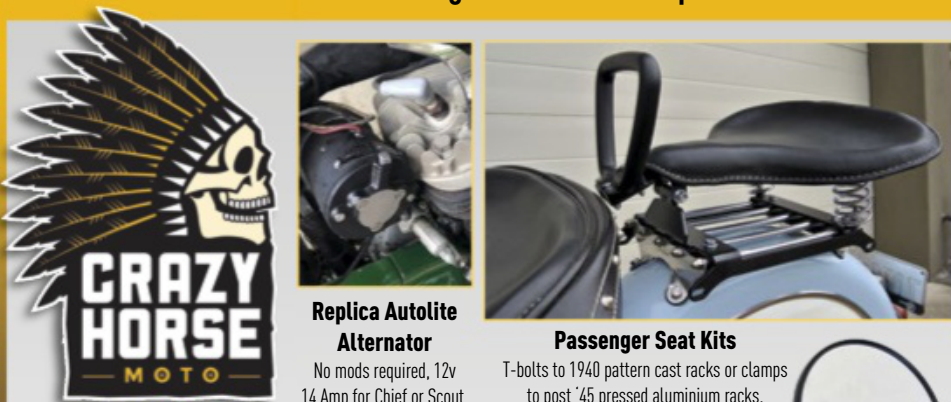
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ABOVE Commemorative poster after his 2014 Hall of Fame award.

LEFT Murray was the master of the rear wheel landing.

RIGHT Murray in his favourite place.

Even at 82 years of age, Murray Williams shows no sign of slowing down. When I called to talk to him at his home in Adelaide, the ute was in the driveway, loaded with two BSAs (his 'Black Star' and his 'Iron Star') ready for an early get away the next morning to Macnamara Park, Mount Gambier, four hours away.



'Just a ride day where I can test out a few things' he explained. 'I'm getting ready for Sellicks and I need a bit more speed'. The Sellicks he referred to is the next instalment of the Sellicks Beach revivals, scheduled for early 2021. Preparation, as always, is everything, not withstanding another couple of birthdays in the interim.

Murray Williams is an institution in his home state, with countless awards as testament to a career that has netted him no fewer than eleven Australian Sidecar Championships, and although the majority of these have been in scrambles/motocross, he has competed with distinction in road racing, short circuit/dirt track, and speedway. And that's just motorcycles; he has enjoyed a glittering career as a speedway car driver as well.

The story starts back in July 1937 when he was born in Adelaide, and at an early age was apprenticed as a fitter and turner. In search of more bountiful employment, he journeyed to remote Woomera in 1958, having acquired an ancient side-valve BSA, with a sidecar box as daily transport. "Working at Woomera (500km north of Adelaide), we had Sundays off and just used to chase Kangaroos and so on, then one day the Woomera Motor Cycle Club had a scramble," Murray says with remarkable clarity. "So I took the box off the old BSA and had a go. All the stars like Graeme Burford were there from Adelaide, but they nearly died in the heat. I didn't get anywhere but a friend in the RAAF had a 1945 500 BSA in a rigid frame with girder forks, so I bought that and fitted telescopic forks. I still have that bike – I rode it at Sellicks last year. When I came back (to Adelaide) from Woomera I joined the Velocette Club where I met Milton Lewis. I rode the BSA in scrambles and then in 1961 when Mallala opened I thought I'd try >

Murray the maestro

MURRAY WILLIAMS

road racing. I bought a 350 Manx Norton from Bill Horsman – he said he needed the money so he could buy an engagement ring! The motor was out of the bike and I already had an Empire Star BSA with a hot 350 motor, so with help from Dave Basham I put the BSA engine in the Manx frame.”

Murray’s road racing exploits did not go entirely to plan. He also acquired a Matchless 500 twin which was heavily fettled, including the fitting of a BMW twin leading shoe front brake. At a practice day at Mallala he rode the Matchless, while Basham took over the 350 BSA/Norton, but Murray crashed heavily when the front brake stay collapsed under braking. “The front end locked, smashed the fork leg, and chucked me over the bars, and Dave, who was right behind, had to take to the escape road to avoid running over me. By the time I stopped sliding I began to think that maybe I was better suited to sidecars.” How right he was.

He soon got hold of a genuine Watsonian racing sidecar, converted the BSA to a 500 and went sidecar racing, with Milton Appleyard as his first passenger. With little road racing to be had, the pair entered for the 1962 Australian Short Circuit Championships, which were being held at nearby Victor Harbor. The meeting had drawn a class entry, with top solo riders from NSW like Jim Airey, Gordon Gausco and Kevin Cass, while veteran sidecar ace George Murphy came from Victoria with a pair of outfits. Murphy duly won both sidecar classes but Murray and Milton managed a third place in the 500cc class – not bad for dirt track rookies. Murray says he learned a lot from that meeting, and it showed on the following weekend when he and Milton contested the South Australian Short Circuit titles, winning both classes.



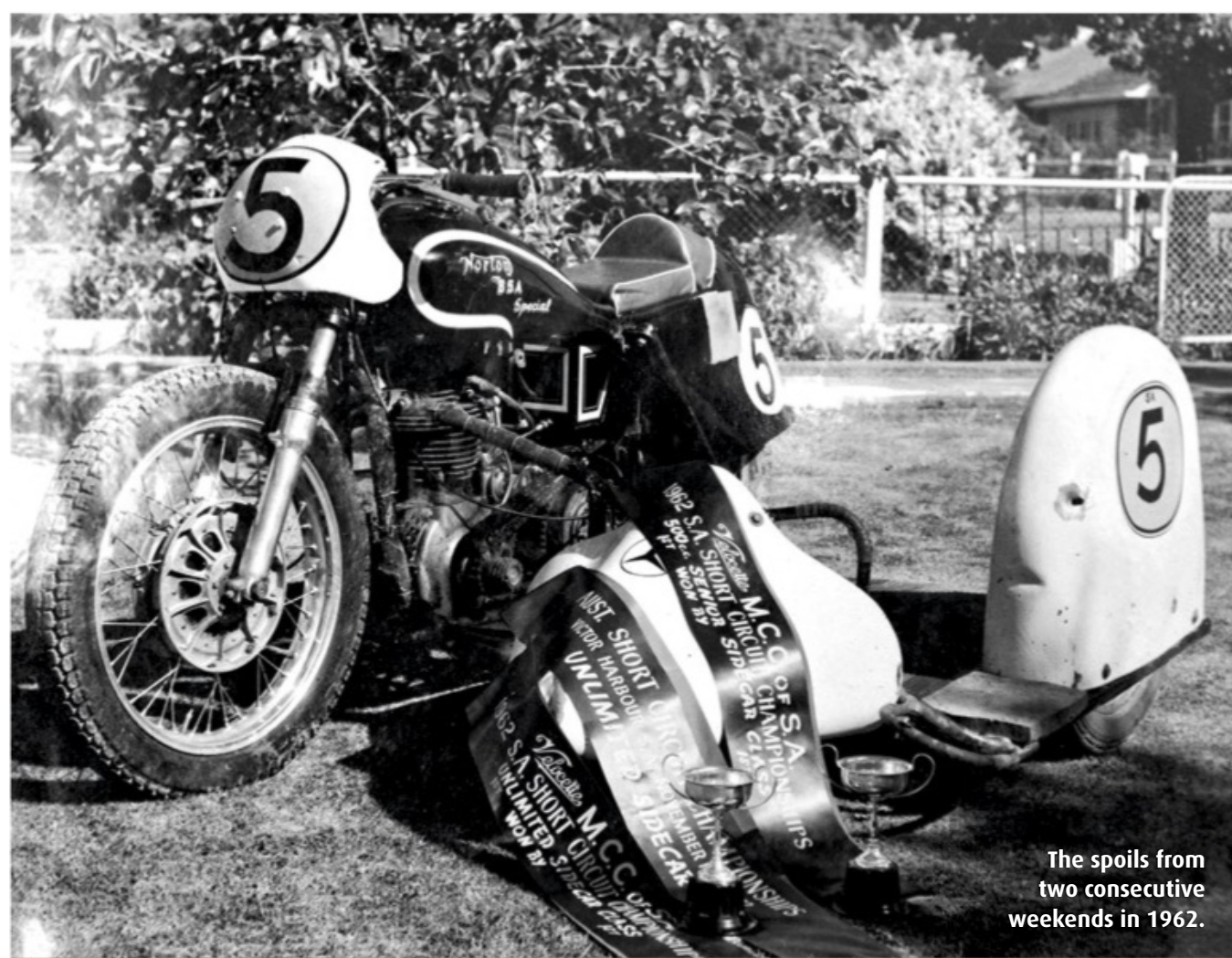
Early days at Mallala. Murray’s two bikes; the 350 BSA/Norton (left) and the 500cc Matchless twin.

By 1964 Herb Castle was in the chair and more state titles were rolling in – from scrambles, Short Circuit and at the one mile speedway at Port Pirie – but it was time to venture further afield so the duo packed the truck and headed to Wollongong, NSW for the 1967 Australian Scrambles Championship at the new circuit at Mount Kembla. They came home with the 500cc Sidecar title, but it should have been a ‘double’, as Murray explains. “We won the two 500 races and the first leg of the Unlimited on the Bonneville, but then a television crew asked for a cameraman to be taken slowly around the circuit so they could get some footage. So he got in the sidecar on the Bonnie and I rode fairly slowly around the track, but the bike had a total loss ignition system and this drained the battery, so that when we went to go out for the second leg of the Unlimited, it wouldn’t run properly, and Ken Adams won.”

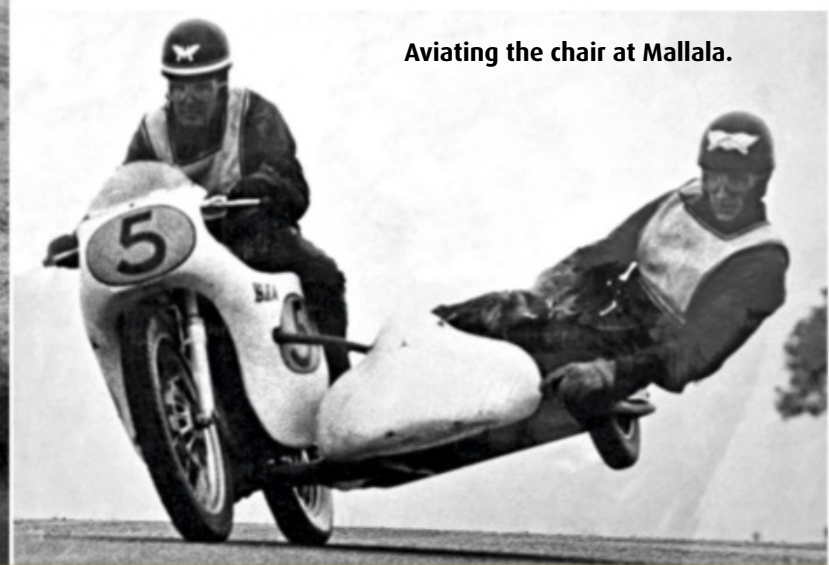
Still, Murray and Herb had their first national title, and better things were in store for 1968. The Australian Scrambles Championships were allocated

to Western Australia and held at Collie, which proved to be a happy hunting ground for the pair, taking both 500cc and Unlimited events. However on the weekend prior to Collie, Murray and Herb decided to have a crack at the Australian TT which was being held on a ‘round the houses’ circuit at Albany. With just a change of tyres on the 500cc speedway Jawa-engined scrambles outfit, they bagged third place in the Unlimited Sidecar TT against the proper road racing outfits. Back home, the Australian Short Circuit Championships took place at St Kilda, and it was another double win – 1968 had been quite a year, with Murray and Herb taking four Australian titles in consecutive weekends.

A change of passenger for 1969 saw Mick Trevena, and Reg Courtney briefly take the chair, soon followed by Des Rettig, brother of Lynette, who happens to be Mrs Murray Williams. However after taking out the 1971 Australian Unlimited Championship at their home track of Clarendon in the Adelaide hills, Des sadly lost his life in a road accident while riding home from work. The tragedy hit the family hard, and Murray admits he contemplated retiring from racing, but was given a pep talk by Wayne Kearvell. “Wayne was a big, brash bloke and he gave me a talking to, and even said that he would jump in the chair if I wanted. Well, that got me going again and Wayne turned out to be a fantastic passenger. He wouldn’t put up with any nonsense and being such a big strong bloke was a definite help in those situations. One of the first events we did together was the 1972 Australian Scramble Championships at Ray Owen’s



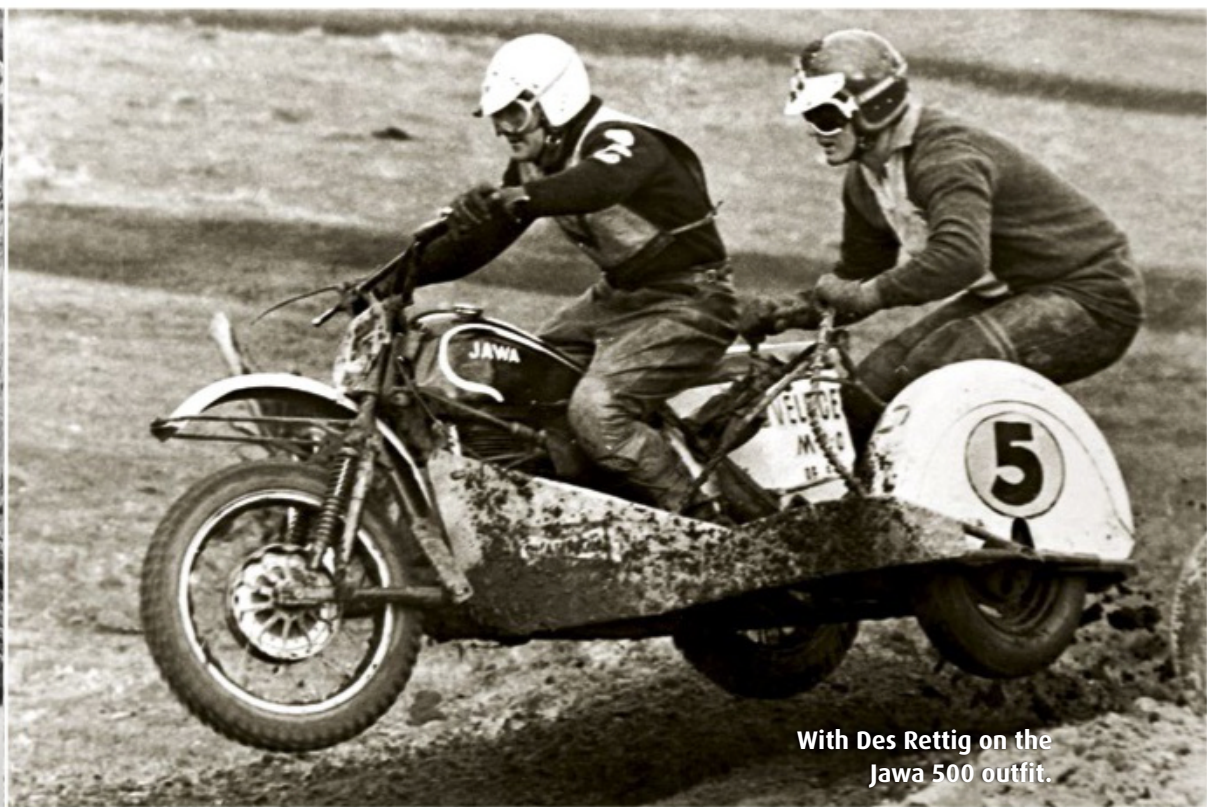
The spoils from two consecutive weekends in 1962.



Aviating the chair at Mallala.



Competing in the
SA 24 Hour Trial
on a Jawa.



With Des Rettig on the
Jawa 500 outfit.

track at Wallan, Victoria. I went across there one month before the event to have a good look at the place, and I am glad I did because I noticed that the late afternoon sun was right in your eyes on the main straight. One month later the sun would be even lower so I bought two pairs of ski goggles with the orange lenses and kept them wrapped up until we were actually about to ride out onto the line, and handed a pair to Wayne. He said, 'what do I need these for' and I told him to throw away his old goggles, which were scratched anyway, and wear these. He reluctantly put them on – he never wore gloves either – and they worked a treat – the others could hardly see heading into the sun."

The sun wasn't the only problem Murray had to contend with, because he learned well before the meeting that several of his Victorian rivals were planning to protest should he win the Junior Sidecar class, which by this stage had risen from 500cc to 650cc. "The problem was that the XS650 Yamaha engine in our outfit was actually 653cc, and even though it was only 3cc over, they were still going to protest. So I spoke to Alan Wallis' son Rex and he worked out if I reduced the bore size by 13 thou on each cylinder it would bring it back to 648.3cc. So I took a week of my holidays from work, pulled the motor out and had the pistons ground down by Repco and put in new sleeves. Then while it was apart I had Peter Sparkes measure it and I put it back together in front of him, with the head and barrel drilled so he could wire them and attach the lead seals with the ACU stamp in them. Peter wrote a letter on ACU letterhead confirming all this and ➤

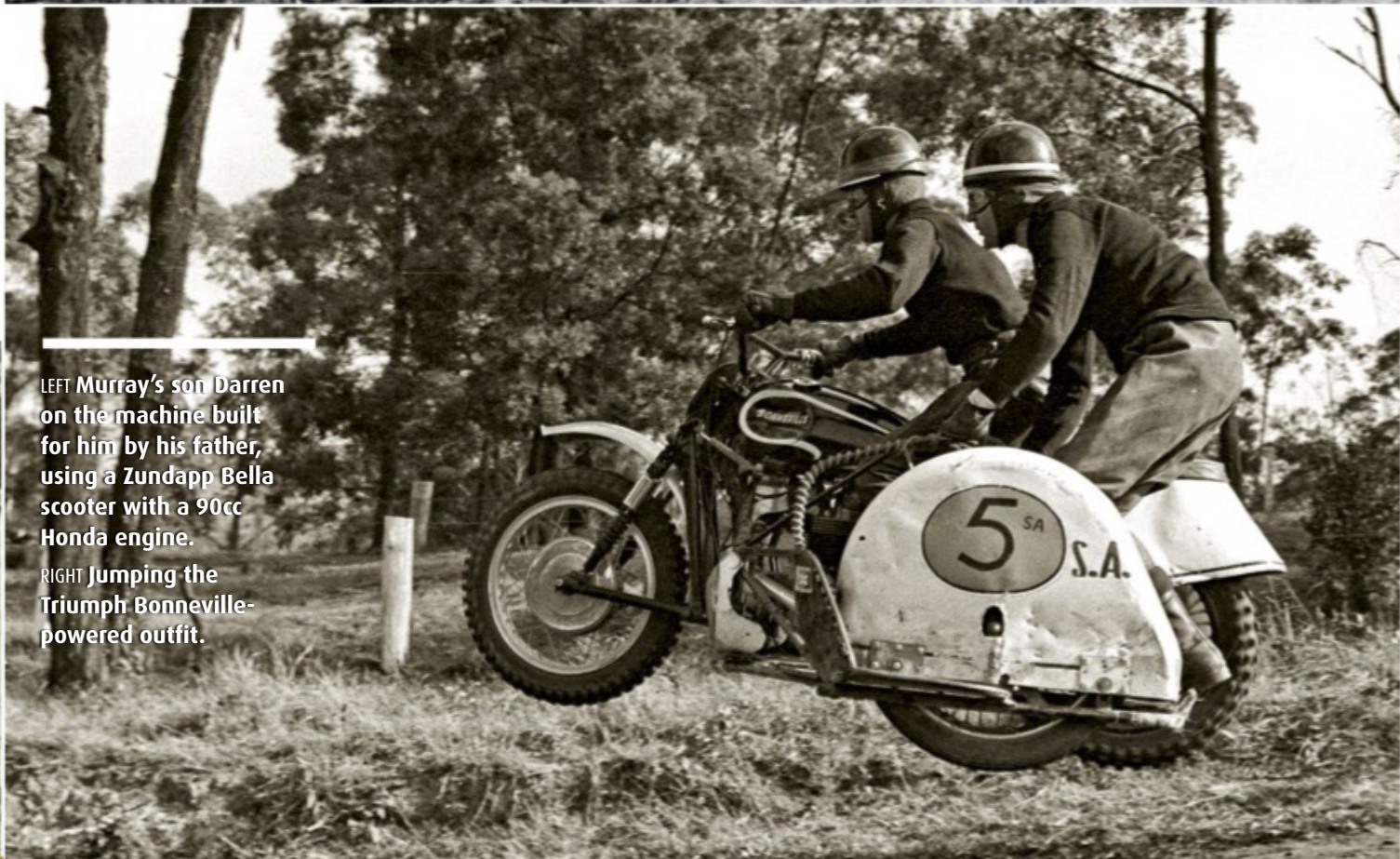


Showing how to take a bog hole at Mount Gambier.



LEFT Murray's son Darren
on the machine built
for him by his father,
using a Zundapp Bella
scooter with a 90cc
Honda engine.

RIGHT Jumping the
Triumph Bonneville-
powered outfit.



MURRAY WILLIAMS

off we went. At Wallan the Yamaha was making 46 horsepower at 8,000 rpm and with a medium/close ratio 5-speed gearbox it was quick. But Steve Smith and John Delima got each side of us on the grid ready to give us the 'Victorian Crunch', so big Wayne sat on the back like a pillion passenger and held them off. We won both 650 and Unlimited but then Reg Bennett from the Victorian ACU came up to us and said, 'Sorry Murray but you won't be keeping the 650 trophy because your engine is oversized'.



The buggers had protested just like they said, and they were all there looking over Bennett's shoulder. So I said, 'You'd better have a look at this', and gave him the letter and showed where the engine had been sealed. He turned and said 'Sorry boys, but it's legal!' – you should have seen his face".

The following year Murray and Wayne made the trip to Mulbring, in the NSW Hunter Valley, for the 1973 Australian Scramble Championships, taking with them their faithful outfit that was now powered by the TX750 Yamaha engine that had originally been raced (and crashed) by Bill Horsman in the 1972 Castrol Six Hour Race at Amaroo Park. For some reason, the organisers kept the sidecar races until very late in the programme, running first the Junior



ABOVE On the 650 Yamaha at St Kilda Short Circuit.

LEFT Murray and Wayne Kearvell enjoying themselves in an Historic Sidecar MX event.

RIGHT Murray and Herb Castle heading for victory at Mount Kembla in 1967.



650cc class followed by the Unlimited. The lap featured a huge bog that churned up into a cloying mass of mud and became increasingly treacherous, but typically, Murray found the quickest way through and ran away with the Unlimited Championship.

Despite the hectic racing schedule, Murray continued to ply his trade, working for Newton McLaren (electrical engineers) as a fitter/welder, building sub stations, driving a mobile crane, fitting pumps to the Mannum-Adelaide pipeline and the Morgan-Whyalla pumping station, and the Mount Gambier power station. He and long-serving passenger Wayne Kearvell also continued to chase major events, and in 1974 made the trip to Manjimup in Western Australian for the Australian Motocross titles. "I had been using a TX750 Yamaha engine that Pitmans gave me, but for WA I took that out and put in a brand new stock standard TX650 engine. By then you had to use mufflers and I couldn't get it to rev until Wayne drilled out the ends of the mufflers and it would then go to 8,000. At Manjimup, Darryl Bergmeir on his Yamaha/Wasp won the Junior title, then switched to a Norton/Wasp for the Unlimited. The starts were hand-on-head, where you stayed in neutral until they dropped the flag, then put it into gear. I had a tacho and just held the revs at 3,000 and got a reasonable start, but Bergmeir didn't pull the clutch in and just banged it into gear. He took off but the gearbox was broken and he was out. We had to

Murray having fun on a WASP at the Broadford Bonanza in 2009.





Darren Williams in fearless flight on the Honda CR500 in WA.



Murray (45) on his old BSA, heading for victory at Sellicks Beach in 2019.



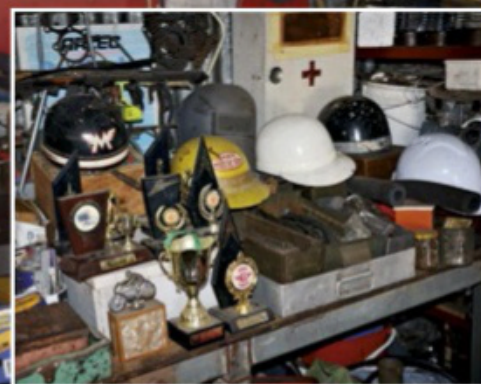
contend with Phil Franklin on a Suzuki 'waterbottle' but we eventually got passed him and won."

