

FOREVER YOUNG

CLASSIC RIDERS CLUB OF GOULBURN INC.

Our Magazine



Winter 2022 Edition

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Dale Towell

Magazine Editor

Mob 0422 367 011



EDITOR'S NOTE

Pretty sure the true meaning of hibernation has exposed itself this Winter. Whether it's just me, or the increased sniffs and snuffles, or the fact that snow fell during the week just gone at places very close to Goulburn. Can't quite believe I'm sharing the fact today – in less than 15 degree temperatures - that I am about to head off to the showground and then to Wakefield, on the back of a motorbike. It's Sunday 28 August 2022, and Wakefield Park will be closing up from this coming Thursday. Closure follows a long battle for the raceway to hold on to operations as one of the most outstanding facilities available to racing and motor enthusiasts, in NSW.

I live just minutes away from the raceway, and it is never a problem with noise – in fact, it's nice to hear that the world is out and about enjoying what life has to offer. This morning, though, in the lead up to a day of gathering in support of Wakefield Park, I can hear a heightened volume of racing engines thumbs up for the last hoorah!! More about this in the pages to follow.

Meantime, stay positive everyone, look after yourselves, travel safe wherever you go and however you get there.

Dale

OUR CLUB

Classic Riders Club Goulburn (CRCG) was born from the idea to form a Motorcycle Club which catered for restorers and riders of old and classic motorcycles. Nurtured by Neil MacDonald and Richard Corbet, this idea very soon blossomed into 'our club'. Neil's under house area became the unofficial workshop for this enterprise and the official launch was on 13 August 1991, with the inaugural meeting held at Goulburn's RSL Club. CRCG commenced 'life' with 23 potential members, and today we have around 135 members and 120 motor cycles on Club Plates. We meet on the second Tuesday of each month at Goulburn Workers' Club, commencing 7.30pm.

New members welcome and information available at : www.classicridersclubgoulburn.com.au

CRCG COMMITTEE

Elected

President	Bruce Tinsley
Vice President	Gary Suddull
Secretary	Dale Towell
Assistant Secretary	Mischelle Lees
Treasurer	Charles Hillier
Public Officer	Ross Gilchrist
Club Captain	Ray Croker
Events Director	
Magazine Editor	Dale Towell

Appointed

Publicity Officer	Secretary
Regalia Officer	Ron Barton
Equipment Officer	Geoff Bland
Monument Warden	Celia Suddull
Assistant Monument Warden	Paul Fitzgibbon

Swap Meet Team

Geoff Bland
Bruce Tinsley
Charles Hillier
Mischelle Lees
Gary Suddull
Dale Towell

Rally Director 2022

Dale Towell

Machine Examiners & Registration Officers

Richard Corbet (Goulburn)
Chris Parlett (Goulburn)
Wayne Price (Goulburn)
John French (Bowral)
Craig Southwell (Gunning)
Ron Barton (Yass)

Club Patron

Vacant

Life Members

Richard Corbet
Howard Kneebone
Ross Gilchrist
Mischelle Lees

Website Manager

Secretary

Full details and contact numbers on website

CLASSIC RIDERS CLUB AGM

9 August 2022

Our Annual General Meeting this year was very well attended, and as a bonus at the general meeting preceding, we welcomed six new members.

Further welcome was made to our new Club Captain, Ray Croker. Ray is a returned member, having recently moved to Crookwell from some time, living on the South Coast. His contact with Classic Riders has remained strong during his years of living away, and he has slotted very comfortably back into the CRCG 'fold' with his working hat positioned firmly on his head.

So, for those who join in our Sunday and Tuesday rides, everything will tick along as planned until the end of the year. Ray will get to know everyone, and beginning 2023, he will introduce a new format ride calendar and planned rides which give opportunities for bikes of all different capacities, and for riders with all different requirements – particularly in regard to preferred food stop overs.



To our outgoing Club Captain Frank Millwood, thank you for your work in keeping these weekly rides running over the last few years.

We also welcomed Geoff Bland as our new Equipment Officer. We're in safe hands with Geoff, he's been moving 'stuff' around and setting up for events, since close to the time our club

began. Now, he has the official title – just the incentive he needs to want to keep moving all that 'stuff' from one place to another.