That was the tenth national title for Murray, and would remain at that figure for 37 years, until he bagged the Pre-1968 Sidecar title at the 2011 Australian Vintage MX Championships held at Crystal Brook, South Australia, with Tom Lang in the sidecar. There were 18 South Australian titles as well (one gained on a solo), gathered from 1962 to 1997, plus an incredible ten-straight victories in the annual Hec Henderson Sidecar Derby – a half hour event that preceded the one-hour Laurie Boulter Memorial Trophy for solos (where Murray often rode his CZ solo). Much of the success was achieved with Wayne Kearvell, who occupied the chair from 1972 and was still there more than four decades later. Not surprisingly, the Murray Williams Cup has been a keenly contested Sidecar event since 2014. That year, Murray was inducted into the Motorcycling SA Hall of Fame.

Although Murray will always be synonymous with Sidecar Racing, he was also a dab hand on four wheels and plied the South Australian Speedway tracks from 1972 to 1986. The car experience began in an FJ Holden around the banked bitumen oval at Adelaide International Raceway, and continued with open wheelers – Super Modifieds and Speedcars – at Rowley Park, Speedway Park, and many country circuits. The Speedcars included a Repco Holden owned by Phil O'Shea which was highly successful until the engine was replaced with a supercharged Renault unit. Then came a V4 Chevy II, followed by the popular Volkswagen set up. In 1982 and 1983 Murray was top point scorer on the South Australian country circuits.

During this time he kept his hand in with a reduced schedule of sidecar racing, and took up the cudgels as team manager when his own son Darren began Sidecar Motocross racing. Initially riding an

air-cooled Honda CR480 outfit and later a water-cooled CR500, Darren went on to take out two Australian Sidecar MX Championships himself. These days, Murray is as busy as ever in his delightfully cluttered home workshop, and has no intention of hanging up his helmet just yet. There are still more trophies to be won. ■



AHEAD OF THE GAME

Things pass as a blur at the breakneck speeds that are legally permitted on Germany's Autobahns, but heading towards the city of Magdeburg on the 2 Autobahn a building looms large on your left. Emblazoned in giant orange letters is the word Schubert, which is now one of the few remaining motorcycle helmet manufacturers who continue to make their product in Europe, rather than Asia.

Story and photos Jim Scaysbrook and Schubert



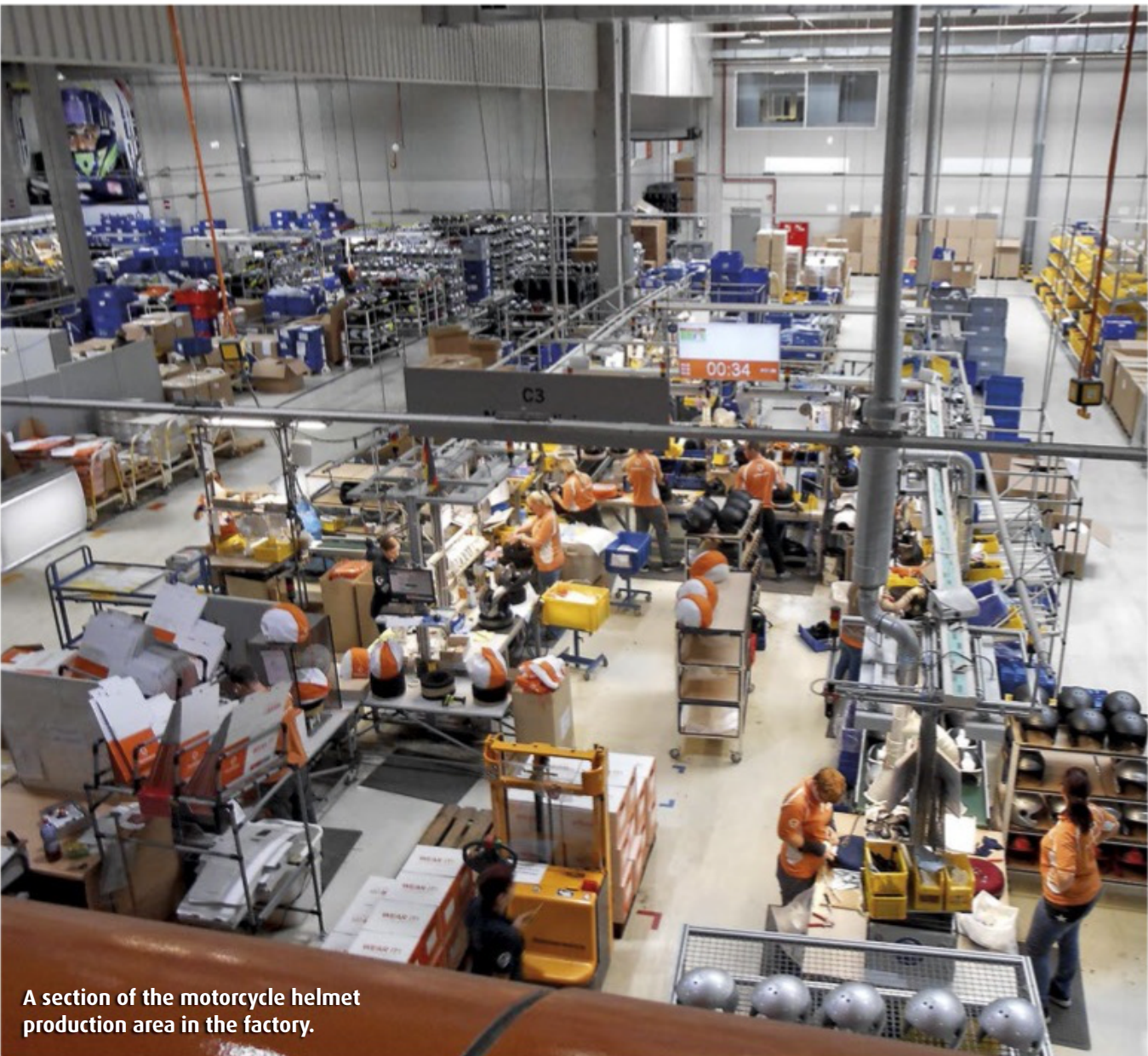
The company began back in 1922 primarily to produce beer crates for the brewing industry, which is not surprising given that founder Fritz Schubert was a director of the National Jürgens Brewery. Seven years later the first helmets appeared, not for motorcyclists but for the military – a market still actively pursued by the company. Industrial safety helmets followed post-war, as well as safety headwear for police and security forces, fire fighters, and, in 1954, motorcyclists. By 1968 the company had developed a police helmet based around a thermoplastic shell, and in 1976, their first full-face motorcycle helmet. Schubert pioneered the use of the in-house wind tunnel for research and construction of the motorcycle helmet range and made great strides, including the first flip-front helmet that was launched at Intermot in Munich. ➤



MAIN The modern Schubert factory at Magdeburg.
ABOVE Huge poster of F1 driver Felipe Massa hangs in the factory. His Schubert helmet is credited with saving his life after he was struck in the head by a shock absorber spring at 280 km/h in the 2008 Hungarian Grand Prix.
LEFT Inside the factory. Busy and spotless.
RIGHT The C4 Pro Carbon.

While defence and security force contracts supplied bulk sales, Schubertsh pushed ahead with expanded presence in motor racing, outfitting Michael Schumacher when he won the 2001 Formula 1 World Championship. MotoGP was a natural extension, and in 2015 was the exclusive supplier for the Red Bull MotoGP Rookies Cup, followed by Moto2 with selected riders the following year. The carbon technology developed for World F1 Champion Nico Rosberg's helmet has now reached the road rider via Schubertsh's new C4 Pro Carbon, the latest version of the flip-front helmet with a carbon outer shell and an integrated communication system.

I was fortunate to be given an escorted tour of the impressive Schubertsh factory in October 2019, shown through the various sections of the plant by International Sales Manager Matthias Habig. According to the season, production can run around the clock, and it was certainly buzzing when I visited. New models and colours were being prepared for the forthcoming EICMA Show, and production allocated for the busy period that precedes the European summer. More than 370 people are employed at the factory, with the products exported to 55 countries. ■



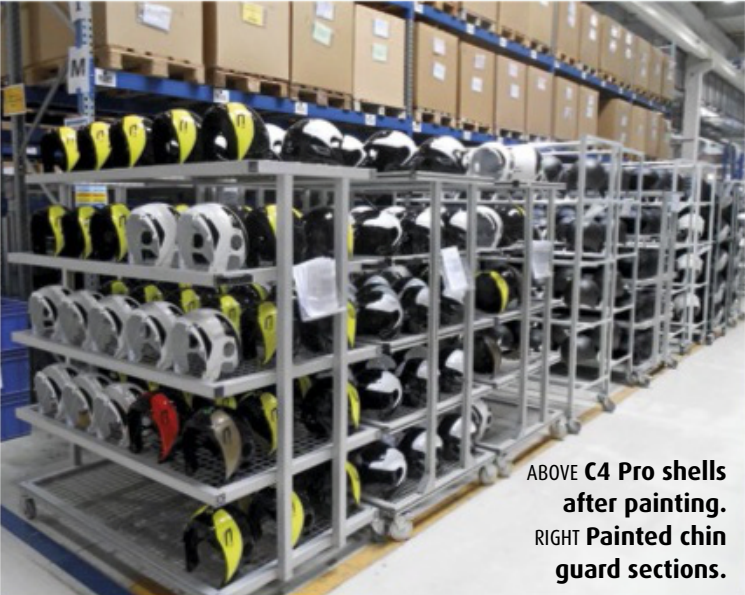
A section of the motorcycle helmet production area in the factory.



Carbon shells for the new C4 Pro Carbon.



Prepping the shells for the final coats.



ABOVE C4 Pro shells after painting.
RIGHT Painted chin guard sections.



Linings being fitted.



Testing at the in-house wind tunnel.



LEFT The production line has a very hands-on approach.
BELOW The C4 Pro Carbon shells are checked and marked for any paint defects.



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TRACKS IN TIME

PUCKAPUNYAL CIRCUIT, SEYMOUR, VICTORIA

A blast around the barracks



Normally up front in the Senior Clubman's class on his 500cc Matchless, Charlie Rice fronted for a one-off ride on Reg McConnigal's 7R AJS.

Puckapunyal Circuit Victoria

According to record, Puckapunyal is an Aboriginal name for a large hill on a site approximately 10 km west of Seymour, Victoria, and has several translations, among them "death to the eagle", "the outer barbarians", "the middle hill", "place of exile", and "valley of the winds". For one weekend in 1952, it could also have meant "place of fast motorcycles".

Story Peter Lavery

Photos OBA archives, Paul Keam/Hartwell MCC

TRACKS IN TIME PUKAPUNYAL



During WW1, this area was used for military training, and formally established as Puckapunyal Camp in 1939. The original site was expanded to 5,700 hectares during WW2, when it provided a training area for Australian troops as well as the US Army's 41st Infantry Division. The war years and the immediate post-war period saw the camp developed for soldiers and their families, with a network of roads, barracks, domestic homes and service buildings. Today, around 280 families of the Australian Defence Force community call 'Pucka' home, and it now houses the Tank Museum, a popular attraction for visitors.

By the time the 1950s rolled around, the tension surrounding the base had abated, and its main activity was as host of the 3rd National Service Training Brigade, with up to 4,000 trainee servicemen in the camp at times. It is logical to assume that during the war years, some of its inhabitants were keen motorcyclists, and post-war, many of these joined (or re-joined) motorcycle social clubs. Essendon Motor Cycle Club had many ex-servicemen in its midst, and an activity shared by virtually every other club was to ferret out potential sites for club activity, be it simple sports days and gymkhanas or racing in various forms. And while scrambles and grass tracks were relatively easy to come by, this was

not the case for road racing venues. So the network of roads surrounding the Puckapunyal Camp was a tantalising prospect, and approaches were made as to the possibility of the Essendon club receiving permission from the Defence authorities to make the site available.

Unsurprisingly, these negotiations proceeded with agonising slowness, but by the beginning of 1952 there was a glimmer of hope. Then early in March, the announcement came that permission had been granted for a race meeting >

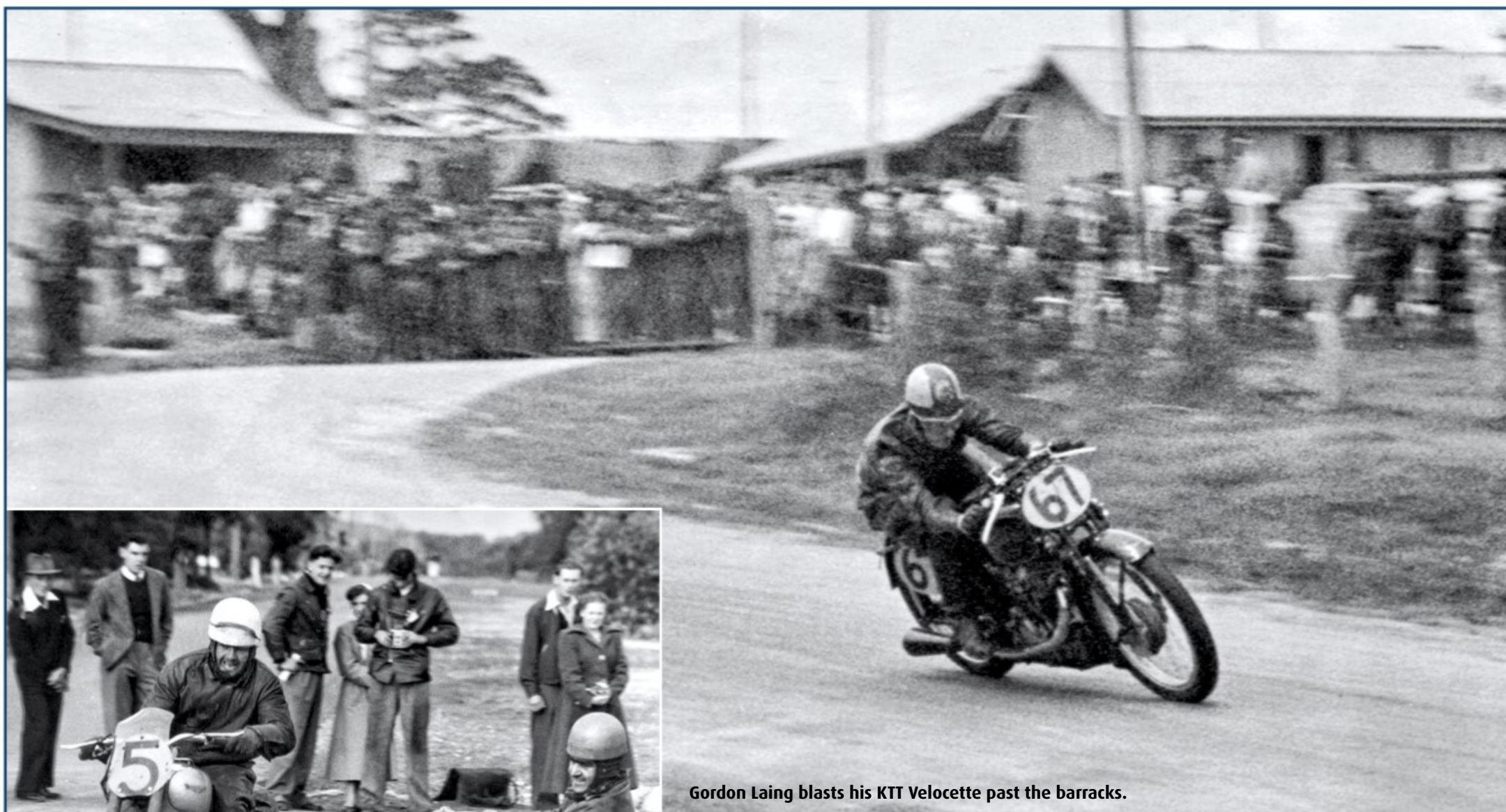


TOP Before the rear sprocket sheared on his Vincent, Frank Sinclair leads Laurie Fox and Keith Johnston.

BELOW Aerial view of the Puckapunyal Army Base today showing the 2.1 mile circuit from 1952.



TRACKS IN TIME PUKAPUNYAL



Gordon Laing blasts his KTT Velocette past the barracks.



ABOVE Obviously having fun, G. Toulson and passenger took third place in the Junior Sidecar on their Triumph outfit.

BELOW Laurie Fox stopped off on his way back from Bathurst to Mount Gambier and took second place in the Junior Sidecar.

to take place on Easter Monday, April 14, using a network of roads to produce a lap of 2.1 miles, with the main straight measuring 0.7 mile. Unlike other circuits in similar military areas, such as Rowville, the lap was entirely bitumen sealed. On Sunday March 9th, Essendon club organised a day for members to acquaint themselves with the site, and

to identify the many areas that would require work and organisation. Army personnel were to be detailed to patrol the circuit and to keep the corners swept clean. Loudspeakers were to be installed on all corners, with Army 'Walkie-talkies' in constant touch with the start/finish area. A spectators' camping site was established on the Goulburn River at Seymour. The club also organised buses from Melbourne.

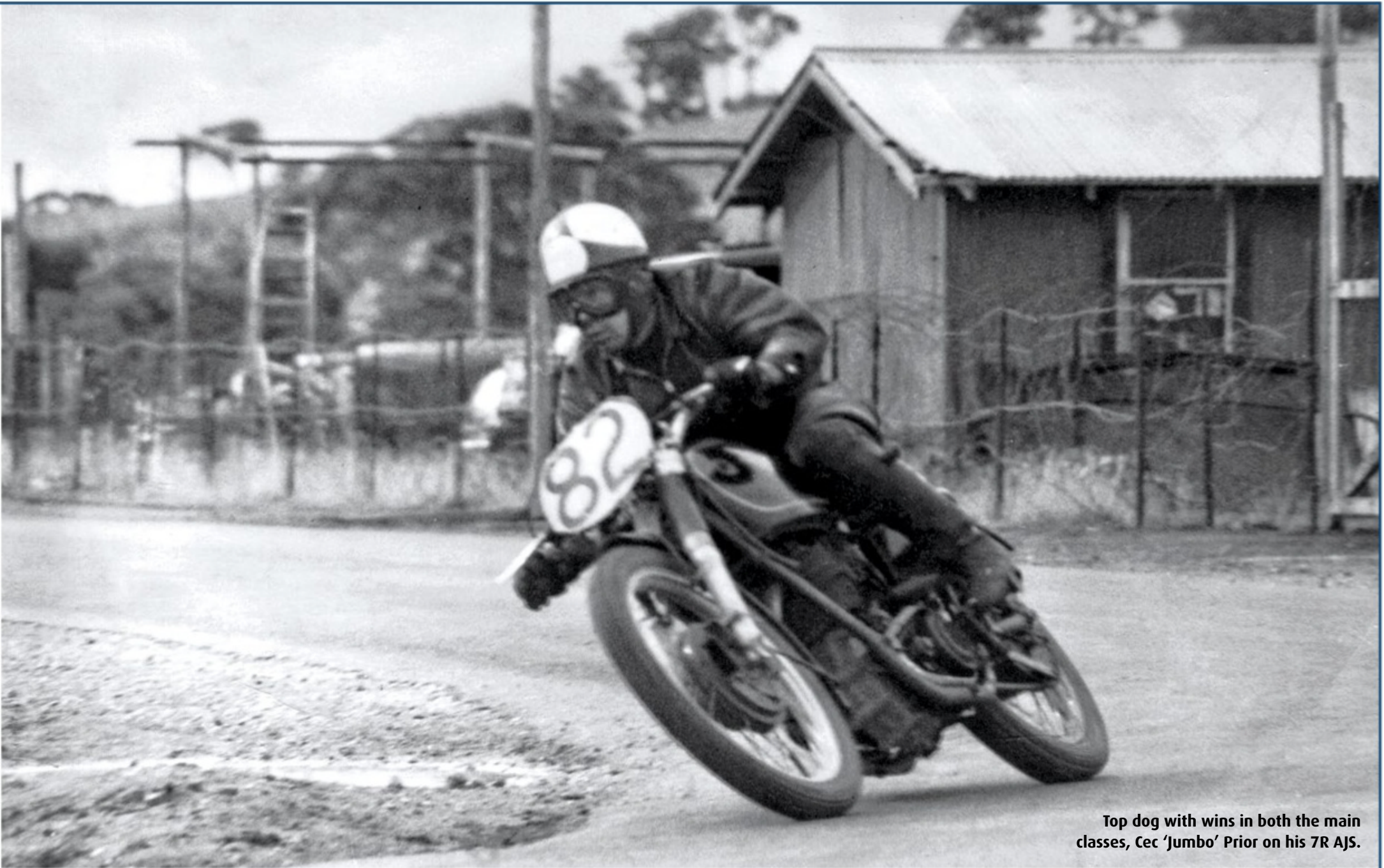
The reason for the Easter Monday date is unknown, but it would mean a hurried trip from Bathurst for many of the Victorian riders following the big meeting that concluded on Easter Saturday. The date also probably

discouraged New South Wales riders from attending, but as well as the majority of the Victorians returning from Bathurst, there were also a few South Australian entries. The programme comprised eight events following the practice period that was scheduled to run from 7.30am to 11.00am, the categories being 125cc (4 laps) 250cc (10 laps), Junior 350cc A and B Grade (12 laps), Junior C and D grade (10 laps), Senior 500cc A and B Grade (15 laps), Senior C and D Grade (12 laps), and 750cc and 1000 Sidecar races of 8 laps each. Racing was to start at 12.30pm and prize money totalled £131/10/-, paid to 4th place.

Within days of the announcement entries began arriving to the Essendon MCC secretary, Bill Gatens, including one for George Campbell on the famous "Shelsley" Matchless ridden with great success by Maurie Quincey prior to his purchase of the ex-Ken Kavanagh 'Featherbed' Manx Nortons. The Matchless was owned by Victorian agents Milledge Brothers and tuned by their ace mechanic Earl Brooks. Recently, regulations for such Clubmen's motorcycles had controversially changed to prohibit the use of methanol fuel, so Brooks had to work some magic to convert the engine to run satisfactorily on petrol, as stipulated by the new ACU rules. Campbell also entered his KTT Velocette. Quincey himself entered his two Nortons as well as the famous Eric Walsh



TRACKS IN TIME PUKAPUNYAL



Top dog with wins in both the main classes, Cec 'Jumbo' Prior on his 7R AJS.

Bantam BSA. Future World Champion Keith Campbell entered his KTT Velocette, as did rising star Graeme Laing.

By the time the Bathurst meeting (which had been run in treacherous wet conditions) concluded, Quincey had crashed twice, first in the 125cc race where he remounted and still won easily, and then on the opening lap of the Junior TT when he tumbled in the Esses while holding a slender lead over 'the

maestro' Harry Hinton. This time he was unable to continue, with the Norton bent and his ankle badly wrenched. He loaded up for the drive to Puckapunyal nursing quite a few bruises. What greeted spectators and competitors there was heavy rain, which thankfully abated later in the morning, but pushed the schedule well back and required much sweeping of corners and standing water by the officials and military helpers. ➤



ABOVE Ivan Tighe, third in the 350 A & B Grade on his 7R AJS.
LEFT Winner of the combined Junior and Senior Sidecar race, Bernie Mack on his Norton ahead of George Murphy's HRD.

TRACKS IN TIME PUKAPUNYAL



ABOVE **Geelong dealer Frank Pratt on his Series B HRD.**

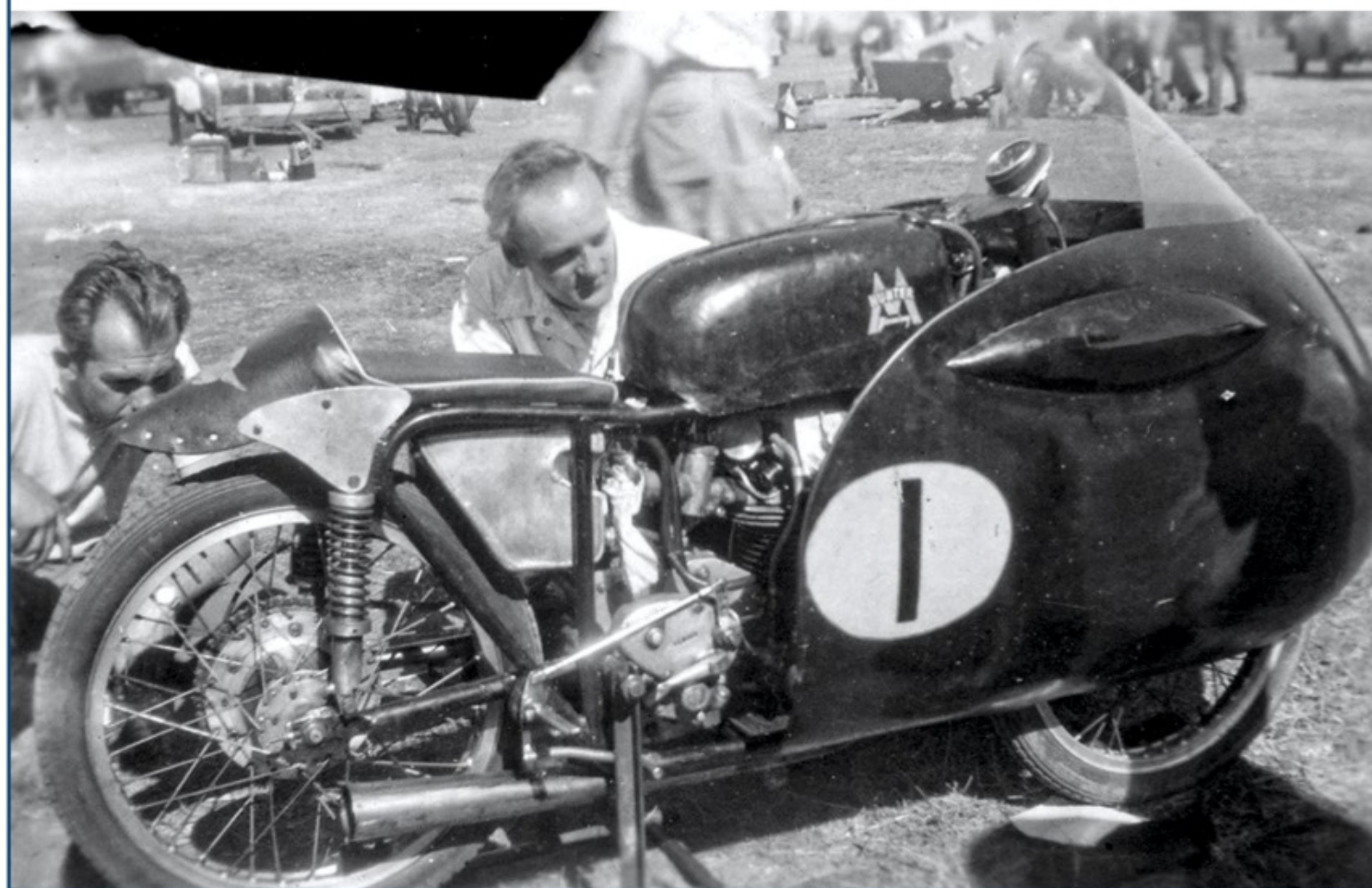
BELOW **The '125cc Picaninny, built by the Hunter brothers, in the pits at Puckapunyal.**

The race program began with the 125cc race, and Quincey, nursing his bruised foot, started from the rear of the grid and waited the required 10 seconds before he could receive assistance to push start. It made no difference to the result however, with Quincey screaming

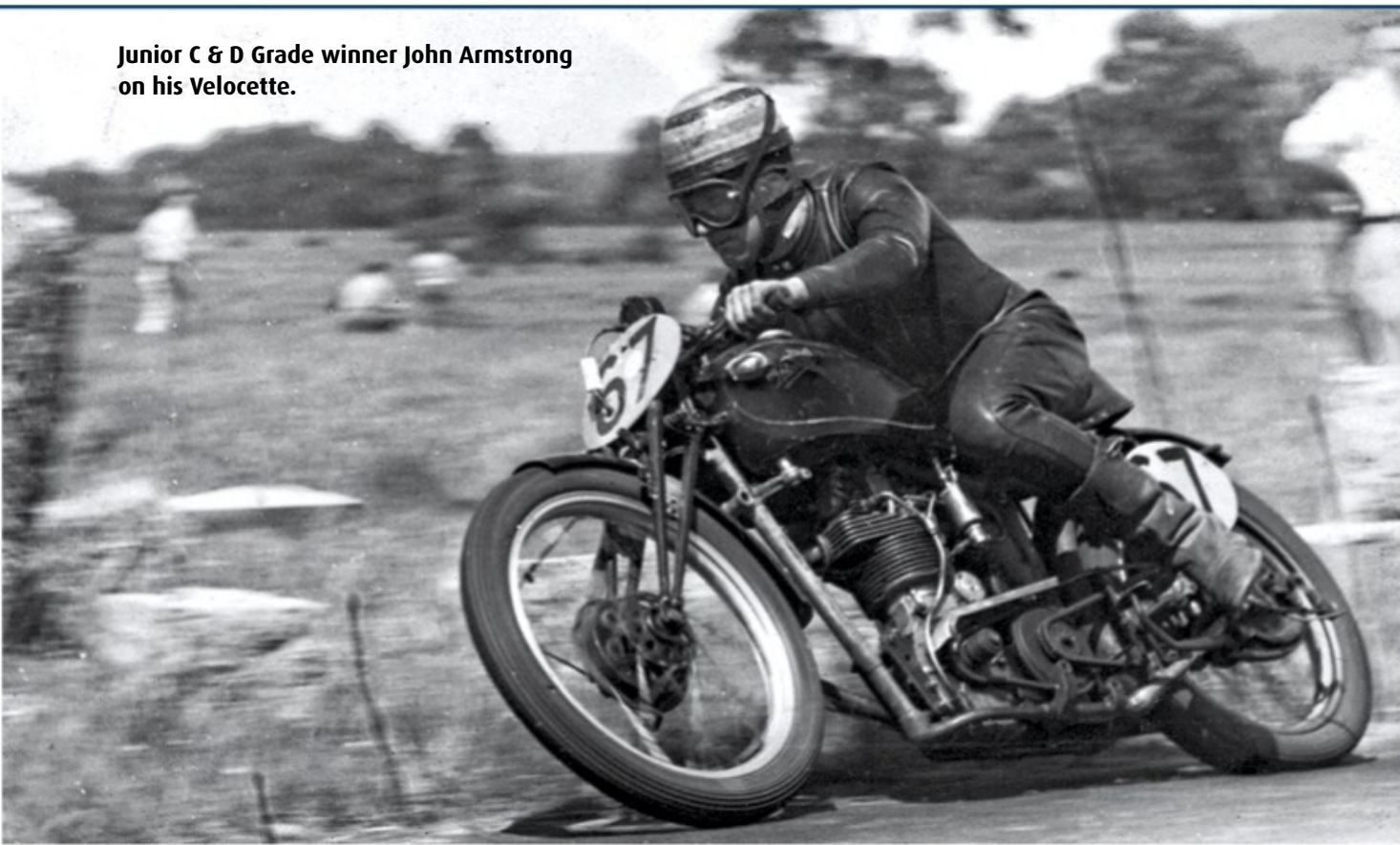
through the field to finish 12 seconds ahead. Thereafter he packed up his unused Nortons and went home, which was a great blow to the meeting. Next came the 250s, and all-rounder Ray Owen, who mixed road racing with speedway, grass track, scrambles and hill

climbs, shot into the lead on his trusty T70 Triumph immediately to win by 17 seconds from Ray Wason's Velocette. With a big entry, the Junior C&D event was run as two heats and a final, which was cut from 12 laps to four because of failing light and won by John Armstrong's Velocette. After two heats, the 4 lap final of the Senior C&D, held in misty rain, went to Ariel-mounted Geoff Whitlock.

Instead of separate events as programmed, both sidecar races were run as a combined event over 8 laps with Frank Sinclair's Vincent in control until the rear sprocket sheared, letting Bernie Mack's Norton through to win both classes easily from South Australian Laurie Fox on his Norton. The feature solo events began with the Junior A & B over the full scheduled 12 laps, and was a highly entertaining affair eventually won by Cec 'Jumbo' Prior on his 7R AJS after a dice with Keith Campbell's KTT Velocette that ended with fading brakes on the Velo. Third after another close battle was Ivan Tighe's 7R AJS. The Senior A & B was the final race of the day and began at 5.45pm under heavily overcast skies with the camp's light ablaze. With the 12 laps reduced to a 4-lap sprint, it gave Prior a 'double' for the meeting when he beat



Junior C & D Grade winner John Armstrong on his Velocette.



George Campbell on the Milledge Brothers Shelsley Matchless formerly ridden by Maurie Quincey.

home George Campbell's Matchless and Ray Cresp's Triumph.

It had been a trying day, weather-wise, but reportedly most riders enjoyed the circuit, which had a reasonable surface with a straight that allowed the engines to be given a decent head of steam. But it remained a one-off. Australia at the time was involved in the Korean War, which despite prophecies of an early end, dragged on until mid-1953, with military installations such as Puckapunyal reverting to intense training and high alert status. Which did not include motorcycle racing. Amazingly, given that the base is still operational and home to a heritage museum, not a trace exists in the official archives regarding the



meeting. Some photos remain, but in compiling this article, all our efforts to secure a copy of the Official Program came to zero. Even the local newspaper, still operational in Seymour, drew a blank. It's as though 'Pucka' never happened. ■

ABOVE A Motorcycle Escort squad, mounted on B40 BSAs, at Puckapunyal in 1976.

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1971 BSA ROCKET 3

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lighter front forks. Improved oil cooler makes engine run cooler, increases efficiency and reliability. The new megaphone exhausts and directional signals are luxury touches. This is the bike that made a name for itself at Talladega. Now, ready to add glory to you. The most bike there is. And that's a lot.



BSA ROCKET III 750.
(A75), (A75V)

ENGINE TYPE: OHV 4-stroke
CYLINDERS: 3
MAX. HP: 60 hp @ 7250 rpm
MAX. TORQUE: 45 ft. lb. @ 6000 rpm
BORE/STROKE: 67 x 70 mm
COMP. RATIO: 9:1
TRANSMISSION: 4-speed gearbox (A75)
3-speed gearbox (A75V)
CAMBELT: 3-4mm timing
FRONT TIRE: Dunlop 4.10 x 19" K21
REAR TIRE: Dunlop 4.10 x 19" K21
FRONT BRAKE: 8" DLS
REAR BRAKE: 7" DLS
WHEEL BASE: 56.5"
GROUND CLEAR.: 7"
DRY WEIGHT: 455 lbs.
FUEL TANK: 3 gals.
OIL: 6 pts.

CIRCLE NO. 37 ON READER SERVICE PAGE

US ad for the Rocket 3 from March 1971 –
just in time for Daytona!



Going grey

There was a lot going on at Small Heath in the early 'seventies, not all of it directly connected to building motorcycles. Boardroom chaos, worker unrest, cash crisis after cash crisis, quality problems, ho-hum reviews, devaluation of the US dollar, government reticence for further hand-outs...

Story Jim Scaysbrook Photos OBA



1971 BSA ROCKET 3

Amid all this, BSA ploughed on, flying the tattered Union Jack in the face of a remorseless barrage from Japan, which had recently dared to venture from their established field of lightweight motorcycles, into the realm so long dominated by the Brits – the big bike. True, BSA/Triumph had fought back with their new generation of triples, which broke clean away from the long-established parallel twin mould. But while the original triples – in Trident (Triumph) and Rocket 3 (BSA) guise – performed well enough and were volume sellers in many markets, including Australasia, they never quite grabbed the Stateside attention they coveted. The quirky, slab-sided styling failed to excite the Yankees, and if the sales storm created by the Honda CB750 wasn't enough to combat, the Kawasaki Z1 was poised to inflict even more pain.

BSA/Triumph had put on a brave face and firmly embraced the American racing scene as a means to demonstrate the capabilities of the triples, and to a large degree they had succeeded thanks to the efforts of John Cooper, Dick Mann and quite a few others. But racing success still did not address the basic shortcomings of the BSA in the eyes of the Americans. It needed a makeover – and fast, because back in boggy Birmingham, the parent company was bleeding.

What transpired for 1971 was a completely restyled Rocket 3, which borrowed styling cues from



ABOVE **Top clocks.** Smiths instruments, substantially rubber mounted. BELOW LEFT **The ubiquitous Triumph conical rear hub,** used across the range including on the BSA off roaders. BELOW CENTRE **Side covers** are much less ornate, and smaller, than the original model.

the chrome plated air filter case was on full display. The right side cover only sat above the top half of the grey-painted oil tank, while the left side cover was styled to match with a two-tone red/grey. Breathing through the substantial air filter were three Amal 626 Concentrics, over-bored by 1mm to 27mm. The left side cover now housed the ignition switch, which had been moved from the right hand headlight bracket. It was noted in several road tests that the clearly exposed ignition switch, with its pull-on/off plugs, was child's play to hot-wire.

triple fluted outlets – a distinctive but not universally popular fitment to both the BSA and Triumph triples in their original form. In their place were very British megaphone silencers with small reverse cone end caps, and this allowed extra and much-needed ground clearance. The front end of the '71 Rocket 3 was all-new, with longer travel 'Ceriani – style' forks that were lighter (thanks to aluminium sliders), two-way damped with 170mm travel, and dispensed with the rubber gaiters and chrome lower covers. Also breaking from tradition was the use of wire-type brackets to hold the headlamp shell instead of the pressed metal style. These brackets attached to the underside of the top fork crown and to the pinch bolts on the lower end – rubber mounted to reduce the filament-cracking vibrations reaching the headlight bulb. Likewise, both speedo and tacho instruments were rubber mounted, in separate rubber pods attached to the fork crown.

BSA also did away with the full-width front hub. In its place was the Triumph eight-inch 'conical' hub, an item not noted for its ability to quickly arrest forward motion, which was apparently foisted upon the group by the dictatorial Umberslade Hall design boffins. The brake actually worked in the opposite way to the one it replaced. Instead of the actuating arms moving in parallel, with an adjustable balance bar, the brake cable pulled the arms of the twin-leading-shoe brake towards each other. The brake plate contained a massive air scoop, with a pair of outlets to exhaust the cooling air. Capping the front end was an abbreviated, chrome plated front mudguard with rather puny wire stays that were welded rather than bolted to the guard itself – a far cry from the solid, valanced item of the originals. The conical hub also graced the rear end of the machine, which had a shorter, chrome plated rear mudguard, while the grey treatment extended to the rear chain guard and the shock absorber bodies.

Interestingly, the 1970 Daytona triples were fitted with huge 260mm Fontana double-sided front brakes, but by 1971 twin Lockheed discs had replaced the drums. Had finances permitted, it would have been a shrewd marketing move to have discs ➤



across the BSA range, particularly the big twins. The fuel tank mirrored the red and chrome (officially Firecracker Red), with the big, bold BSA starburst badge of the A65 Rocket, but with only 2 and a half gallons capacity, range was limited to around 100 miles before a refill was called for. The midriff fibreglass side covers were flatter and in two-tone red and grey, the latter colour matching that of the frame itself. These covers were smaller than the earlier style, without the forward facing lip, meaning



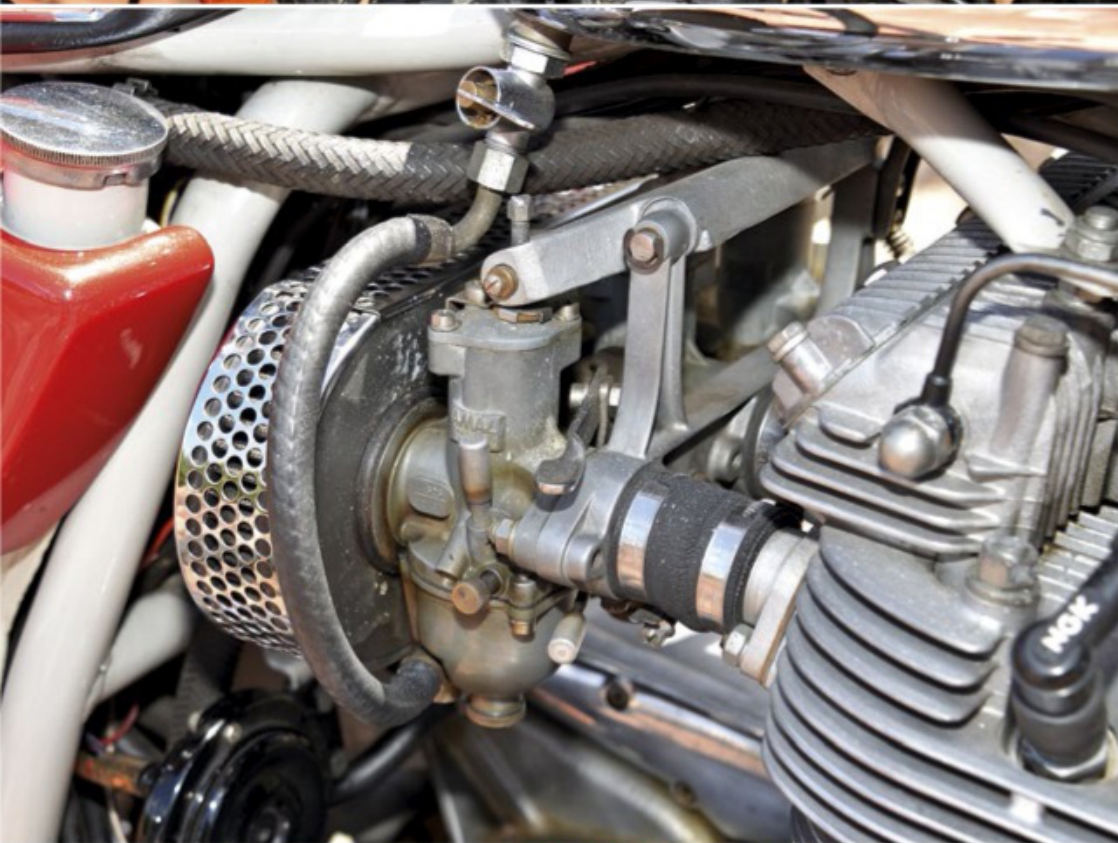
The choice of grey for the frame was a controversial one, in stark contrast to the traditional black, and it sat uneasily with purists and new-gen alike. The concept extended across much of the BSA export range, including the A65L Lightning and the A65T Thunderbolt. Apart from its sombre tone, the grey frame also showed up mud and grime much more readily than the black, and it lasted only one season, being dropped for the 1972 model in favour of black.

Gone also were the 'Raygun' silencers with their

The choice of grey for the frame was a controversial one, in stark contrast to the traditional black, and it sat uneasily with purists and new-gen alike.



Now that's a handsome tank in anyone's language.



ABOVE Amal Concentric carbs, rubber mounted to the inlet spigots.

LEFT Tucked down above the gearbox, the horn would have a difficult job.

BELOW Not pretty, but the oil cooler was a vital component and did its duty well.





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1971 BSA ROCKET 3

on the road models as well, as the conical front brake was simply not up to the job.

New style Lucas switches, with up/down toggle levers to operate things like high/low beam (on the left) and the turn indicators (right), were also new, or at least, new-looking. Slung across the front of the frame, below the fuel tank, a massive oil radiator poked out into the breeze, and although ungainly, would have been a practical fitment for American freeways. BSA claimed that the oil cooler meant the A75's lubricant ran 50% cooler than the A65 twin, which had no such device.

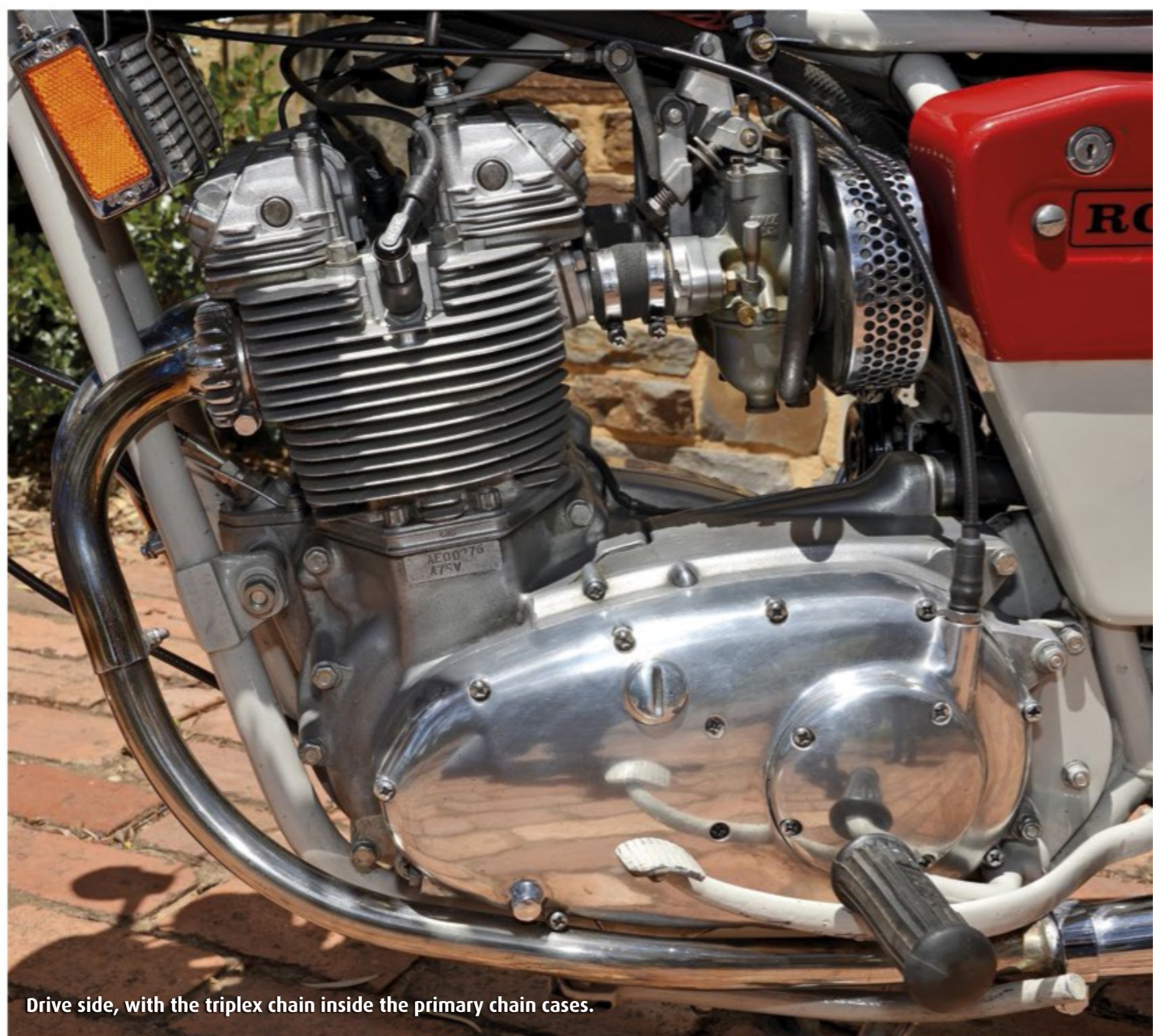
Off course, in the badge engineering style that had become endemic amongst British manufacturers, the Rocket 3 had a doppelganger in the Triumph Trident, which received a similar makeover in 1971 to emerge, in effect, as a three-cylinder Bonneville, with the 'upright' cylinders continuing the visual point of difference between the otherwise identical engines.

Gearing up

And now to the real difference – the transmission. American Motorcycle Association rules required 200 of any model to be made available for public sale in order to meet homologation regulations for AMA racing. One drawback to the existing BSA/Triumph triples was the four-speed gearbox, although in close-ratio form, it wasn't too much of a handicap thanks to the prodigious torque from the 750 triple engine. But split seconds being what they are in racing terms, a five-speeder was deemed necessary to counter the new opposition in the form of Honda's stunning CB750, which in CR form, would be on the grid for the 1970 Daytona 200, ranged against a phalanx of British twins and triples, and score a rather fortunate victory. To this end, BSA set about producing the required 200 examples of the A75, which was officially known as the A75RV.