Apart from these changes to the Elected and Appointed Committee 'gang', most other things remain the same.

Certainly, the social occasion offered by the regular meeting and the AGM which followed – with supper thanks to Workers Club Staff, and drinks thanks to our President – was enjoyed by everyone who came along.

For anyone who was unable to attend, but wished they could, we'll have another one next year. Meantime, there's a few things to look forward to

Annual Ride :
21-23 October 2022

Monument Dedication :
6 November 2022

Ray Croker's Tiddler rally :
12 & 13 November 2022

Julie Kneebone's wander :
27 November – 2 December 2022

Club Christmas Party :
4 December 2022

Classic Riders Club of Goulburn



31st Annual Classic Ride

Friday 21st October 2022
Registration meet and greet

Saturday 22nd October 2022
Saturday ride and presentations

Sunday 23rd October 2022
Sunday ride

All makes and year models of motorcycle are welcome to attend our Annual Ride.

Great scenery, lots of prizes, amazing food & good company.

Ride theme for this year celebrates the 100th Anniversary of Moto Guzzi



To be eligible for judging, all motorcycles – except for theme displays – must be ridden



Members of the Classic Riders Club of Goulburn extend an invitation to participants in this year's Annual Ride. To everyone who joined us in previous years, we hope to see you again ... and to those of you who are considering coming for the very first time, we would love the opportunity to meet you.

All requirements relating to NSW health restrictions will be in place.

Questions to the Rally Director – Dale on 0422 367 011

WAKEFIELD PARK SPECIAL

Sunday, 28 August 2022

What's currently occupying the minds of motoring and motor sport club members Australia wide, is the planned closure of gates at Goulburn's Wakefield Park Raceway.

There are a few reasons for this – some we understand, but mostly what we are hearing begs our disbelief. Without getting tangled in the bureaucracy of red tape and legal rhetoric, what we witnessed at the 'Save Wakefield Park' gathering, was overwhelming support for the Raceway to be able to continue operating.

Our Club has had a bit to do with the management and staff at Wakefield over the years, and more so, since adopting the venue for our Annual Swap Meet. They were faultless in their accommodation of our event, and the future held promise for a continued relationship, not just in regard to our 'swap', but in countless other events. It's very simply, a great venue – and by depriving everyone the benefit it offers, so is the whole area of Goulburn, deprived of every business, social and cultural advantage you can name.

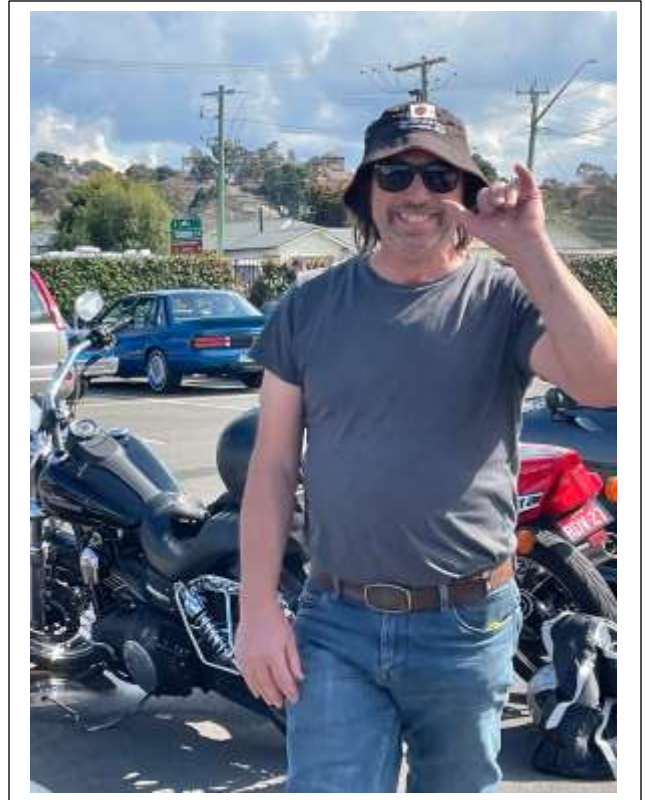
But with most 'stop' signs, there follows a 'go'. ... which is what everyone at Wakefield is hoping for. Our opportunity to lend support came at the planned gathering on Sunday (last), when an 11.00am meeting at Goulburn Showground was called.