Dunstall mufflers replace the originals, but have a very similar appearance.



Drive side, with the triplex chain inside the primary chain cases.

Triumph did likewise, producing an equivalent number of the revamped T150, which in five-speed form was marketed as the T150V.

In US-market specification, the standard four-speed gearbox had the ratios 4.98, 5.95, 8.42, and 12.15:1, while the five-speeder was 4.98, 5.93, 6.98, 9.19 and 12.91:1, giving a much closer second to third, and third to fourth relationship. As well as the US models, the home market triples received a facelift, of sorts. The Rocket 3 took on most of the changes including the megaphone silencers, chrome mudguards and smaller side covers, but retained the basic appearance of the original slab-sided 4-gallon fuel tank with its knee rubbers.

Although in desperate financial straits, BSA/Triumph staged a lavish launch for the vital export models in November 1970. Ironically, while BSA was standing on the very brink of extinction, the triples were enjoying incredible success on the race tracks, with even better things in store, such as John Cooper trouncing the 'invincible' combination of Giacomo Agostini and the works MV Agusta at Mallory Park's Race of the Year in 1971. Cooper added to his trophy cabinet (and bank balance) by

capturing the rich 250 Mile Champion Spark Plug Classic at the short-lived Ontario circuit in California later in the year.

For the record, BSA did succeed in winning the 1971 Daytona 200, with the shrewd and fast Dick Mann in the saddle, after the star-studded BSA/Triumph line up, that included Mike Hailwood, Paul Smart, Gary Nixon and Dave Aldana gradually falling by the wayside, with Gene Romero (Trident) second and Don Emde (BSA) third, all on 5-speeders. The race was held in March, 1971, two months before the release of the 5-speed road-going triples.

Regardless of the racing successes, the curtain was rapidly falling on BSA, which managed to build 927 triples for the 1971 production year. A further 572, including a sole 5-speeder that was sold to the German distributor, came off the production line in 1972 before the guillotine finally came down. All of which makes the particular motorcycle featured here – engine number AE00276 A75V – rather unique, or at least, one of just 200. The AE prefix denotes construction in February 1971.

Local 5-speeders

This motorcycle is owned by Steve Mobbs, who has quite a passion for BSAs (and Panthers). His collection extends from a pre-war C10, to one of the very early long-stroke A7 twins, as well as to more modern fare.

Around ten years ago, Steve saw an advertisement for the Rocket 3 on the internet. It was listed as a "rare BSA Rocket 3 5 Speed. There

American Motorcycle Association rules required 200 of any model to be made available for public sale in order to meet homologation regulations for AMA racing.



were supposed to have been 200 A75V or A75RV 5-speed bikes built in 1971 for racing homologation for the US. This example is an original Southern California bike being sold with a California title. Currently not running requiring minimum top end work...the timing side intake push rod is off its tappet (so) no compression in that cylinder. Frame and engine numbers match...missing centre stand, mounting hardware, tach cable, rear seat bracket and top engine torque stays. 26,000 miles on the odometer. Engine is cosmetically nice, no broken fins, no wild spanner marks, covers are nice without dents or scratches, original case screws. Frame is

still in the original dove grey, original Dunlop rims, stock handlebars with Lucas switchgear, Lucas headlamp and turn signals. Gas tank is faded to grey on one side with some colour on the drive side. A very rare and now sought-after bike."

That description spiked the interest of Steve in South Australia, so the BSA was purchased, crated and shipped from Los Angeles. "I was keen on it because it was one of the original 200 made for the AMA racing homologation, says Steve. "I'm not mad about the look of the grey frame, which is also hard to keep clean, and I think the Americans weren't either, so that's why they went back to the black

frame for 1972. I have fitted Dunstall mufflers on the original three-into-two headers which are very similar visually to the megaphone style mufflers on the original, but they work a lot better."

Steve says the five-speed gearbox is a significant improvement, which begs the question – why did BSA not list it as standard fitment? My guess is that the answer lies somewhere in the jurisdiction of the BSA/Triumph accounts department, accumulated 4-speed components, a general downturn in demand in the face of intensified Japanese opposition, and curious, but unfortunately typical, management decisions. ➤

1971 BSA ROCKET 3

Steve sourced the required parts himself, with internal components mainly from L.P. Williams in UK, and using the original nuts and bolts wherever possible. The engine assembly was carried out by a friend, Pete Grocke. Paintwork was done locally by Brenton Burgess, and Tony O'Connor from Eldorado Seats rejuvenated an aftermarket seat that Steve had acquired. Basically everything else was retained from the original bike, which now looks an absolute treat.

Maurie Edwards from Melbourne, who also owns a 5-speed grey frame Rocket 3, has put together a register of the model in Australia. "To start with the engines were stamped 'A75RV', then shortened to 'A75V' later in the run, which has led to all sorts of conspiracy theories. They are all in the BSA dispatch books as being built on the 19th February 1971, then being dispatched over the next three days. According to BSA's February 1971 memo to dealers, the A75V was meant to be on sale on March 13, this being the day after the running of the Daytona 200, with the standard 4-speed on sale April 10. The gearbox was designed by Quaife for BSA/Triumph and the boxes in the 1971 bikes were made by Quaife as well. The 5 changes much better than the old 4-speed, which feels like something designed in the '30s, probably because it was!"

1971 BSA Rocket 3 A75V
Specifications

ENGINE	OHV 4 stroke triple. 120 degree crank throws.
BORE X STROKE	67 x 70mm
CAPACITY	741cc
COMP. RATIO	9.0:1
POWER	60hp @ 7,800 rpm
CARBS	3 x Amal 26mm Concentric bored out to 27mm
TYRES	Front: 4.10 x 19 Rear: 4.10 x 19
BRAKES	Front: 8-inch TLS Rear: 7-inch SLS
WHEELBASE	1442mm
DRY WEIGHT	207kg
FUEL CAPACITY	2.5 gallon
TRANSMISSION	5 speed, triplex primary chain drive. AP single-plate diaphragm spring clutch.
FRAME	Double cradle brazed steel tube.
SUSPENSION	Front: BSA/Triumph telescopic fork with 170mm travel. Rear: Girling spring/damper units with 3-way preload adjustment.
ELECTRICS	Lucas 120-watt 12 volt RM20 alternator with full-wave rectification and Zener diode voltage control. Three HT coils and points.
TOP SPEED	122 mph



Maurie Edwards' A75V, restored in time for the 2018 BSA International Rally.

"There were no more than the 200 made for 1971, then 3 more in 1972, the 5-speed would have become the standard had BSA not folded. My count is 11 5-speeds here that I've heard of since I got mine, so you would think that there would be a few more hidden away out there somewhere. I don't know why this is, but there certainly seems to be more of these here than you would think. Perhaps the Americans are not as interested in preserving their history as we are.

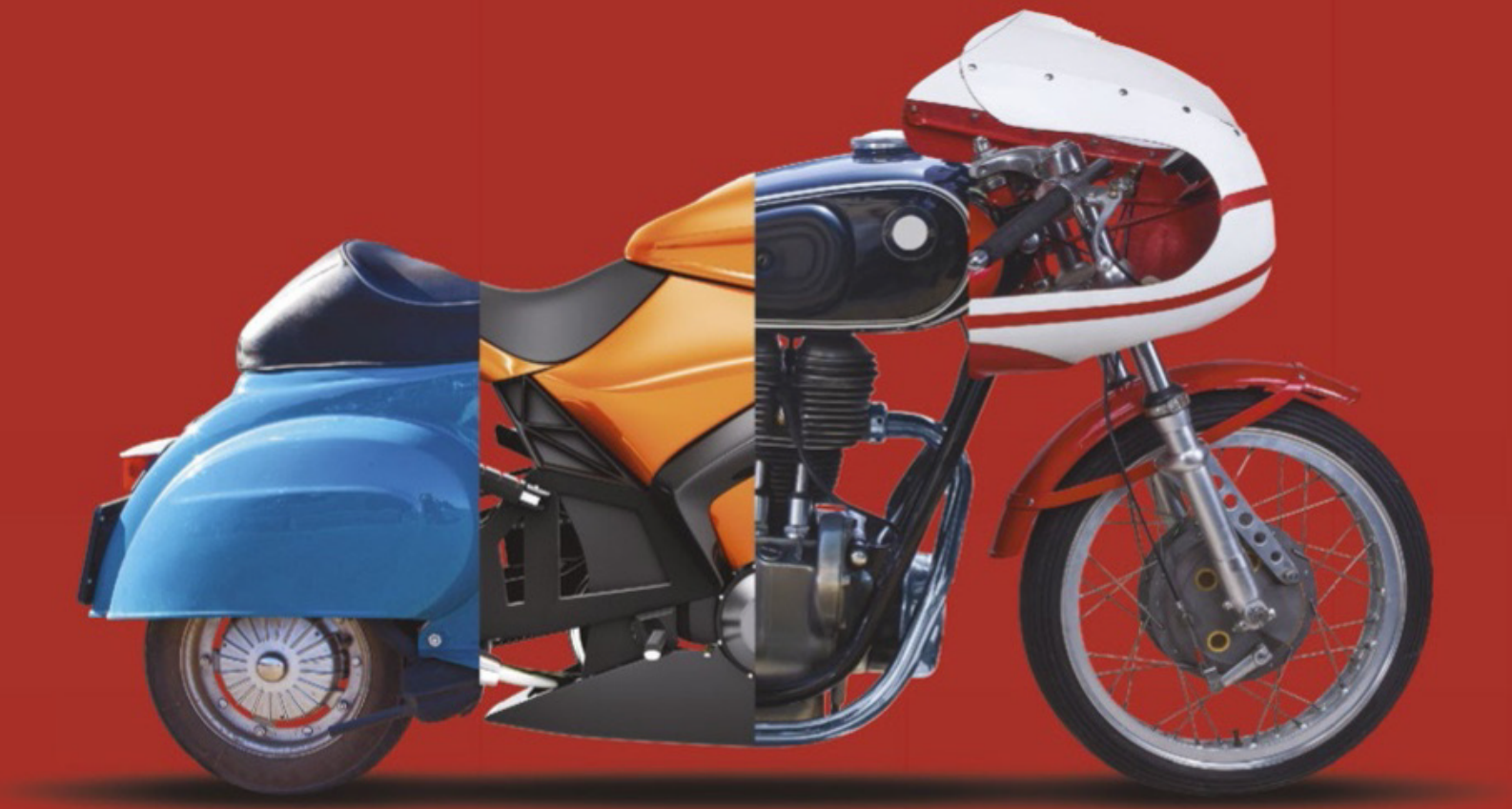
"My bike is AE00341. I bought it in 2008 from Peter Dunster in Canberra with 7,500 miles on the clock. It was from the deceased estate of a bloke called Peter Griffin somewhere in NSW.

"Unfortunately I don't know how or when it arrived here in Australia. I've covered 6500 miles since then and restored it in time for the BSA International Rally in 2018. I repainted it in the original Firecracker red, which has a bronze look about it, whereas Steve's bike is in a brighter shade of red. It is a brave man who tries to get more than 100 miles out of a tank of fuel." Maurie concurs that the very last Rocket 3 (a 5-speeder) to leave the factory before the closure went to Germany. Even with the disproportionate representation of the model in Australasia (there are believed to be several in New Zealand as well), these are still rare motorcycles, and significant ones too. ■



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SALES FAILS

Story Derek Pickard

The bike boom of 50 years ago saw the Japanese in a position to take full advantage. But despite their many winners they had their share of problems. Derek Pickard looks back at the ones that got away – the sales failures.

The 1970s were a truly golden era in motorcycles. The buying market had the money and the Japanese makers' had an eager spirit to try any type of new products. The four factories had their own huge domestic market as the base and the USA was taking just about anything shipped out of Tokyo.

Everything was on the agenda: on-road, off-road, singles, triples, fours, two strokes and even rotaries. With the Japanese investment in Research & Development matched by immaculate production technologies, a huge list of ranges expanded rapidly.

And as the businesses boomed, most of the 1970s had just about gone before the brakes on the few failed models began to be applied. The previously perfect record of innovative Jap bikes which always

went from big to bigger, began to hit a wall for some examples. Suddenly a few new bikes were not meeting sales expectation and expensive production lines were closed. Sure, most of their ranges were singing along in a booming consumer world, but for the first time individual mistakes had to be admitted. The failures went on into the 1980s as competition forced all four factories to keep trying new layouts – and they all incurred inevitable flops.

This line-up is not a judge of technologies, more a list on where the otherwise successful factories lost money by occasionally getting it wrong. Remember,

manufacturing industry is all about volume and to retrieve huge investment costs in R&D and new production lines, a new model must sell well over a period of time, like two or three years.



Manufacturer sales failures

(in alphabetical order):

Honda

CB750A (auto)

The plot was obvious: take the proven and acceptable CB750 and fit it with an automatic transmission. (Honda had been developing its own version of fluid flywheel torque converters for their Honda cars so began to fit them to motorcycles.) Despite the high profile launch in the world's biggest market of automatic cars, hardly anyone into bikes was buying. Very soon, the line fell silent. Clearly, 1970s bike buyers preferred clicking through the gears.

CB400A (auto)

The Honda executives were very aware of the fact that the CB350 twin had been a top USA seller during the early 1970s and they wanted a middleweight that could retake such a profitable

SALES FAILURES



Honda CB400A

position. They figured their auto technology in simpler form put into the late 1970s 400 twins had to be a winner. Despite mild sales numbers and a later bigger 450, total sales remained low and Honda gave up on auto motorcycles for many years.

CBX1000

I'll never forget attending the lavish USA launch of this glamorous six in 1978 and listening to the Honda executives telling us how confident they were that Honda's CBX1000 was going to do to the market in 1979 what the CB750 had done in 1969 – and everyone believed it. They even bragged about their huge new production line in Japan. Despite stunning looks and specification, sales were slower than hoped. Within no time, the model was upgraded to the Pro-link faired tourer which sold even less before Honda ended this layout.



Honda CBX1000

saw the ugly duckling make only mild sales. Whereas the SR500 went onto the very good SRX600, this FT went nowhere.

CB500T

Talk about milking a model for too long. After the old 450 twin had been around for a decade, Honda upgraded the engine into a 500 and painted the bike yuck brown. Production ended after the first brief run.

Honda could afford it

While individual flops cost the world's biggest bike maker heaps, looked at as a total picture the cost was easily absorbed. Honda's really big earner during the 1970s along with its bikes was the incredibly big selling Civic car. Of all the Japanese bike makers, this company was a huge success story so failures were taken in its stride. ➤



Honda FT500



XLV750

A nicely styled and well spec'd big trail bike that was in every way ahead of its time. It was one of the first in the soon-to-emerge category of an adventure machine. Although the factory had big hopes for this shaft drive off-roader, very few sold. Probably too much too soon.

FT500

Honda released this road version of their trail bike following the success of the Yamaha SR500. Despite having a better electric-start engine, errors in styling



Honda CB500T

SALES FAILURES



Kawasaki Z1300

Kawasaki

Z1300

Kawasaki engineers obviously believed Honda's claim that the USA market would be huge for the Honda CBX six and so the Kawasaki factory got to work on its version. Unfortunately by the time the 1300 came on the market as a truly huge and hefty bike, buyers had already rejected the layout and very few sold, forcing the model's closure even after the factory tried a couple of versions.

KZ750 twin

The Japanese fascination with a traditional 650/750 twin layout to take over where the Brits had left off, saw all the Nipponese factories come up with their



Kawasaki KZ750

version. But this one was too big, too long, too heavy and simply could not compete against the competition.

VN750

On paper, this air-cooled v-twin with its shaft drive and very laid back riding position looked the part to do good business in the USA. But lack of dealer numbers and promotion

activity sent a perfectly acceptable bike to an early grave. Selling motorcycles in a saturated market is a tough business.

Kawasaki could afford it

If ever a motorcycle maker had a huge parent company to bail out any losses, then this is such an example. Kawasaki Heavy Industries' deep pockets were always there to ensure its bike maker would continue to grow.



Kawasaki VN750

SALES FAILURES



Suzuki RE5 Rotary

Suzuki

RE5 Rotary

Suzuki were carried along with the rotary trend of the early 1970s with a big R&D program resulting in the totally different RE5. It was big, heavy and complex. Buyers resisted it from the beginning and despite an upgrade to improve the styling, the bike was withdrawn from the market. For the factory this

was an incredibly expensive exercise and arguably motorcycling's biggest flop.

GR650

Yet another Japanese version of the British twin, only this was the last of all the traditional Japanese parallel twins in the classic era. It was light, had a mono-shock rear and worked well, with no real faults. But this sector of the market was all but done and sales volumes were next to nothing so forcing the end.



Suzuki GR650



Suzuki VX800
Photo: Wikipedia

VX800

Following the very ordinary sales of the VS750 v-twin sport cruiser, this factory obviously thought they could make reasonable business out of producing a tourer version. Although it did nothing wrong, sales were very low. The factory had to push the stop button.

Yamaha

XV500

This relatively simple air cooled v-twin with shaft drive was released at an attractive price hoping to capture sales in the light tourer sector. Despite being a good machine it failed mainly because it slotted into no specific market in any major country to be a platform. The days of making a nice bike that would sell on the basis of being a nice 500 had gone. ➤



Yamaha XV500

Photo: Moto.ZombDrive.com



XZ550

Someone in this factory obviously thought that a truly different bike could sell if the layout was impressive. They were wrong. Although this reasonably light water-cooled v-twin with shaft drive was a technically impressive machine, it certainly did not hit any sales notes with buyers.

TX750 twin

Clearly the Yamaha engineers in the early 1970s wanted a hi-tech version of a 750 twin and started with a clean drawing board. But their lack of experience designing all-new four strokes saw this something-and-nothing unusual design impress very few people. Sales flopped, no Mk2 emerged and the maker was forced to do what the Japanese hate – admit a mistake. (Considering the deserved success of their excellent 650 twin, this bigger twin’s failure must have been a bitter blow for the factory.)



XV1000

The big v-twin was launched with much fanfare and certainly on paper the shaft-driven tourer looked the part. Although it remained in low volume production for a few years, it never really made anything like the numbers expected. It is more proof of the principle that sales success is not always dependent on good design.

GTS1000

If the factory hoped fitting a very different – and conspicuous – front end could make a successful bike, then this centre-steered big tourer proved them wrong. The price was also far too high. The industry certainly learnt a lesson on this one.



Yamaha XS360

The sales brochure stated, “The new XS360 is a motorcycle that will be written and talked about for years to come.” That’s because most stayed in the showrooms for at least that long, such was the tepid reception the model received when launched in 1976. It was fitted with a six-speed gearbox, rare for the time, because it needed it. By 1977 it was gone.

Yamaha XS1100 Venturer

Yamaha had massive ambitions of their fully faired big tourer in the USA market in the late 1970s and invested a fortune in marketing. They even paid for huge highway display advertising. While there was nothing wrong with the bike, its formula obviously did not impress sufficient buyers and dealers reported little interest and disappointing sales. Probably a case of too much too soon, especially in advertising. By the time consumerism slowly moved acceptance up to very large tourers, this hi-spec Series One had been sidelined and the advertising manager fired. ■

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The handsome diamond-stitched saddles on the Ventures are generously padded for all-day comfort. And to help keep your Venture from venturing off, we've built in a wheel locking chain that stores neatly out of sight when not in use.

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VETERAN RALLY 1958



ABOVE Fred Bush (left) on his Rover and Alan Chate (Zenith) prepare to start.
BELOW A pair of Indians: D. Mortimer on #11.



Jack Christie (Indian Scout 5hp)
under starter's orders.





Old timers' day out

Noel Hall boots his
Australian-built 1920
Southern Cross into life.



Harry Beanham's
1920 399cc ABC.



A 1913 5hp Harley-Davidson
soaks up the sun.

Vintage, veteran and classic motorcycle rallies are commonplace today – held virtually every weekend somewhere in Australia. But more than 60 years ago the concept was in its fledgling days, so the gathering organised by the Vintage Motorcycle Club of Australia on Sunday, November 23rd, 1958 was something of a novelty.

Termed the 60 Mile Trial, the event drew an excellent turnout of bikes, the oldest being Fred Bush's Rover, Al Chate's Zenith and Laurie Deller's NSU – all from 1906. And yes, this is the same Laurie Deller who is still a regular starter in rallies to this day. After all, it was only 60 years or so since the invention of the motorcycle, yet fortunately many had been preserved.

Fittingly, entrants lined up on what had been the main straight of the former Parramatta Park road racing circuit (which is also still in place today, albeit in the form of a one-way system with a 30km/h speed limit) that had been last used for motorcycle racing in 1955. Indeed, 1958 marked the City of Parramatta's 150th Anniversary, and many celebrations were planned, one of which was an application by the NSW Light Car Club to hold a race meeting. Unfortunately, as the roads within the park were public roads, no such activity could be authorised without the

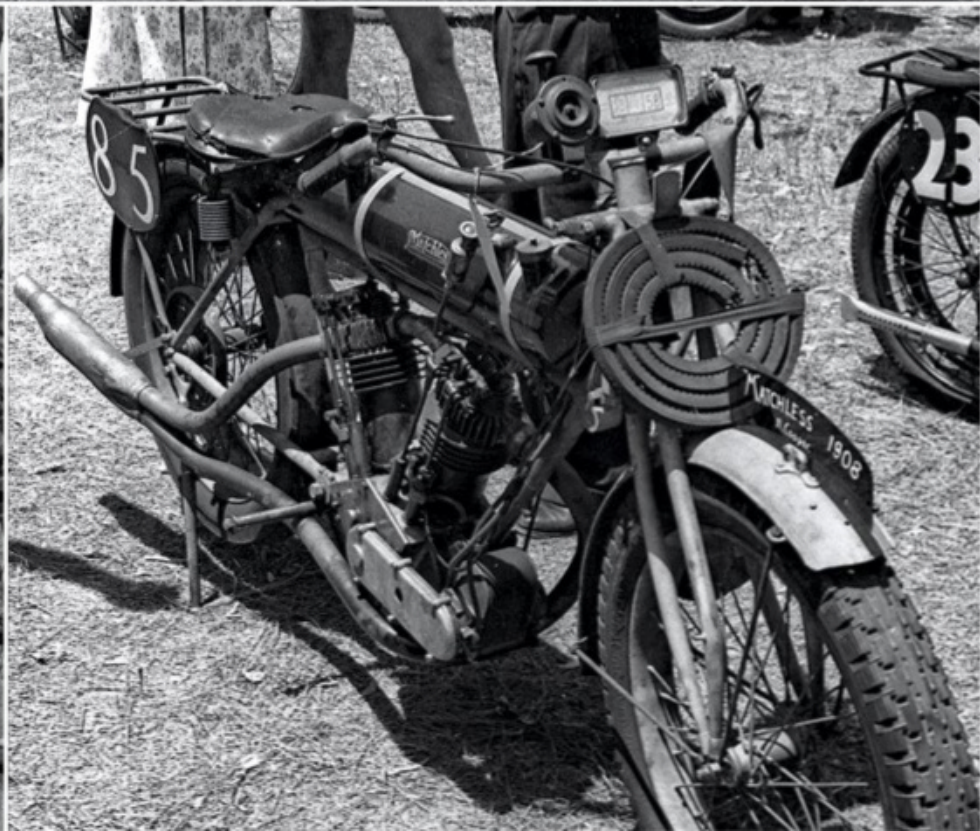
consent of the Commissioner of Police. Mr Commissioner gave the request a stern thumbs down.

The Veteran Rally, on the other hand, was not a speed contest, and so received more favourable treatment. The same venue had in fact been the start and finishing point for the 1954 Redex Trial for motorcycles, and some of the veteran riders had been part of that event as well. The route took the field, which set off in pairs at one-minute intervals, out of Parramatta to the first control on Mulgoa Road, a distance of 16 kilometres. Next followed a 17km run to Wallacia, with a one-hour stop for lunch at the grand old pub. Twelve more miles brought up control point three at the intersection of Great Western Highway and Kingswood Road. Two more short stages saw controls at Schofields Railway Station and then it was back to the finish at Parramatta Park.

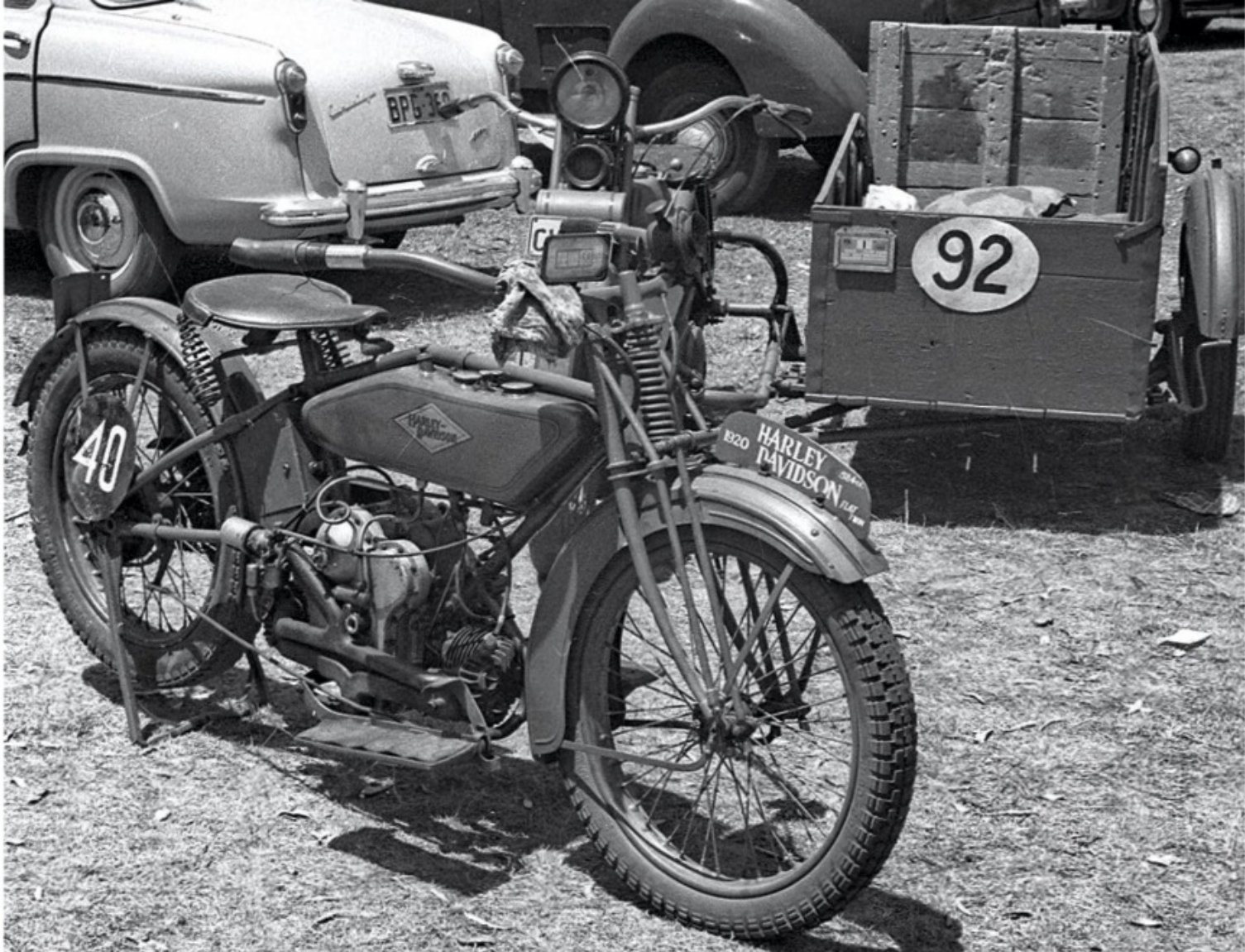
The first riders left the park at 11am, so almost one hour had elapsed before the last of the 58 ➤

Photographs Frank Shepherd

74 OLD BIKE AUSTRALASIA
VETERAN RALLY 1958



starters departed. During the course of the event, 21 of these fell by the wayside, which is hardly surprising given the age of the machinery and the summer temperatures. Just what the point scoring arrangements were has been lost in time, but whatever it was, three riders tied on 111 points: Clem Daniel (1908 F.N.), Jack Jenkins (1910 O.K.), and Norm Askew (1910 Bradbury). Daniel, from Wollongong, was declared the outright winner and first in the Edwardian class, and also received the Coalfields Trophy for the best performance by a rider living outside the Sydney metropolitan area. The Veteran Class was taken out by Dick Mortimer (1916 Triumph), from George Johnson (1916 Reading Standard) and Jack Borrodale (1917 Indian). In the Vintage section, the winner was Jack Christie (1924 Indian), from Arthur Sloman (1923 Sunbeam), and Bob Phillips (1924 Rudge). Paddy Ryan, who rode his magnificent 1912 four-cylinder Militaire, presented a special trophy which was declared a dead-heat between George Johnson and Jack Borrowdale.



OPPOSITE PAGE (CLOCKWISE FROM TOP): Paddy Ryan on his 1912 Militaire (right) awaits the start; Norm Askew on his 1910 Bradbury joins Alan Blevins' 1912 Premier for final checks; Norm Cooper's 1908 Matchless with spares; A 1925 2.75hp Douglas awaits the start; Russ Eve (1912 AKD) and Les Cox (1914 Rover) at the start.

BELOW F Peacock looks pensive before the start on his 1923 AJS.

TOP RIGHT Johnny Goldsmith's 1920 Flat Twin Harley-Davidson.

RIGHT 1912 8hp BAT hanging out in the pits.

BOTTOM RIGHT Phil Charlwood departs on his 1923 AJS outfit.



Fortunately for us, Frank Shepherd was at the start of the event with his trusty camera, and is responsible for the wonderful images you see here. ■



Old BIKE Out'n'about

Welcome to Old Bike Australasia Out'n'about
– a forum of people, places, history and happenings.



A hairy Honda

Rob Lewis, who supplies us with endless great photos from all eras, sent this pic of a very special Honda belonging to his friend Peter Grocke in Adelaide. This one began life as a Honda XL600 but has been customised into a Flat Tracker style with an assortment of choice new after-market parts and other items such as a Yamaha 500 fuel tank. Rob says Peter is looking to sell the bike and is looking for around \$7,900, so if you want to stand out in the crowd and run rings around everyone, contact Peter on 0422 755 831. ■

Crazyhorse on the web

Crazyhorse Indian have just launched their Indian-only parts website. "The new website is hosted on the Shopify platform with multiple ways to pay," says Crazyhorse owner Mark Barthelmie. "It is 100% compatible with smartphone, Tablet, laptop and PC and features much better security and future proofing as well as a much stronger search algorithm and more intuitive categories. It will also be linked to the Crazyhorse Indian website showcasing their restorations and bikes for sale. For parts go to www.crazyhorsemoto.com.au, for bikes visit... www.crazyhorseindian.com

"Of course we are still available on the phone for people not quite so computer literate and for our free advice service concerning Indians and Indian spare parts." If you have any queries please do not hesitate to contact Mark on 0466 229 747 or sales@zorros.net.au ■



Weird one in William Street

PARKED IN BATHURST'S MAIN STREET at Easter 1980, this curious creation drew lots of quizzical glances. What would appear to be a Ford Cortina four-cylinder engine, turbocharged no less, has been shoe-horned into a Norton Featherbed frame, with possibly Triumph front forks, Yamaha wheels and a massive radiator of unknown provenance. And it made it all the way from Queensland, and, presumably, back! ■





Graham 'Soapy' Sinclair from Queensland sold this 1924 Round Tank BSA as well as a 1200cc RTV Vincent engine, the last of 10 he had at one stage. (Photo Clyde Ikin).



A positive start to the year

There was a tentative start to the Great Southern Swap Meet held in Goulburn, NSW on 19 January.

Consumer confidence has taken a pounding in recent times, first with the continuing drought situation and then the results of terrible fires. To this was added the predictions of difficult weather for Goulburn. Most calls prior to the event were to ask if the swap was going ahead, but for Classic Riders' Club Goulburn who hosted the event, it was a chance to bring the motorcycle world together, an opportunity to see old friends, with the bonus of meeting new ones who share a common interest.

Numbers were down on last year – as anticipated – but expenses were also less. Measuring success as we do on the overall outcome, this would have to be one of our best-ever swap meets. Happy faces, motorcycles and parts exchanging hands, great food, undercover site options and much attention to the safety and well-being of participants. Of note was the high quality products for sale and swap, and the many satisfied comments made as lookers became buyers and buyers found what they were looking for.

Classic Riders' has a great little swap meet team and they are well supported by Goulburn Showground officials and the local Council body. Each year we will be working to improve for the next and despite what the elements throw us, at that first swap of the year, the Great Southern Swap will continue to be 'great'. A new entry gate this year encouraged a very civilised flow of sellers – all very content to take the advice that packing gum boots and an umbrella might be sensible. For those who did just that, was the reward of perfect weather, further followed by rain on the day after everyone had returned home.

I've shuffled the swap meet papers around for two years running now, and on both occasions, it's been an absolute pleasure to meet and chat with all those who come to Goulburn for this event. It is difficult to sufficiently thank everyone who brings a weekend like this together and certainly, this 'wash up' offers one chance to extend much appreciation. To the sellers for their patience given the entry gate changes, to the buyers for coming along in face of the all weather predictions, to the Goulburn Showground, Mulwaree Council and Classic Riders' Club members who held it all together – a huge thank you. ■

From Club Secretary and Swap Meet Coordinator – Dale Towell



For this issue Gary Reid has dug deep into his treasure trove of negatives and discovered a folder marked 'Bennett Honda', photographer unknown. For those of us of the era, Bennett Honda was not only the NSW distributor in the 'sixties and 'seventies, but operated a retail showroom on Gardeners Road, Mascot, with the distribution warehouse (actually several war surplus Nissen Huts) behind on the large block. The retail shop was always a social centre and a hive of activity and was at various times staffed by people who went on to run their own dealerships, notably Ric Andrews, Gus Liu and Col Evans. This shot looks to be from the early 'seventies, judging by the line up of models that include a CB350/4, an ATC 90 with its balloon tyres, SL125, CB450 K4, CB500 plus cars and outboard motors. Who is the smiling salesman? ■



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Anything goes at Dust Hustle.

True grit

Organise a dirt track and they will come. From humble beginnings, Dust Hustle 9 has grown to become bigger than Ben Hur. Brainchild of Brisbane-based custom motorcycle builders Ellaspede, it celebrates 2-wheeled dirt tracking for all walks of the motorcycle community.

Old bikes, modern, dirt track and roadies, old folk, hipsters, ladies, from ex-champions to bush bashers, all rubbing foot pegs in various classes. Everything from springer forks to new Harley Roadsters graced the Mick Doohan Raceway at Northgate, Brisbane on the 28th September. The common bond between the 144 entrants was the smiles on all their faces.

Participants of note included Jason Crump on a new Indian FTR1200, Chris Vermeulen on a Harley Roadster, stunt rider Lukey Luke, Australia's Enduro Queen Jemma Wilison on a Husqvarna TC65, Pro flat track racer Mick Kirkness on a Triumph twin, and the local track and Australian Champion Jarrod Brook to name most. Circulating with them was a whole cross section of the community including action



No, this is not Maverick Vinales.



Are we having fun yet?

heroes, muppets, cartoon characters and clowns with their similarly-themed bikes. The Old Mates Class included anything manufactured pre 1990. The class winner was Jason 'Spud' Anderson on a highly customised Yamaha which he complemented with appropriate Mad Max themed attire. The standout for me was Brook Ozane's bobbered J Model Harley

complete with original patina. While in some people's eyes it is bordering on disrespect for such a valuable piece of history to be flung around the dirt, for others it was a pleasure to watch such an old timer cutting it with later machinery. I've got to say that the event was inclusive of all and the H-D performed impeccably. Other older bikes populated the Small Bike Burners class with more than its fair share

of modified Postie and mini bikes. This class was won by Jemma Wilson.

It was truly a wonderful day for riders and spectators. Thanks to Ellaspede and sponsors for bridging a gap between generations with the common love of two wheels. ■

From Gaven Dall'Osto



Ride a Dragonfly Classic through the best scenery in Australia.



Dragonfly Classics

OBA readers have an obvious affinity with older motorcycles. Mike Blake, owner of Dragonfly Classics Motorcycle Hire is such a person. Mike is a geologist, and when not prowling the west coast of Tasmania for minerals, restores and hires out "classic" motorcycles. If you want to get away from the heat and humidity of the mainland, or are visiting Tasmania with the family and need a break, contact Mike for a very pleasant experience on board one of his iconic and well-maintained collection. His home base is only a few kilometres from Devonport where the Spirit of Tasmania lands and is very handy to some great riding roads and scenery of northern central Tasmania.

Dragonfly Classics specializes in Hondas and BMW's, such as the iconic Honda CB750 and BMW R80 and R100S. The emphasis is on enjoying the ride and sampling some of the wonderful scenery and experiences that Tasmania has to offer. Contact Mike on 0438 750 455 or email: mike@dragonshop.com.au. www.dragonflyclassics.com.au ■



Jack's hat and Casey's kit

Moto GP star Jack Miller has donated his 2018 AGV Pista GP R race helmet to the Bushfire Relief Fund, cause, with the helmet selling at auction for a staggering \$18,000.

Bids came from all over the world, and Jack was happy to sign the helmet and provided photographs from the helmet being worn. The money raised has been donated to the NSW Rural Fire Brigade to assist in recovery after the devastating fires that have swept the country.

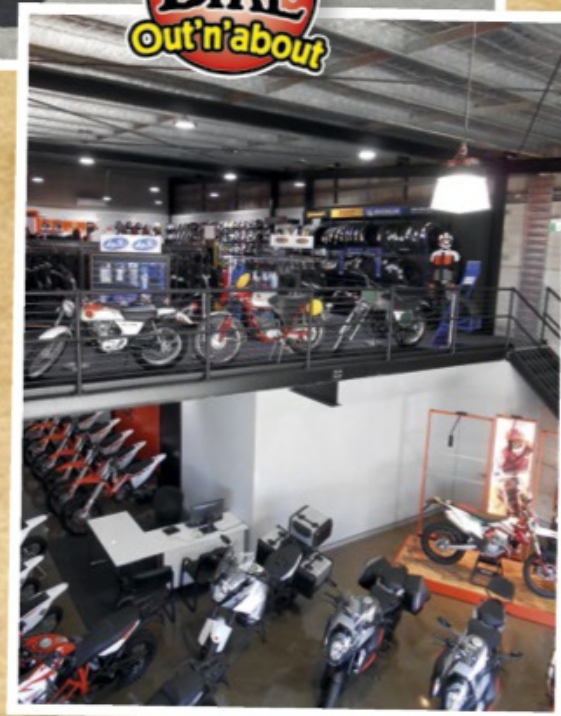
Twice World MotoGP champion Casey Stoner has also joined the move to raise funds for bushfire relief by offering the Ducati leathers he wore to win the 2010 Aragon GP. The leathers come with an authorised certificate of authenticity by Alpinestars. The winning bid for the suit was \$25,700, which will go to the Australian Red Cross. ■



Procycles expands

One of Sydney's longest-established dealerships, Procycles, has just put the finishing touches to its vastly increased showrooms at its St. Peters branch. As well as the enlarged and improved BMW section, Procycles St. Peters now boasts Sydney's newest KTM showroom, with a complete range of new models as well as genuine parts and accessories. As Australian distributors for the Wunderlich range of accessories, the new showrooms will see a larger stock of this premium German brand for virtually all BMW models, old and new.

Procycles is located at 140 Princes Hwy, St. Peters, phone (02) 9564 8000. ■



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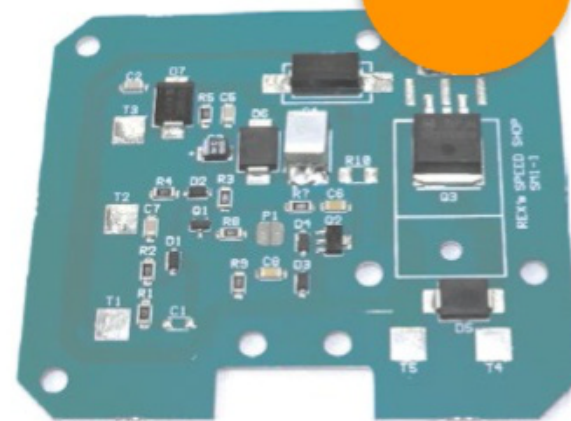


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ABOVE Luscious Norton twin-engined Rickman racer. BELOW Don and Derek meet the fans.

Rickman enthusiasts day

Sammy Miller hosted the Rickman Enthusiasts' Day at his New Milton motorcycle museum in 2019 in honour of brothers Derek and Don Rickman, designers and manufacturers of the iconic "Metisse" motorcycle frames and fibreglass body kits.

Derek and Don commenced their career in motorcycle racing in the 1940s, initially in observed trials, before moving onto scrambles and motocross. During the 1950s the brothers started building their own frames realising that if they were going to be successful at the international level, they would need lighter variants of the machines available from manufacturers. Having a sense of humour, Derek and Don named their frames "Metisse", meaning mongrel in French, hence the beginning of the iconic brand. The Rickman motocross machines, utilising mainly Triumph twin or Matchless and BSA single engines, were 30 to 40 pounds lighter than manufacturers' versions. Constructed from Reynolds 531 tubing incorporating the oil tank in the top frame member gave improved oil cooling and more space for larger airboxes.

Later, the Rickmans diversified into road frames that were also adapted for racing with some success. At the height of their operations, the brothers employed 130 workers at their New Milton, Hampshire works and were awarded the Queen's Award for Industry. During the 1980s the company was sold, and today trades under the



name Rickman Motorcycles Limited. Both brothers were in attendance on the day along with 74 Metisse-framed machines with enthusiasts coming from as far afield as Scotland. Derek and Don mingled with the crowd chatting and signing fuel tanks for owners. A small circuit was roped off in the museum car park allowing owners to demonstrate their bikes after being interviewed by Sammy about their machine's history and specifications. Sammy also conducted guided tours of his museum's restoration workshop, providing descriptions of the varying machines being rebuilt. At day's end prizes were awarded for different categories of Rickman machines, presented in person by Derek and Don. All in all, a fantastic day and a memorable opportunity to rub shoulders with some famous names in British motorcycling. ■

From Keith Rickart

VINTAGE JAPANESE MOTORCYCLE CLUB
- OF AUSTRALIA -

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email: NationalRally@vjmc.org.au

2020 National Rally Toowoomba, Qld

VJMC National Rally gears up

Townsville, Queensland's largest inland city, 125km west of Brisbane, is the host venue for the 2020 Vintage Japanese Motorcycle rally which kicks off on Friday 1st May with a Meet, Greet and Dine at the City Golf Club.

Headquarters for the event is the Toowoomba Motor Village, where cabins, motel units and caravan/tents sites have been reserved for rally goers. In a change from previous years, the Show & Shine and judging will take place on Saturday morning from 9am - 12 noon in the car park of the University of Southern Queensland in Darling Heights, with free public admission and plenty of food and drink catering from vendors. The show will be followed by an afternoon ride through the spectacular surrounding countryside. Following the Awards dinner on Saturday evening there will be a further ride on Sunday. Entries are now open and organisers encourage participants to book early at the event HQ. Entry forms and full information can be found at www.vjmc.org.au For more information email NationalRally@vjmc.org.au ■

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More on 'The Farm'

ABOVE Keo Madden
leads Sid Lawrence
and Len Atlee across
The Causeway.



Back in issue 79 we featured the very brief history of motorcycles at the Warwick Farm circuit, near Liverpool in Southern Sydney. That almost-forgotten day sparked interest from our photographer friend Gary Reid, who unearthed some more shots. Gary is not certain of the photographer as the photographs came his way recently as part of a larger collection. It's certainly worth another look! ■



ABOVE Bill Dillow on his brand new
TR3 Yamaha across The Causeway.

BELOW Tony Hatton took up the role of
Travelling Marshal for the demonstration,
on an MV Agusta 750.



The only non-Yamaha,
Max Robinson's Manx Norton
lines up for Polo Corner.



BELOW Les Kenny leads Sid Lawrence
and Mike Steele through the
tunnel of Armco fencing.

Ian 'Mac' McDonald

From Gaven Dall'Osto

It is always a pleasure to share stories with a passionate motorcyclist. I was back in my hometown in North Queensland for Christmas when I took the opportunity to chase up such an enthusiast.

My first memory of Mac was when I visited my grandmother as a young lad. Mac was a little younger but lived just across the road from her. After moving to Brisbane for Uni, I had no knowledge of Mac's take-up of a love for motorcycles which I'm pleased to say continues to this day. It all started with his Dad riding various Triumphs and BSAs. The late 60's saw the beginning of a surge of the large capacity Japanese motorcycle with the Honda CB750 Honda Four released in 1969. Mac and a few mates were devotees and they witnessed and experienced the subsequent models and then the introduction of the Kawasaki 900 which at the time was celebrated by the movie 'Stone'.

Mac's first motorcycle was a brand-new Yamaha TX500 in 1974. Although only having his car learner's licence at the time, he rode it down to the local Police station where the local officer overlooked the infringement and extended his learner's to include motorcycles. From that time until now that passion hasn't waned. Mac still rides and has quite a collection of dream bikes of the '70s. Having lived the

period, he knows the intimate details of each model change as well as the period modifications which he and his mates incorporated at the time. He has immaculate restorations of a K2 and a K6 Honda CB750 Four with a K1 and K2 as future projects. The K6 is appropriately on display in his lounge room. The Kawasaki collection includes beautiful examples of a Z1A, Z1B and a Z900 which, apart from the repainted tank side covers and tail, still has the original patina.

Mac did follow the cruise bike phase and

purchased a second-hand 1985 Harley Davidson Softail EVO in 1986. He still has it and has done many miles including a solo tour all the way to Tasmania. Mac also moved through a speedway phase. Pioneer Park speedway track (near Townsville) was opened in 1974. Like many other locals, he saw the opportunity to satisfy the need for speed without extending an already large collection of police infringement notices. Back then you simply took a road bike, modified it and added a platform and extra wheel to the left-hand side. Mac's speedway participation began with his first crack at swinging for Peter Kelly in early 1975. Later that year he began swinging on a Triumph T150 Trident outfit ridden by Reg Cody. Back in the day, local competitions at Brandon and Mackay with the odd long distant stints to Cairns and Mt Isa meant every weekend was spent racing.

Mac and Reg later built a Honda Four outfit together and were reasonably successful, finishing third in an A-Grade championship one year. Their success unfortunately ended with a huge crash during the Australian Sidecar Best Pairs competition. Mac recovered enough to compete again a couple of years later on a Yamaha TX750 twin outfit borrowed from Angelo Durso. This time he was steering with Owen Rowe swinging. Reg also lent him the original Triumph outfit using Raymond (Strop) Apolloni as swinger. Mac then saved to buy back the original rebuilt Honda Four outfit and raced with either Strop or Brett Smith as swingers. He continued to win his fair share of races, especially in local competitions, as owner/rider on the Honda until 1986 when regulations changed significantly and he decided to call it quits. He eventually sold the outfit, a decision he regrets to this day. If anyone knows of its whereabouts, he would appreciate any information on his old mount.

Many thanks to Mac for taking the time to show me his wonderful collection and sharing his stories. ■



ABOVE Reg Cody and Ian in action on a Honda-4 engined outfit. Ian would appreciate any information on the current whereabouts of the machine.

BOTTOM LEFT Ian with his restored CB750K6, now resident in the lounge room.



Zeds in the shed!



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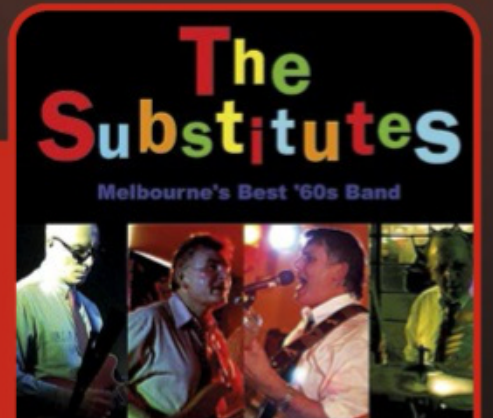
Once again held at the Newstead Recreation and Racecourse Reserve in Central Victoria, the ABR welcomes owners and aficionados of British motorcycles, their families and friends.

All the usual attractions and activities that make the ABR great will again be happening.



Friday Night
DJ Vince Peach

Highlights of this year are Friday night entertainment at the BSA Bar including DJ Vince Peach of "Soul Time" fame spinning the platters. Saturday night we have Australia's No.1 60's Tribute Band, "The Substitutes" taking the stage.



Saturday Night
"The Substitutes"

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MOTORCYCLES FOR THE MATURE RIDER

Yamaha Tenere 700

Well worth the wait

Since 1983, the Tenere has been an intrinsic part of the Yamaha lineup, first in single cylinder 600cc form and later, as the 1989 Super Tenere 750cc twin. It has survived, prospered even, because the model hit a chord with the more adventurous riders everywhere – a motorcycle that could take on the gnarliest of terrain without raising a sweat, yet be possessed of manners that would happily take you to work in between conquering mountains and deserts.

Rennie Scaysbrook gives it the berries.
The Pirelli Scorpion Rally STR tyres are
excellent on-road.



YAMAHA TENERE 700

36 years after its birth, the Tenere has justifiably achieved Cult Status. Both versions grew in engine size (to 660 and 1200 respectively) in 2009, but even though they continued to find happy owners worldwide, the question of an all-new replacement has gathered momentum.

Then, more than one year ago, privileged journalists attended an international launch where that motorcycle – the long awaited ‘new’ Tenere – broke cover. OK, so let’s have it, went the clamour. Not so fast, was the response from Japan, but here we are, just before Christmas 2019, with the news that Australia’s first shipment is imminent – and completely sold out. In the interim, the pre-production versions have been comprehensively flogged by a crack team of development riders that includes Australia’s Rodney Faggotter, a veteran of Dakar and many other raids.

So here it is, but what is it? If the 689cc parallel twin cylinder engine looks familiar, it should be. Coming from the hugely successful MT-07 and variants, this engine is a real gem, compact, light, torquey and incredibly versatile, as can be seen from the fact that it powers everything from bikes for beginners (in LAMS form) to the new Tenere. Apart from the powerplant, the Tenere 700 shares little with its brethren, having a bespoke chassis which is in high tensile steel with removable front down tubes, with a massive looking but light, pressed and welded aluminium swinging arm. The whole chassis weighs just 17.75kg. Up front sits a set of 43mm KYB USD forks with 210mm of travel, while the link-type rear suspension and KYB Monoshock has 200mm of travel with a handy pre-load knob on the left side.

Any motorcycle with this amount of suspension travel and ground clearance will of necessity be tall, but with a seat height of 870mm the Tenere 700 is not that much of a stretch, and once aboard, it feels extremely light. The seat is narrow and a bit plankish, but you’re supposed to stand up much of the time anyway, and doubtless there will be an accessory version soon. There’s a big, vertically-mounted instrument panel right in front of you, sitting behind the windscreen which



Take the long way home!

also covers the rather futuristic looking headlight with its cluster of four LEDs inside.

But specifications are one thing, practicality is another. It’s a fact that many an SUV (car, that is) or so-called adventure motorcycle is purchased with dreams of attacking the outback on a regular basis, riding where no man has dared to ride. There are plenty of bikes on the market that will take on that role in a heartbeat, but with varying degrees of suitability for lighter duties. Weight is the penalty of such versatility, and the older we get, the greater that weight, er, weighs on our minds. So a scooter such as the new generation Tenere, which can competently tackle either task, yet doesn’t feel like it has been cloned from a Dakar support truck, is a tempting package indeed. Two bikes in one, or the best of both worlds, if you’ll pardon the clichés.

So what’s it like in the saddle? At the time our test bike was made available, road tester par excellence Rennie Scaysbrook was briefly back home from his US base and put the ➤



TOP LEFT **Yamaha Genuine Accessory bash plate** for biffing rocks out of the way.

ABOVE LEFT **Brembo stoppers** are the Duck’s guts.

LEFT **Standard muffler** emits a deep, healthy burble.

ABOVE **GYA headlight cover** guards against flying terrain.

“... this really is the kind of adventure bike people can do real adventure riding on.”

YAMAHA TENERE 700



Big clear instrument, right where you need it and no more than you need.

Tenere 700 through its paces for us. Our test bike was in what Yamaha call Light Offroad spec. fitted with Pirelli Scorpion Rally STR tyres, a Genuine Yamaha Skid Plate and Headlight Guard. Here’s the verdict.

2020 Yamaha Tenere 700
At a glance

ENGINE	Twin cylinder DOHC 4-valves, liquid cooled.
BORE X STROKE	80.0mm x 68.6mm
DISPLACEMENT	689cc
COMP. RATIO	11.5:1
MAX POWER	54.0kW @ 9,000 rpm
MAX TORQUE	68.0Nm @6,500 rpm
LUBRICATION	Wet sump
FUEL	EFI
TRANSMISSION	6 speed, wet clutch
FRAME	Double cradle steel tube
SUSPENSION	Front: USD telescopic fork, 210mm travel Rear: Swingarm with link suspension 200mm travel
BRAKES	Front: 2 x 282mm discs, Brembo calipers, ABS Rear: 1 x 245mm disc, Brembo caliper, ABS
TYRES	Front: 90/90 R21 M/C 54V M+S Rear: 150/70 R18 M/C 70V M+S
WHEELS	Spoked, alloy rims.
SEAT HEIGHT	880mm
WHEELBASE	1590mm
WET WEIGHT	204kg with full tank
MIN CLEARANCE	240mm
FUEL CAPACITY	16 litres
WARRANTY	Two years, unlimited kms
RRP	\$15,499 inc GST
COLOURS	Competition White, Ceramic Ice, Tech Black



Handsome devil, isn't it?



The mighty 700 engine.

“I had a feeling the Tenere 700 would be a good thing long before I hopped on it. This is a bike that’s been teased since the winter of 2016, having gone through various ‘T7’ prototype phases and the most drawn-out PR spin this side of a Presidential campaign. Now it’s finally here and we’re all the better for it, because this really is the kind of adventure bike people can do real adventure riding on.

“There are three reasons for my liking of the 700. The first is the beautiful little 689cc parallel-twin motor that’s been swiped from the MT-07 and XSR700. This is the most versatile motor in Yamaha’s range—I’ve seen it power everything from road racers to dirt trackers, custom builds and commuters, and now, adventure bikes. It does it all and does it very well. Throttle response is delightfully smooth – Yamaha’s done a great job with the fuelling for low speed/low rpm throttle increments like when you’re on a tight trail – and there’s more than enough torque to power you on the freeway. Final gearing might be a bit on the tall side, but it certainly makes for a comfortable highway ride.

“The second great point on the Tenere is the tall, rangy chassis and the way it carries its weight. With so much ground clearance, you can ride over anything short of a supercross

track. The suspension is supple and although it’s not fully adjustable, should handle most things you can throw at it. Turn in takes a little getting used to as turn speed offered by the 21-inch front wheel falls into the corner much faster than a 17 or 19-incher, but the off-shoot of that is excellent off-road performance, allowing you to explore more places than ever before.

“And finally, the third and best thing about the Tenere 700 is the almost total lack of electronics. You get switchable ABS and that’s it. No variable riding modes, no traction control – this is a big dirtbike aimed at real adventure riding. Let’s face it:

being stranded in Birdsville because a traction control sensor has sent your bike into limp mode isn’t much fun, and this is something you’ll not have to deal with on the Yamaha. I’d have liked to have cruise control for those tarmac stretches, but I get why Yamaha didn’t fit it.

“The Tenere 700 fills its design brief perfectly. It works well on road and would prove a fine commuter, but it’s such a good bike off road – not just in how it rides but also what it doesn’t have i.e electronics – that I won’t be surprised to see more manufacturers take Yamaha’s ‘less is more’ approach’ to adventure riding in the coming years.” ■

Everyone's heading to the...

2020 VJMC National Rally

Toowoomba, Qld. May 1st-3rd

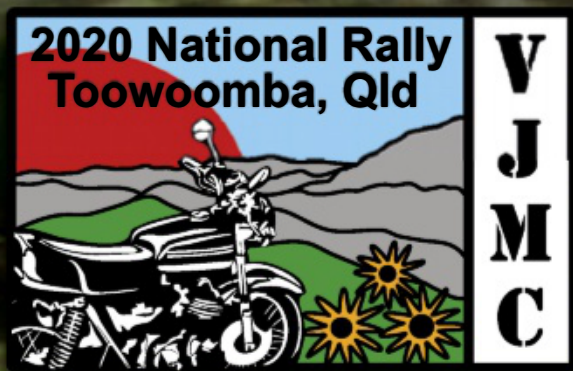
Featuring a Show & Shine Saturday morning at the University of Southern Queensland, Darling Heights, followed by an afternoon ride through spectacular countryside. Awards dinner Saturday night at City Golf Club. More rides and Stragglers Dinner on Sunday.

Based at Toowoomba Motor Village (www.toowoombamotorvillage.com.au)

The Rally welcomes all VJMC members and non-members alike.

Entry forms and information at www.vjmc.org.au

or email: nationalrally@vjmc.org.au



Phil Irving Trophy winner Keo Watson was outstanding, taking 13 wins from 15 starts across three classes.



Phillip Island Classic

• 24-26 January, 2020 – Phillip Island GP Circuit, Vic

Australia wins a close contest

Photos Colin Rosewarne (www.colinrosewarnephotography.com), and Russell Colvin.

The premier contest of a packed program for the 27th annual Island Classic, the International Challenge, saw the home side snatch a narrow win against a determined USA squad, 704 points to 691, with the UK team amassing 423.

While Albury's Alex Phillis and Melburnian Jed Metcher, both in their 20's, starred for Australia, multi-US Champion, 43-year-old Josh Hayes rode brilliantly, having to overcome a poor grid position after engine troubles in qualifying.

Hayes took the opening race as well as the last of the four encounters, while Phillis, son of Superbike legend Robbie, won the other two.

TT star David Johnson was expected to star, but had a

miserable weekend with gremlins in his Suzuki which ultimately sidelined him from the final race. The UK team was comprehensively outgunned but never gave up, Tony Hart top-scoring to take 12th place in the individual standings.

The Challenge got off to a bad start with a massive crash on the opening lap involving five riders, including Craig Ditchburn whose TZ750 Yamaha caught fire. From the restart, Hayes prevailed by just 0.165 seconds over Phillis, with Metcher only 0/215 away in third. In race two, Phillis took charge and battled with Hayes until the American hit a false neutral and ran off the track, recovering for fifth at >

Josh Hayes took two of the four race wins for Team USA in the International Challenge.



On the Godet Vincent Grey Flash, Welshman Alex Sinclair carded a perfect score in the 500 Post Classic.



Craig Ditchburn bounced back from a fiery crash on his Yamaha TZ750 to take out the Unlimited Forgotten Era.



RACE REPORTS ISLAND CLASSIC



Ben Burke
(Honda CBR400),
maximum score
500 New Era winner.



250 New Era winner David Hall
on Ron Angel's Rotax.



Philip Price from New Zealand had the Vintage
Class all to himself on his KTT Velocette.



125 New Era winner Tait Coghill
on his Honda RS125.

RACE REPORTS ISLAND CLASSIC



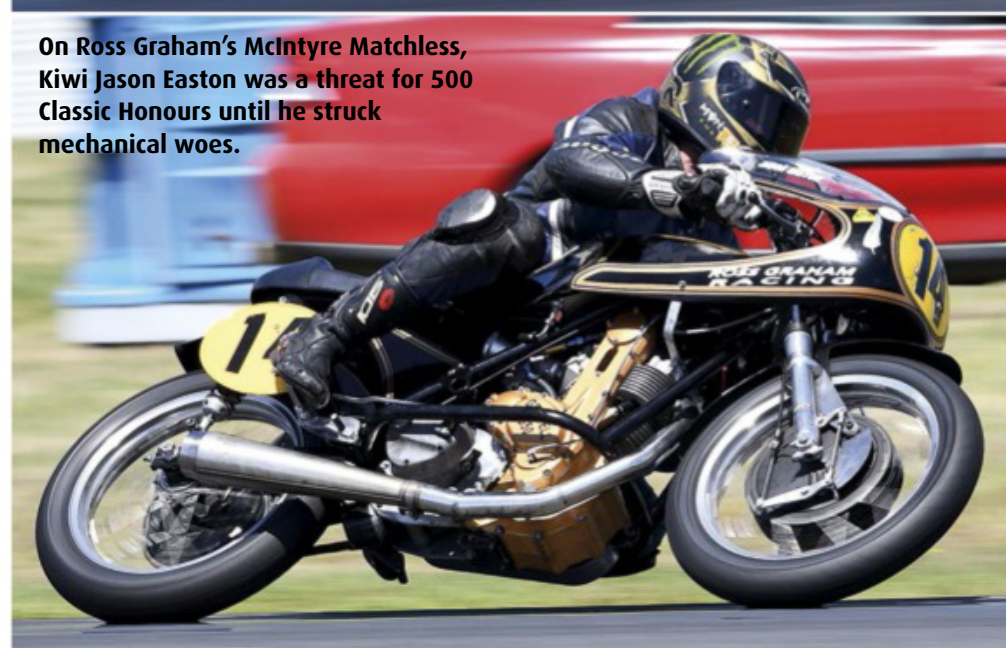
Hasse Gustafson from Sweden cleaned up the Unlimited Post Classic on his Ducati.



500 Classic winner Kane Burns gets under the paint on Geoff Clatworthy's Norton ES4.



On Ross Graham's McIntyre Matchless, Kiwi Jason Easton was a threat for 500 Classic Honours until he struck mechanical woes.



ABOVE Australia's top dogs Jed Metcher (22) and Alex Phillis swapping paint in the International Challenge.

the flag. Sunday's third round again saw Phillis snatch victory, but the scant margin of 0.077 over Metcher, with Hayes less than a second behind in third.

For the fourth and final race, Phillis struggled with gearbox issues, leaving Metcher and Hayes to battle it out, with the American taking the flag with the widest margin of the weekend, 1.414 seconds.

Of course, there was the matter of 40-odd other races over the weekend, and as always on this brilliant circuit, there were some incredible performances, none more than Keo Watson, who fronted for three classes and won

13 of his 15 starts. As well as taking the outright win in the 250 New Era production, 350 Forgotten Era and 500 Forgotten Era, Keo took home the prestigious Phil Irving Trophy.

No fewer than 13 classes were won with maximum five-from-five scores, and overseas visitors Alex Sinclair and Hasse Gustafson took home the 500 Post Classic and Unlimited Post Classic respectively.

Although there were numerous spills, no serious injuries were reported and the meeting was largely conducted in near-perfect weather.

For the full race results visit ... www.computime.com.au ■

Scott Campbell (Honda RC30) was untouchable in the New Era 750.



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Admission - Gold Coin Donation

4th & 5th April 2020

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www.hmrv.org

Historic Motorcycle Racing Register of South Australia – South Australian Historic Road Racing Championships

• 28-29 December, 2019 – McNamara Park, SA

Hot days, hot racing

Report Danny Ahern **Photos** Robin Lewis

The forecast was looking scary a week out with possibly 38-39 degrees to contend with, but luckily for the riders the weather eased a bit, but was still trying on both days in the low 30s. Bushfires around the country saw a few scratchings and fully understood by the club running the championships. Now for 18 years the Historic Motor Cycle Racing Register of SA has conducted the State Historic Titles at Mac Park, primarily on the weekend after Christmas. Each year there are differences in field numbers and this year it was no different. Noticeably down were our hand shifter friends, and the 250 LC punters were down a bit in number but not quality of presentation nor speed. The 500 Period 3 field was just fantastic in size, quality and performance, with 16 bikes on the grid including 5 Manx Nortons, 2 Matchless G50s and a couple of Gold Stars. The meeting was a well-oiled affair with great experienced officials on hand. One

thing The Register prides itself on is starting on time, and hence has a good record of getting through 18 qualifying sessions and 39 races over two days.

Philip Price on his Velocette MkV111KTT 350 was a standout, coming over from NZ he won the Period 2 overall against machinery a good deal larger in capacity than his machine. Nathaniel Wilson on his Yamaha LC 350 cracked a new track record for Period 5 500 class, while dicing with the previous record holder Chris Hayward on his SR500. In the same race on each leg XT 500 mounted Lindsay Russell, Colin Sarre on a CX500 and Danny Ahern on his TT2 Ducati could be covered by a blanket at just about every corner, shows you don't necessarily need to be at the pointy end to have fun and come back into the pits smiling like a Cheshire cat!

Evergreen Simon Cook raced his Period 4 Unlimited bike against a mixed field that included P5 Unlimiteds



Robert Ruwoldt claimed the P5 Unlimited trophy on his Kawasaki ZXR750.



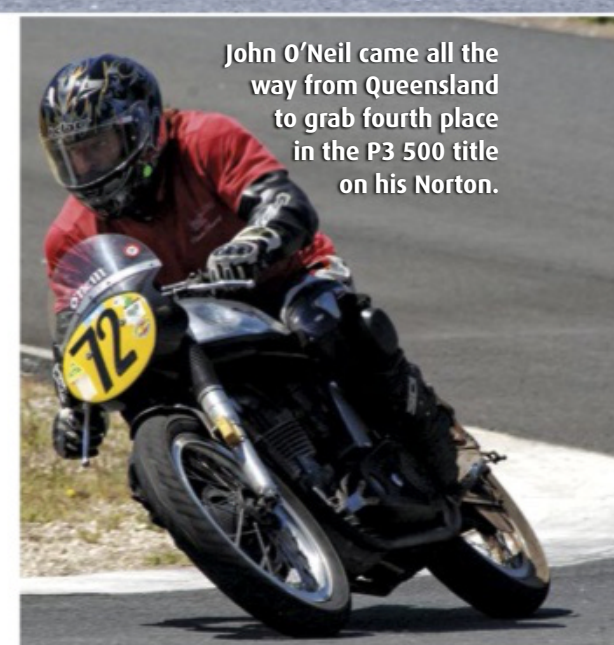
P5 125cc lap record holder David Short was untouchable on his Morbidelli.



Keith Campbell rode John Inkster's 350cc Aermacchi to second place in the Unlimited event.

as well the period 5 350s, and Simon showed the way up front in every race. Simon then went on to blitz a disappointingly small field in the Ken Blake Memorial. As has been the case in recent years Rob Lewis lobs up with some nice surprises for the guys that made the podium in the race, this year was no exception and Rob's passion does not go unnoticed and is greatly appreciated by The Register. Unlike the Ken Blake Memorial, the Bob Jolly Memorial was well subscribed and provided some brilliant racing throughout the field, 20-plus singles blasting off the start line giving the paying public great value.

With only one incident requiring the ambulance on track all weekend, the event was all over by 4 pm on Sunday, the bar eventually run out of alcohol, the canteen out of food, all great signs of one of the best run Historic-only events in the country, at a circuit that



John O'Neil came all the way from Queensland to grab fourth place in the P3 500 title on his Norton.

suits older bikes and to boot a circuit that is club owned. November 2020 sees the National Historic Titles at the same venue, my prediction is it will be one of the best subscribed events at this level for some five years.

Results of this event can be seen at www.orion-timing.com/results ■



P3 500 winner
Darren Trotter leads
Keith Campbell.



Murray Johnson was third in
the Handshifters Class C.



Simon Cook claimed
yet another Ken Blake
Memorial Trophy.



P3/700 winner Russell
Craddock on his TriAriel.



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RACE REPORTS **TWINSHOCK MASTERS**

ABOVE Ready for the 'off'.
RIGHT Howard Cox (Yamaha TY175).
BELOW Greg McLennan (Kawasaki KT250).



2019 Western Districts Trials Club Twinshock Masters Trial

• 3-4 November, 2019 – Green Park, Conondale, Qld.

Feet up fun

Report and photos Colin Sheehan

Every year Western Districts Trials club of Brisbane host this event, which attracts riders and classic bikes from all around. This year was well represented by riders from small kids to experienced riders in their 70s, with bikes from Europe, UK and Japan. The 2 day event on the Sunshine Coast hinterland had challenges for everyone regardless of skill with a series of fun "Trialkhana" style events

to test rider's skills and a Show & Shine on the Saturday. On the Sunday, the main event with about 60 riders attempted the sections varying from steep dirt slopes to wet, slippery rocks in the creek bed.

The oldest machine was a 1956 James Captain converted for trials as many road bikes were in the day ridden by Terry Telfer. A healthy smattering of Honda TLR250, 200 &



Billy Chadwick
(Yamaha TY80).



Overall winner, Joel Nelson
(Bultaco 350).

125s as well as the ever-present TY Yamahas (including a very good representation of TY80s with the younger trials warriors mounted on them) fought it out with the Bultaco Sherpas, SWMs, Aprilia, Italjet and a lone Kawasaki KT250.

Trials has a very old history, which may not be as popular here as in the European/UK areas, but it retains a healthy following which is growing steadily due to the inherent lack of danger it offers and challenge to your skills as you pick your way through the hazards without touching your feet on the ground or stopping. Points are lost every time a foot is placed on the ground with a maximum loss of 3 points in each section marked out by tapes. A maximum loss of 5 is awarded for total failure (crash or dismount), cutting or riding over the lane tapes or rolling backwards. The rider with the least loss of points wins the trial. The event required four laps of 8 sections to make for a very competitive trial.

Indeed, the winning ride of the day in the Twinshock A class was from Joel Nelson mounted on a 1978 Bultaco Sherpa 350 with just 2 points lost. A brilliant effort. 2nd place was Ashley Jamieson, 1986 Honda TLR250 (6 points) and third went to Lachlan Gibson, 1986 Honda TLR250 (8 points). Twinshock B class winner was Paul Coleman, TY175 Yamaha (4 points), 2nd place, David Lahey, 1980 Godden Majesty Yamaha 250 (6 points), 3rd Jeremy Laun, Honda 1983 TLR200 (8 points). Twinshock C class – 1st Ronald Chadwick, 1974 Yamaha TY175 (11 points), 2nd Attila Sinkovics, 1974 Yamaha TY80 (45 points), 3rd to David Jones, 1974 Yamaha TY250 (55 points). Modern day bikes also competed, but were not counted towards the Twinshock trophies. These sort of events help to keep the older motorcycles active and appreciated and remind us of how far we have come. A great day full of fun appreciated by all. ■



Vintage Japanese Motorcycle Club

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Re-enactment of the firing of the 64 pounder.

HMCCQ Fort Lytton Open Day

• 1 December, 2019 – Brisbane, Qld

Rebels and Regimentation

Report and photos Gaven Dall'Osto

Thought of by some in the early days as dirty and smelly, motorcyclists were also considered an unruly mob. The Armed Forces conscripted all kinds from society, trained them to obey orders and regimented them to specific tasks in a specific way and without question. Given all that, there is certainly a synergy amongst the HMCCQ (Historic Motor Cycle Club of Qld) and the volunteers of the Fort Lytton Military Museum. Both come from the aforementioned diverse areas of society, but both are equally driven by passion. The passion of keeping

history alive and the pride of maintaining their equipment, whether it be motorcycles or artillery was evident at the recent Fort Lytton Open Day.

Ian Rennie invited fellow HMCCQ members to ride and display their machines at the event. There were over 50 motorcycles in attendance and some aptly from the war years. A black BSA Bantam with military badging was one such standout. Fort Lytton is Queensland's largest military museum. It defended Brisbane continuously from colonial times until after WW2. The Fort contains colonial



Historic bikes in an historic setting.

buildings, tunnels and other fortified structures partially buried in an earth-mound wall which is preserved as a snapshot from the past.

This day was to see the firing of one of the two 'Mark III, rifled, muzzle-loading 64-pound guns'. The term

'Gun' is not really complimentary to the actual size of the 64-pounders which are more like small canons to me. These 'guns' were manufactured in 1878 and fired for the first time at Fort Lytton in 1881. They are now fired regularly by volunteers from the Queensland Permanent Artillery. These volunteers wear period uniforms and follow the same protocols leading up to the firing. A large plastic soft drink bottle full of black powder is carefully pushed down the barrel from the front. Under instruction and hand signals the 'gun' is rotated and lifted via crank handles. Once ready, the team (apart from the firing officer) all take a crouched position protecting their ears. On signal a cord is tugged and – kaboom! One of the HMCCQ members remarked that it sounded very much like Billy Cochran's 1928 Norton single back firing. We reciprocated by giving our barely silenced old motorcycles a blast on departure. Thanks to Ian, the HMCCQ participants and the Fort Lytton Museum volunteers for a great day out. ■



Beautiful Norton snuggled amongst the trees.



ABOVE Lunch at the Jingellic Hotel on Wednesday.
RIGHT Keith Barnard with his 1930 Rudge Ulster.

Vintage Motorcycle Club of Vic. 55th Anniversary Rally

• 4-9 November, 2019 – Hume Weir, Vic.

Border bash

Report Denis Reed-Smith **Photos** John Cox

Following another very successful Chiltern Rally, a group of keen Club Members proceeded across to Lake Hume Resort to begin another five days riding in this superb riding area. The Tuesday ride was to Dartmouth Dam and return with many of the riders at the end of the Rally commenting that this was the best of the rides for the week. Wednesday saw us head

up to Jingellic, a perfect setting for lunch. We then proceeded to Walwa, to Shelley via a newly sealed road, then it was back to Lake Hume via Tallangatta; another superb day. Thursday we journeyed to Bethanga Hotel, where the ambience on the back deck was so good, we had trouble rounding up the riders for the return ride around the lake back to Lake Hume Resort. Friday



saw us heading through Kiewa to Yackandandah then Beechworth for lunch. We descended from Stanley to the Myrtleford-Yackandandah Road and then back to Lake Hume via Staghorn Flat. Our lead rider Kevin Hammond showed how a local knows the best roads to ride.

I had been looking forward to Saturday's ride all week which was

over Granya Gap and onto Tallangatta and back to the weir. Saturday night saw twenty five of us at the Bethanga Hotel for our final dinner, a fitting finish to a great rider's rally, roads as good as they get, very little traffic, weather perfect for riding and eating hostelryes as good as you can get. I would like to thank all the entrants who made this event such a success. ■

Lions Club Bike Show

• 3 November, 2019 – Macclesfield Showground, SA

‘Maccy’ grows and grows

Report and photos Rob Lewis and Peter Donnellan.

The first Sunday in November is traditionally the Lions Club Show on the Macclesfield Oval, 40 minutes south east of Adelaide. Thousands flock to this show to see everything from oldies to new custom bikes. Many rare machines are ridden to the venue where top food and refreshments are served from the footy and cricket clubs. Awards are made to the chosen bikes from several countries of manufacture. Trades and services are well represented as are clubs. The \$5 admission charge is cheap for the great band playing top music, and it is a feel-good donation to charity. This is the 3rd year of the show which just keeps getting bigger.

The VJMC display quickly outgrew its allocated area and gradually expanded over the oval, mindful of the instruction to ‘keep off the cricket pitch’. The VJMC took out the Best Display award, with the shield being presented to Mick Godfrey. Best Japanese bike went to Allister Green for his 1973 Kawasaki Z1. ■



VJMC display expanded way beyond its allocated space.



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RALLY REPORTS COOMA MOTORFEST



Bob Edwards' 1966
Bridgestone Homer.



Bridgestone Owners and Enthusiasts Get Together – Cooma Motorfest

• 2 November, 2019 – Cooma, NSW

Bridgestones in The Snowy

Report and photos Ray Kinch



Brinton Preston-Smith and
his 1967 175 Dual Twin.



Andrew Cox with his GTR 350.

A small gathering of Bridgestone motorcycle owners attended a gathering at Cooma Motorfest held in association with the VJMC Canberra and Southern NSW Branch. Five collectors presented their bikes at the biannual Motorfest held by the Cooma Car Club at Cooma Showground. As the venue was a checkpoint for the annual Snowy Ride, riders along with Motorfest visitors showed a keen interest in the rarely seen motorcycles produced by the Bridgestone Tyre Co. in Japan from 1964 – 1968.

Brinton Preston-Smith travelled all the way from Brisbane and Garry Jeffrey travelled from Sydney. Andrew Cox brought his Australian-delivered 1967 GTR 350 from Young and Bob Edwards from Nowra brought his beautifully restored 1966 Homer 50 Step through. Brinton had done a beautiful job restoring his father's 1967 175 Dual Twin and Garry also presented an immaculately restored 1967 90 Deluxe with 'JetLube' which had belonged to his uncle. In all seven Bridgestones were on display, whilst not large in number a quality representation of models was presented to the public. Bob Edwards took out the trophy for the best Bridgestone. ■

Vintage Motorcycle Club of Vic. Chiltern Rally

• 1-4 November, 2019 – Chiltern, Vic.

The great flood

Report Phil Long, John Cox

Photos Mark Gustke, Cooper Brownlee, Barry Holland

Sixty Five entrants enjoyed the annual Chiltern Rally in North Eastern Victoria. A shakedown run to the Barnawartha Hotel proved popular on the Friday afternoon. Saturday morning's first leg took us to Yackandandah for morning tea and a leisurely stroll through the main street, then a picturesque ride through rolling hills and valleys to Tallangatta for lunch. The return journey to Chiltern was via Barnawartha.

On Sunday morning everybody was up and keen to start the day's run commencing at 9.30am with the first destination being Beechworth for morning tea. Heading out of Chiltern the skies looked somewhat ominous

and the lovely riding conditions were about to disappear. About four kilometres from Beechworth the heavens opened with a vengeance with lightning and very loud thunder which could be heard over the noise of a working sidecar single uphill.

This was as far as our intrepid group was to proceed for the morning as news came from our lunch ladies at Porepunkah that the main street there was completely flooded. The decision was then made to return to the Douglas family farm outside Chiltern for lunch. Once the storm had abated a short run was organised to Rutherglen to complete the day's proceedings.

Monday saw a fewer number do



TOP John Mepstead (1939 BSA). ABOVE CENTRE Andrew Jeffrey (1924 AJS) pressing on. ABOVE Jennifer McDonald (1927 Douglas). LEFT Stefane Rio (1933 Peugeot).

a short ride and others head to the Hume Weir for the club's 55th Anniversary rally. Many thanks must go to Alistair and Dione Douglas and their family for once again organising a wonderful weekend of vintage motorcycling. ■

RALLY REPORTS VMCA MORPETH



Girder forkers soak up the sun.

Vintage Motorcycle Club of Australia 64th Annual Rally

• November, 2019 – Morpeth, NSW

64 years young

Report Antony Gullick **Photos** Emily Yeatman

The rally was first held in 1955 and we actually have a member who was there and he is still riding his 1911 Norton today; Laurie Deller has no plans to hang up the helmet for many years to come. The Club caters for all machines made up to 1948; what we consider to be the “Girder Fork” era. If we are to keep these bikes on the road, we need to have runs suitable for early machines and the philosophy is paying off with 80 girder fork bikes present over the weekend.

Friday afternoon was a shorter run,

a nice shakedown and for some of us to give the second machine a run. A couple of hills challenged some of the single-speed veterans, but the roads are very good and suitable for old bike cruising. Saturday was a big run with two separate routes, one for veterans and one for the much faster and more sophisticated ‘20s and ‘30s bikes. The local clubs supplied marshals for all corners, making riding a breeze. We stopped and had a tour through Tocal house, one of the Hunter Valley’s historic houses. The



Laurie Deller and his
1911 Norton – part of the rally since 1955.

local scouts opened up their grounds so as we could park our bikes off the street. We wound our way back to Morpeth and completed a thoroughly enjoyable day at a local club where

dinner was excellent. An incredible raffle was held, with all prizes being organised by Steve Elliot.

Sunday was a figure-8 run from Morpeth, with morning tea and a barbecue lunch provided by the Newcastle Vintage Club, who fed us generously. Unfortunately a few people had to race back home to shore up houses from possible bushfires including rally organiser Steve Mordue, who had to help his parents who were well under siege from the fires. Steve lives in the Hunter area and he encouraged the riders of the girder fork bikes in the area to join us. It was a real thrill to see so many take part and make the weekend a really special event. Next year we will be running the rally in Mudgee and we are hoping that we may see some of our new friends from the Hunter join us there. ■



Some of the 80 bikes
at the rally.



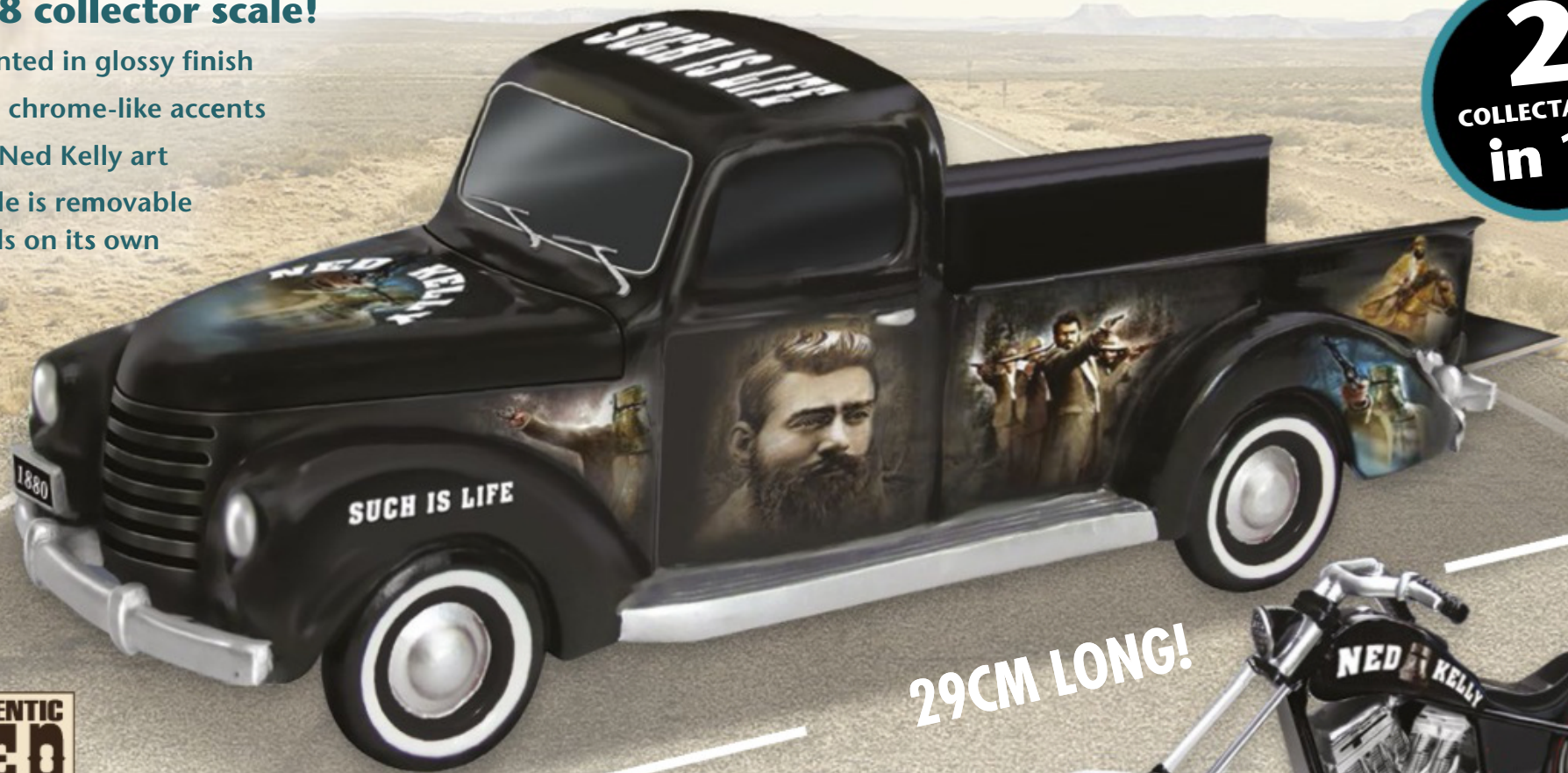
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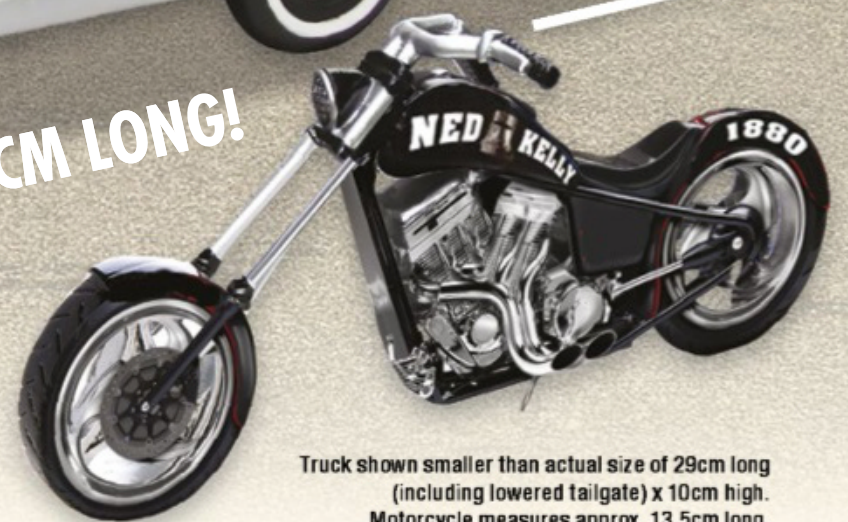
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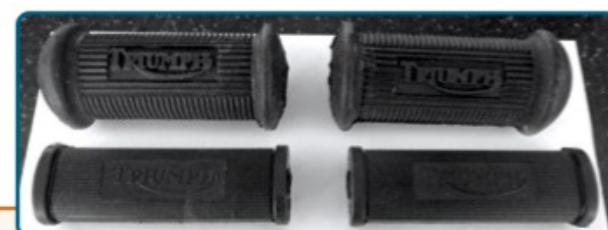
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Road Map

By Leopoldo Tartarini and Giorgio Monetti

Published by Lullabit.com Italy

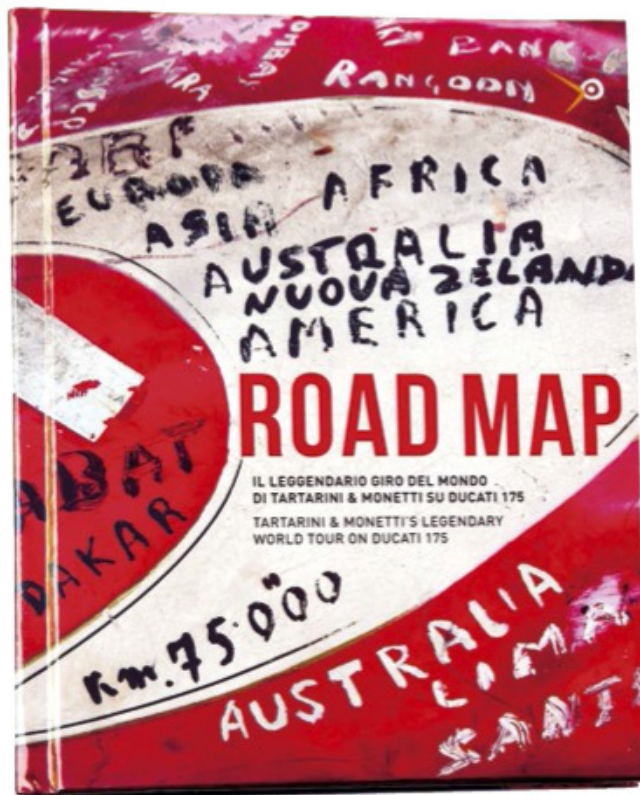
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This book is about the epic journey of 2 Italian guys, who in 1957 set off on a tour of the world on new 175 Ducati Turismos. The cover shot, taken by legendary Aussie photographer Phil Aynsley, is a closeup of the fuel tank of Monetti's 175 complete with the names of many of the cities they visited scribbled on it. The hard cover book includes a rear compartment housing a bonus CD and a DVD. Its official release was a function at the Ducati Museum on the 7th October 2018. Unfortunately, Tartarini passed away on the 11th Sept 2015 aged 83 but Monetti was there as the guest of honour.

The book is a compilation of the letters, telegrams, and magnetic tape narrations which were exchanged between the riders, Mr Montano, family and friends, with photos taken on the journey and the original Italian text and English translations side by side for easy reading. Leopoldo 'Poldino' Tartarini and Giorgio Monetti were both natives of Bologna born in 1932 but came from different social backgrounds; Tartarini winning many endurance races such as the Milano Taranto and the Moto Giro. Giorgio came from a well to do family and discovered a passion for travel, nature and motorcycles and was happier pursuing these than a professional career.

Their 175s were fitted with a single saddle allowing a large tail rack which dropped down to support suitcases each side and a complete rear wheel on the back. Preparations were scant with a paper map with the scale of one finger length representing about 3,000 km. They were at least

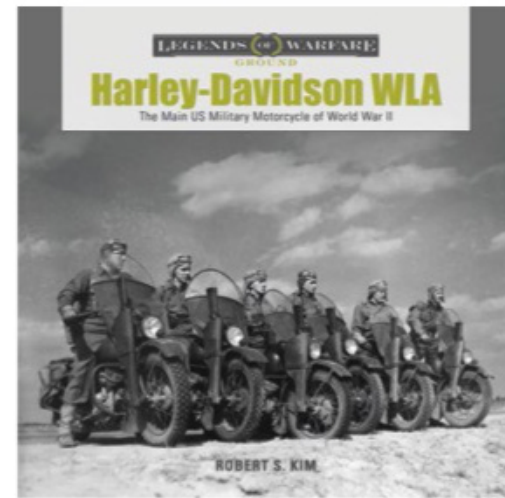


provided with a list of offices of an international Italian travel agent and Ducati agents as points of call to promote the Ducati name. Crossing five continents and visiting 35 nations, they were subjected to numerous dangerous situations. Feeding back to the factory, they constantly praised the little bikes which rarely gave trouble even under the most arduous conditions. Their reports from Australia weren't favourable, suggesting that the Italian immigrants were the only relief from the Aussies who didn't work much and drank too much. After an estimated 100,000 km, they returned to Bologna on the 5th September 1958.

The book then includes their lives after the tour. Tartarini went on to manufacture Italjet motorcycles, while Giorgio became Ducati's Manager of International sales. The DVD contains a retouched account of the 16mm footage they took (80 minutes) along the journey. There is also a copy of the documentary '1 Mappa per 2' (1 map for 2) which can be viewed with English subtitles (71 min) and a CD of the sound track.

A fantastic compilation and a snapshot of history.

Review by Gaven Dall'Osto



Harley-Davidson WLA

The main US military motorcycle

By Robert Kim

ISBN: 978-0-7643-5924-8

Hardcover 112 pages. US\$19.99

Published by Schiffer Publishing

Available March 28, 2020

Ordering details: customercare@schifferbooks.com

Given the rather prosaic nature of the motorcycle itself, this is a massive work that looks at practically every facet of the WLA's use, not just by the US military in Europe, North Africa and Asia during WW2, but by other Allied powers, including Australia and New Zealand and even the Republic of China. The Soviet Union received over 27,000 under the Lend-Lease program. And of course, once the war was over, the WLA went on to a second life and continues to do so to this day. Author Robert Kim, a lawyer who also served as a civilian in the war in Iraq, covers the WLA story from its inception in 1940, developed from the civilian WL, through various incarnations including the trike with its dual rear wheels. The book also looks at other military motorcycles including Harley's flat-twin XA and various Indian models, but it majors on the WLA and the many and varied locations in which it saw action either directly in conflict or in rigorous training exercises.

The photographs are outstanding and drawn from all over the world – one particularly dramatic shot shows a WLA being dragged along a cliff face – which was formerly a narrow mountain road – in Sicily in 1943. Ironically, after serving so conspicuously in the war, thousands of WLAs were unceremoniously dumped when peace returned, and there are poignant photographs depicting this ignominious end. Others found extended use with Military Police and as emergency vehicles until they too were superseded. However many WLAs survived and today, their owners regard them with unique affection as no-nonsense, rugged and reliable workhorses – or even Class C "Handshift" racers. Humble it may have been, but the WLA commands an envious place in motorcycle history, and this book covers the subject tastefully and comprehensively. ■

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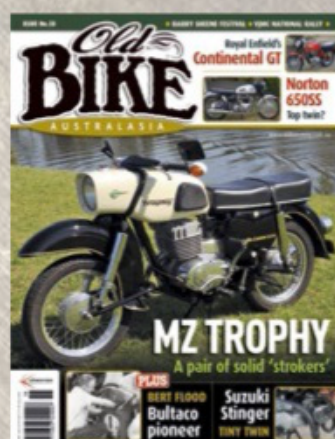
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British Motorcycle Club Tasmania. Inc.

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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

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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.

Meet 9am Beenleigh Historical Village and Museum Cafe, 205 Main Street, Beenleigh, 3rd Sunday each month. Contact Marita on 0418 761 361 or Fred on 0418 381 934. Em: bsaoc.qld@gmail.com. PO Box 714, Runaway Bay Qld 4216.

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 8100, Northland Centre, 3072 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 Saturday each month. PO Box 6560 QLD 4870. Em: president@cmrc.org.au or secretary@cmrc.org.au. Webpage: www.cmrc.org.au

CBX-6 Owners Club of Australia Inc.

Dedicated to the preservation, restoration, promotion and enjoyment of the Honda CBX 1000 6 cylinder motorcycle. PO Box 78 Cherrybrook NSW 2126. Website: www.cbx6.com.au (emails & phone numbers of the Office Bearers under the "Contacts" tab).

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: Colin 02 4399 1372 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 NSW Inc.

Meets 4th Wednesday of each month at Rydalmere Central Bowling Club, Park Rd. Rydalmere NSW at 8pm. Ph. 9639 7017 or www.cemcc.org.au

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. Web: www.cmccv.org.au

Classic Owners Motor Cycle Club Inc. SA

Meets 7:45pm 4th Tuesday of month West Croydon & Kilkenny RSL, 19 Rosetta St, West Croydon. Club rides Sunday following the meeting. Mid-week rides 1st Wednesday & 3rd Tuesday each month. Mopeds/small bike runs bi-monthly. Members library, regular displays and social events. Email: secretary@classicowners.org Website: www.classicowners.org

Classic Riders Club of Goulburn Inc.

Meetings 2nd Tuesday each month 7.30pm Goulburn Workers Club. www.classicridersclubgoulburn.com.au Contact Ross PO Box 415 Goulburn NSW 2580 Email: secretary@classicridersclubgoulburn.com.au

Classic Scramble Club Inc. (Victoria)

Pres: John Kempers Ph: (03) 52819469; Sec: Garry Singleton Ph: 0417 317 213. Em: gas_man@hotmail.com.au
www.classicscrambleclubin.org.au. Dedicated to the Golden Era of Scrambling, catering for scrambles machines from '60s to Pre-75.

Club Laverda Queensland

Our passion is Laverda, our goal is to share the good times. Meet first Tues at Aussi Nash Hotel, Woolloongabba. PO Box 5399 West End, Qld 4101. www.clublaverdaqld.com.au

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

Meet 3rd Thursday each month 7pm at Sawtell RSL Club, 38-40 First Ave Sawtell. Come early for dinner. Regular rides and social gatherings to promote riding motorcycles 30 years and older. For more info: Ph: Peter 0414 259728 email: coffs.motorcycle.restorers@gmail.com or PO Box 4248 Coffs Harbour Jetty NSW 2450.

Dry Lakes Racers Australia

The Dry Lakes Racers Australia are the official sanctioning body for dry lakes racing in Australia. Contact Carroll Hadfield Ph:03 5472 4629. PO Box 349, Castlemaine VIC 3450

Ducati Owners Club North Coast

Operate a Historic Register for eligible Italian motorcycles. Phone Ross on 0403 69 8188 or rgrimson41@hotmail.com

Ducati Owners Club of NSW Inc.

Est. 1976. The wealth of knowledge and experience within the Ducati Owners Club benefits all members. Info freely shared, regular club rides, social events and Ducati related activities in our colourful events calendar (see website). Meet 3rd Sat. month. www.ducatiownersclubnsw.com.au Em: secretary@docnsw.org.au 0412402808

Ducati Owners Club of Queensland

Est. 1977 - Social rides, track days, events and displays, quarterly magazine "Desmochronicle". Meets 1st Wed. month, Shannons Insurance Clubroom, Unit 5B, West End Corporate Park, 303-315 Montague Road, West End, Brisbane. 6.30pm for BBQ, drinks and socialising, meeting starts 8pm. Contact (E) secretary@docq.com.au (W) www.docq.com.au

Early American Motorcycle Club (WA)

Dedicated to the restoration and use of American made mc's manufactured before 1967. Monthly rides and weekends. Sec: Glen McAdam 0438 229 957. PO Box 184 Tuart Hill WA 6939. www.earlyamericanmotorcycleclub.asn.au

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 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

Hunter Valley Norton Owners Club Inc.

Meets second Tuesday each month at Wallsend Bowling Club. Contact Secretary Karl Folpp 0421089956 PO Box 51 Warners Bay NSW 2282.

Illawarra Classic Motorcycle Club

Meets last Monday month at Albion Park Bowling Club, 32-52 Taylor Rd Albion Park, NSW (7pm Bistro available). NB. no meeting in December. Caters for motorcycles 30 years and over. Regular runs and our annual Red Scarf Rally. Extensive library and reasonable membership rates. Contact the Club Secretary Kris Minter 0419 473619 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 preservation, restoration and use of vintage Indian motorcycles. Monthly ride/meetings and quarterly magazine. Meet 3rd Thurs of the month. President Murray Morell (08) 9332 8826 Em: mjmorell@optusnet.com.au or enquiries@imccwa.org - Find us on Facebook at Indian Motorcycle Club of WA or www.imccwa.org

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 and variants from 1901 to current. We embrace the entire history of the marque. Monthly rides, three annual major rallies. Historic or Red Plate permits, Club runs 1st Sunday month. Meets Last Tues each month at Pascoe Vale Hotel, 12 Railway Pde, Pascoe Vale 3044. Contact: Peter Kime 0409 798 641 or George Fitzpatrick 0411 886 636, P.O. Box 2264, Werribee, Vic, 3030. www.ironindian.com.au

Kawasaki Z Owners Club, Qld

Meetings first Tuesday of the month at 7:30pm. Motorcycle Sportsman, 35 Crosby Rd, Albion, QLD. President. John Speldewinde 0418 877 871. Secretary: Lea Email: zownersqld@hotmail.com • www.zownersqueensland.com • 6 Chablis Court Ashmore Qld. 4214

Kawasaki Z Owners Club, South Australia

Meetings 2nd Tuesday of month (ex January) 7.00pm at Velocette Club rooms, 74 Drayton St Bowden 5007. All welcome. BBQ dinner each meeting, Monthly rides, Historic Rego, Rallyies, Social events. www.zownerssa.com brianzsec@internode.on.net Ph 0425 224 797.

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CLUB DIRECTORY & MARKETPLACE

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 1965, currently 200+ members. Meetings 8pm second Tuesday of month, Wishing Well Tavern, Station St, Carrum, except July (AGM) and December. Active in touring, rallying and promoters of three annual rallies; Sidecar, Dargo High Plains and Domino. Also member/family club events. Victorian Club Permit Scheme. www.monarchs.net.au/

Moto Guzzi Owners Association of NSW – MGOA

Visit our website www.mgoa.org or contact Andre Deubel Em: mail@mgoa.org for more information.

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

Motorcycle Enthusiasts Club Gold Coast

Weekly Monday, Thursday and Saturday morning rides for all bikes. See our website www.mecgc.club for all activities. Clubhouse at 238 Mudgeeraba Rd Mudgeeraba.

Natureland Classic Motorcycle Club

President: Mark Bunting, Ph: 02 6567 1336 Mb: 0438 588 689 Em: markbunting64@gmail.com PO Box 417, Kempsey NSW 2440. 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 Wed. month at 7.00 pm, Sth Newcastle Rugby League Club, 46 Llewellyn St, Merewether. PO Box 3094. Most runs are on the 2nd & 4th Sundays of the month.

Mid week runs on Wednesday. All machines 30 years of age or older. Secretary Bruce Turner – Ph 0468 676 201.

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 AJS Owners Register Inc.

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

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: www.bsa.org.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. For rally information contact the President – Em: president@nrcmcc.org, Ph 02 66291509 or Em: secretary@nrcmcc.org – Website: www.nrcmcc.org

Norton Motorcycle Club SA Inc

Rides, social events. Meetings 7:30pm first Monday every month except January & public holidays at Velocette Clubrooms, 74 Drayton Street, Bowden. Monthly Sunday club rides. Em: secretary@nmcsa.org. 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 \$10 per year to cover postage. Call David at floozie2@bigpond.net.au

Port Macquarie Classic Motorcycle Club Inc.

Open to owners of bikes 30 years of age or over, all makes and models welcome. The club's aim is to encourage classic bike restoration, preservation, and registration. Regular rides and social functions, family membership encouraged. Meetings 2nd Tuesday of the month at Settlers Inn, Hastings River Dve, Port Macquarie. 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 Peter Searle, 0410 514 419 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 rrws@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.

The club represents Royal Enfield old and new, Indian or British. We offer a wide variety of rides and events across the country, along with an excellent on-line forum. Monthly evening pub meets in some major cities. We welcome interested people to join at www.recoainc.com or email: membershipofficer@recoainc.com

Rudge Enthusiasts' Club

New members welcome to the Australian branch of the worldwide club, which has extensive parts service and a quarterly mag. Peter Scott Em: qualmag@optusnet.com.au

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. Em: scmccsecr01@gmail.com or call 0244 557 407.

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Singleton Classic Motorcycle Club Inc.

Meetings first Thursday each month Singleton RSC club, Castlereagh St, 7.30 pm. Info: Jacob 0422 072 901 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: tjryan50@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 sr500clubau@gmail.com or web www.sr500club.org or Paul on 0413 019 657.

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'.

Surfside Motorcycle Club Inc.

Meets 2nd Tuesday of month at Surfside Motorcycle Garage, 42 Winbourne Rd, Brookvale. Caters for vintage and social riders. Calendar of events circulated by Surfside Motorcycle Garage. Jim Delaney Club Registrar Ph: 0468 313 555.

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

The 59 Club Australia Inc.

The Australian branch of the 59 Club London. Old School Rockers Club for anyone interested in the 50's 60's Rockers and Greasers era, the bikes and the music. Regular rides, meetings and events. Come and hang out with the Rockers. We have members in all states. Contact Shawry President 0425193099. Em: the59clubaustralia@hotmail.com Web: www.the59club.org.au

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 rego, swap meets, monthly magazine 'Smoke Signal'. Meet second Tues. month at Payneham RSL at 8pm. www.vvmccsa.org.au Em: secretary@vvmccsa.org.au or Ph: 0409 514 213.

The Vincent HRD Owners Club Queensland Inc.

Club rides, rallies, social events. Meetings last Wednesday evening each month. Email: Queensland499@voc.uk.com or orkevinfowler2@bigpond.com

Townsville Restored Motorcycle Club Inc.

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

Triumph Motorcycle Register of Australia

Dedicated to the restoration, preservation and riding of classic Triumph motorcycles. Monthly rides for historic bikes throughout NSW and ACT. Weekend trips held during the year and annual rally at Bathurst. Details www.tmra.org.au

Tweed Heads Motorcycle Enthusiasts Club Inc.

Meetings 7pm (NSW time) 1st Monday each month (if it falls on a Public Holiday it will be the following Monday) Ivory Hotel, Tweed Heads. Monthly organised runs, visit thmcec.org.au or call 0404 423 317

Velocette Owners Club

Centres throughout Australia. Spares scheme, national rally, technical advice, club magazine, club runs, meetings & events, all for \$25 per year. Sec. Arthur Harvey, 31 Rufford Lane, Canning Vale WA 6155.

Veteran & Historic Motorcycle Club Ltd

For restoration & riding motorcycles over 30 years old. RMS Historic Rego available for eligible bikes. Mid-week and weekend rides each month, social outings, weekends away and rallies. Meetings at Dundas Sports & Recreation Club, NSW 7:30pm 3rd Thursday each month. Ph (02) 8883 0390 PO Box 366 Kellyville 2155. Web: www.vhmcc.com.au

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 Racing Motorcyclists Association of Victoria Inc. (VRMAV)

Membership application forms are available NOW by contacting VRMAV PO Box 94, Heathcote VIC 3523 or email veteranracingmotorcyclists@gmail.com. Annual Dinner Friday 3rd May 2019. Please register before 19th April 2019.

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.vvmcc.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 at 8pm last Monday of the month at the Briars Sports Club, 14 Ian Parade, Concord, 2137. Email: newsouthwales499@voc.uk.com Post: PO Box 269, Terrey Hills 2084 NSW.

Vincent HRD Club of South Australia, Inc.

Club rides, rallies, social events. Meetings last Saturday odd months, Pub social nights third Wednesday each month. Em: lesbeyer@internode.on.net or PO Box 8013, Grange, 5022.

Vincent H.R.D. Owners Club of Victoria Inc.

Runs, rallies, social events, club permits, spares, newsletter. Meetings: First Friday of even months, 8pm, East Malvern RSL, Stanley Grose Drive, East Malvern, Vic. Mail: P.O. Box 79, Monbulk 3793. Em: vicvoc998@gmail.com or Garry Nemecek 0408 035 917, Ron Mays (Secretary) 0417 354 108.

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. The Viking Sports Club, 35 Quarry Rd, Dundas Valley NSW. Established 1955 for machines up to 1947. Monthly events & newsletter. Annual Vintage and Veteran Rallies. Spares and Library. Ph: 0415 284 620. Email: vmccnsw@hotmail.com

Vintage Motorcycle Club of Tasmania

Regular runs, meetings/activities. PO Box 110, Lindisfarne, 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.

Formed in 1975 the club now has 600+ members and 1000+ motorcycles on register. Events include short mornings to full days out, two day rallies, seven day tours, static displays, annual swap meet. Focus on restoration and preservation of all motorcycles more than 25 years old. Club has spare parts shed. Monthly meetings first Wed. every month at VCC club rooms, Hale Road, Wattle Grove, Perth. Info: 0894016763 or www.vvmccwa.com or write to PO Box 858, Hillarys, WA 6923

Voyager Classic Motorcycle Club Inc.

Meetings held every 2nd Wednesday of the month 7.30pm Voyager Centre 61 Kittyhawk Drive Chermside Qld. Secretary 0418 152 904.

Wagga Classic Motorcycle Club

Previously Griffith CMCC 'Eastenders'. Welcoming everyone with a motorcycling interest, from veteran to modern. Restorations, 'oil warmer' short rides, rallies, touring, racing and even track days. Annual Rally – 2nd weekend of October. Contacts: email wcmc30@gmail.com Web: www.waggaclassicmc.org Phone: Ray Birchall 0429 353683.

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 events per year and all members receive a quarterly Club newsletter. Currently 230+ members across Australia and internationally, with active presence in each Australian state. PO Box 321 Emu Plains NSW 2750. Secretary Anthony Sibary Em: secretary@xs650.org.au Ph: 0431 353 963 Web: 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



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A FREE EVENT LISTING FOR CLUBS & ORGANISATIONS

MARCH

Illawarra Classic Motorcycle Club Red Scarf Rally

7-8 March, 2020 – Kiama NSW

Start/finish at Kiama Black beach, choice of two runs on Saturday, 161km or 100km. Book in from 7.30am to 8.45am
Info: John 0407 939 101 or Peter 0412 939 350
Em: icmc.club@gmail.com

2020 Maleny Motorcycle Only Swap

**14 March, 2020 (ONE DAY ONLY) –
Maleny Showgrounds Qld.**

With free parking inside grounds. Entry \$5 per person.
Swap Sites \$5 Cash Only. Camping available Friday & Saturday Night. \$5 per person per night (unpowered sites only). Access to Swap Sites on Main Oval from 2pm Friday. Strictly No Trading before 6am Saturday. Massive variety of New & Used Parts & Bikes. Dogs & Bric a Brac free zone. Saturday Gates Open 6.00 am. Food Court opens at 7.00 am. Contact Murray 0404810413, Em: bishopfam@iinet.net.au
Hosted by the Sunshine Coast Area, Historical Motorcycle Club of Qld Inc.

Festival of Speed

**20-22 March, 2020 – Sydney Motorsport Park,
Eastern Creek NSW**

Run by PCRA of NSW. Races from Period 3 to Period 6. Homegrown Heroes Relay, trade stands, open pits.
Information: Ken Lindsay president@pcra.com.au

The 59 Club Australia Rolling Dice Run

**22 March, 2020 – Meeting 9.30am Healesville Railway
Station car park.**

Entry \$20 Breakfast BBQ Tea & Coffee, leaving 10.30am. Cash Prices. Contact: Shadow. Em: rockers59australia@aol.com

Italian Motorcycle Show

22 March, 2020 – Wigley Reserve, Glenelg SA

Hosted by the Ducati Owners Club of SA, bike entries opening 9.30am, judging begins at 1pm. Entry is on the day \$5 per bike for DOCSA members, \$10 for non-members. Public admission free to the show, food, refreshment & merchandise stands and trade displays. For more details contact Greg Sheridan 0459 197 264 email: shero@internode.on.net

26th Vincent/Velocette Rally

27-29 March 2020 – Oberon NSW

Jenolan Caves Caravan Park, Cunnyngame St Oberon 2787. Cabins available call (02) 6336 0344. Details: Vincent Club: Jo Wenden 0423 205288 j.wenden@bigpond.com – Velocette Club: Dennis Quinlan 0407 250692 vegavoxbanjo@gmail.com

AHMF 2020 National Historic Motoring Festival

28 March – 3 April, 2010 – Based at Albury/Wodonga

All Historic cars and motorcycles eligible. Website: www.ahmf.org.au/2020Tour/ Info: 2020Tour@ahmf.org.au

VCCA Tasmania Swap Meet

**29 March, 2020 – Mowbray Racecourse,
Launceston, Tasmania**

Sites \$10, general admission \$2. Gates open at 6.30am for site holders. Information: Joe Clippingdale.
Em: jaclipp@bigpond.com

APRIL

Inverell Motorcycle Restorers Club Inc. Rally

**3-5 April, 2020 – HQ at the Inverell Pioneer Village,
64 Tingha Road, Inverell NSW**

Open to Veteran, Vintage, Historic & Classic Bikes.
Contact; Garry ; 0431 190 964 or Email; Judy greeks54@bigpond.com

Vintage Motorcycle Club of Australia, Pre-1919 ride

3-6 April, 2020 – Cowra NSW

Details from Antony Gullick 0415 284 620.

Horsham Swap Meet

4 April, 2020 – Horsham Showgrounds Vic.

Presented by Wimmera Mallee Historical Vehicle Society. 7am to 1pm, gates open 6am for traders. Featuring Made in Australia vehicle display. Details and bookings, Rob Binns 0402 459303 Em: swap@wmhvs.org.au

Vintage Motorcycle Club of Vic. Swap Meet.

**5 April, 2020 – National Steam Centre, 1200 Ferntree
Gully Rd. Scoresby (Melway 72 D9, just off Eastlink).**

Gates open 6 am-12 noon. Booking not required. Entry \$5 per person, Swap Site \$20 per site. Veteran, Vintage, Classic and Modern parts and machines. Contacts: Ken Miller 0418 555 287, Brian Tyler 0411 556 755, Neville Babb (03) 9398 5250

Bathurst Easter Rally

**5-12 April, 2020 – Based at Bathurst Caravan Park,
Bathurst NSW**

Vintage Motorcycle Club of Australia (NSW) Inc. 46th annual Easter Tour of Bathurst. For veteran, vintage and post-vintage motorcycles up to and including 1980. Rides every day. Info Lee 0438 536 223 or Graham 408 650 860

MAY

VJMC National Rally

1-3 May, 2020 – Toowoomba Qld.

Details on website: www.vjmc.org.au

Ray Owen Show

**17 May 2020 – Canungra Showgrounds,
Coburg Road, Canungra Qld.**

Information on HMCCQ Website: www.hmccq.org.au or contact Ken Tocker 0450 230 169

Restore and Ride Rally

22-24 May, 2020 , Coffs Harbour NSW

Based at Valla Beach Resort between Urunga and Nambucca Heads. For bikes 30 years and older. Em: coffs.motorcycle.restorers@gmail.com or call Rob Popplewell (02) 6653 4532.

JULY

Macquarie Towns Rally

25-26 July, 2020 – Windsor NSW

Rides around historic and scenic Hawkesbury district, presentation dinner Saturday night at Pitt Town Sports Club. Open to all classic and historic motorcycles. Details from Garry Appleyard 0417 335 711.

AUGUST

Aussie Triples Rally No.11

14-16 August, 2020 – Evans Head NSW

For Pommie triples built 1968-76. Contact Col McAndrew, Em: aussietriples@yahoo.com.au or call 0428 869 889.

Yamaha XS650 Club of Australia 2nd Annual Show & Shine

22 August, 2020 – 49 Boscobel Road Londonderry NSW

10am to 2pm. Bike entries opening 9.30, judging begins at 1pm. Free admission. Your chance to see some of the best XS650 Yamaha motorcycles in Australia. For more details contact Tony 0431 353 963 or Em: secretary@xs650.org.au

SEPTEMBER

Vincent Clubs of Australia National Rally

21-25 September 2020 – McLaren Vale, South Australia

Based at McLaren Vale Motel & Apartments (08 8323 8265). www.mclarenvalemotel.com.au. Bay to Birdwood is on Sunday 27th, after the rally, Vincents eligible. Rally secretary Judy Beyer 0412 951580 or judybeyer@internode.on.net

OCTOBER

National Thunder Motorcycle Rally

**2-5 October, 2020 – Australian Equine & Livestock
Exhibition Centre, Tamworth NSW**

A long weekend of bikes, music and food. Motorcycle and car displays, traders, guided runs around the district, over 24 hours of entertainment and the giant Thunder Run through the streets of Tamworth. Registrations open now. Contact Michaela Stevens, (02) 6767 5555. Postal address: 437 Peel Street, Tamworth 2340. Em: info@nationalthunder.com.au or visit www.nationalthunder.com.au

BSA National Rally

15-18 October, 2020 – Crows Nest Qld.

HQ at Crows Nest Caravan Park, www.crowsnestcaravanpark.com.au – Contact: BSA Owners Club of Qld. www.bsaql.org.au BSAOC.QLD@gmail.com

AJS Matchless Club 40th Anniversary Jampot Rally

30 October – 1 November, 2020 – Goulburn NSW

Come and ride the Southern Tablelands over three big days. Trophies awarded to best in class for Veteran/Vintage/Classic/Modern Motorcycles. BBQ and registration Friday evening, ride, display and presentation dinner Saturday. AGM and ride to original GP circuit Sunday. Information and entry form; www.ajsmatchless-australia.com.au. Contact Leon: lw113365@gmail.com (0412 060 655) Wayne: wayne.adams10@outlook.com (0437 401 033) David: david.delapp1@gmail.com (02 9600 9894).

Sunbeams in Oz Rally

30 October-1 November, 2020 – Kiama NSW

As Kiama is a holiday destination, it is best to book accommodation well in advance. The rally will be run out of the BIG 4 Easts Beach Holiday Park, 30 Ocean St, Kiama NSW. Phone (02) 4232 2124. There are lots of other accommodation venues around Kiama to cater for all tastes. A fantastic weekend of good long rides through the beautiful Illawarra and Shoalhaven regions. Info: dawsonadrian@aapt.net.au



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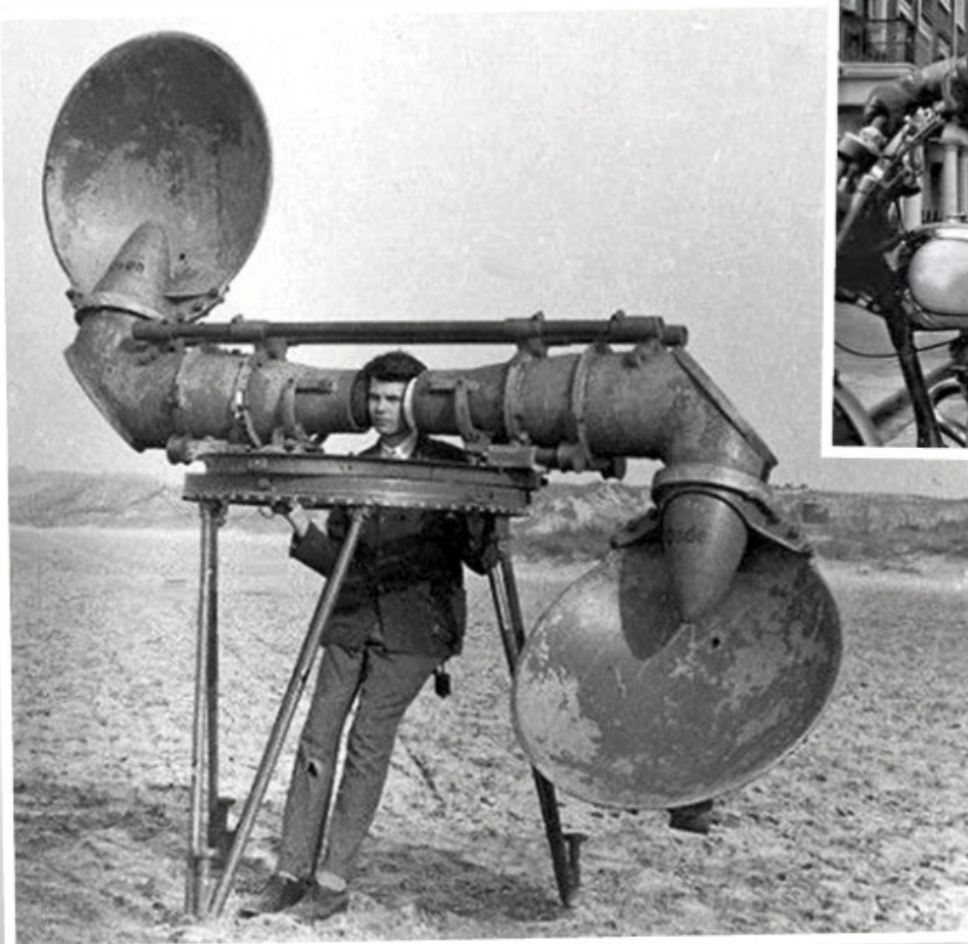
It is widely held that the first mobile personal communications device was produced by US company Motorola in 1973. However pioneering work in this field was undertaken by many organisations and individuals, including Spagforth, which set up a division in 1955 to manufacture and distribute a device called the Spagochat.

So confident was Spagforth as to the public acceptance of the device, which, in prototype form required no cellular network in which to operate, instead relying upon what Spagforth termed ITYL (I talk, you listen) for short-range communication, that it converted the former Spagforth factory, which currently made special wooden clogs for Dutch motorcycle trials riding, for testing and production of the ITYL. The factory was situated at Blubberhouses, not far from the company Headquarters at Giggleswick – a storied facility that had at various times also been engaged in the production of such tragic endeavours as the Spagonaut amphibious vehicle (see *OBA* 27), the Spagforth Stoa mobile home (see *OBA* 10), and the Spagtrotter (see *OBA* 19), which used discarded shoes in place of scarce rubber tyres.

The Spagochat originally used a battery from a WW1 de Havilland DH.9 bomber to power a microphone and speakers, however as the battery weighed 164 kg and had to be carried in the pillion's lap, it was regarded as an unnecessary luxury and scrapped. A second version utilized a stoat running in a circular cage with a toothed belt attached to a generator, but whenever the stoat became weary and ceased to run, the device also ceased to function.

Finally, a purely mechanical version of the Spagochat was trialled, but results were inconclusive, given that the passenger invariably refused to stop talking for long enough for the rider to respond.

The factory was closed before production could commence, and tooling sold to a Welsh company, Bogtrotters Anonymous Ltd., located in Llanfairpwll-gwyngyllgogerychwyrndrobwlllantysiliogogoch. Using the Spagforth technology, Bogtrotters developed the Spagochat into a personal device known as the Electrolug, but attempts at miniaturising the components proved unsuccessful. Subsequently the Electrolug was on-sold to a group of Monks in Tibet who believe that the Woolly Mammoth, widely thought to be extinct since the Holocene Epoch, still survives in the Himalayan Mountains. Hoping to detect the mating rituals of Woolly Mammoths, the Electrolug has been manned around the clock since 1959, but as recently as 2019, no evidence of Mammoth activity, lascivious or otherwise, has been perceived. ■



ABOVE The Spagochat in its final, mechanical form, with pillion Gabby Mandible conducting auditory tests.

LEFT The Electrolug, developed from the Spagochat, undergoing tests in Pant Y Wacco, Wales.



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