At 12.30pm, all those at the Showground made their way along Sloane Street, back through Goulburn's Auburn Street and out to Wakefield Park.

The bonus, was to see a fabulous parade of vehicles and motorcycles. ... a reflection of what Wakefield Park offers to the Goulburn Community and beyond, each time they host an event. Thank you Wakefield Park for the opportunities you have made possible for everyone over the years you have been running. We wish you luck with your endeavour to retain operations.







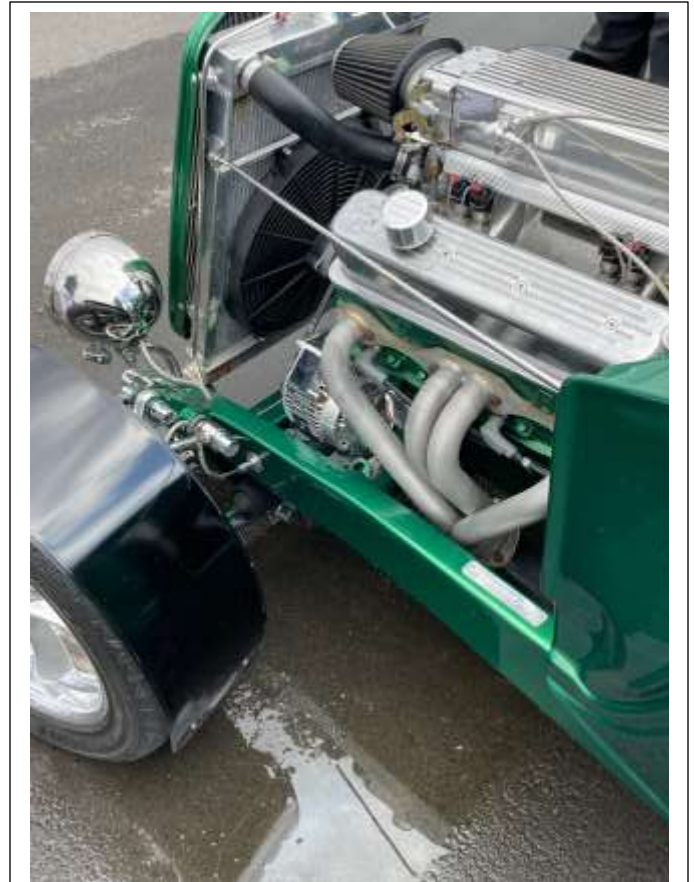
Top left clockwise –
Craig Gomba, John Towell, Mischelle Lees, Eric Weston
Craig Gomba
John Towell
Craig Gomba, John Towell, Mischelle Lees







Hello Ivy



Chris Parlett photographed (above) with his 'Ivy'
.... and
Other 'faces' of Ivy, all fabulous.
Thanks for bringing her along Chris!!

Below, is an article posted by Bruce Williams on 19 August 2022

In a shock announcement for the industry, the future of all motorsport activities in NSW are about to be impacted, with Wakefield Park management confirming that the gates to the much used and needed facility will close on the 1st of September.

The venue has been confirmed as no longer being tenable running for only four days per month and will close within a matter of weeks following the NSW Land and Environmental Court ruling handed down on July 13; effectively being mothballed until a workable solution is reached.

The court handed down its decision after an appeal to upgrade its Wakefield Park facilities – which was initially knocked back by the council – was actually approved but had a series of strict operational stipulations put upon it should it go ahead with the upgrade or not.

The shattering decision meant that the circuit, run by Benalla Auto Club, could not operate more than 30 days a year, making it financially un-viable to keep its gates open.

AUTO ACTION spoke exclusively to BAC vice president Bruce Robertson about the situation that now faces the racetrack, and its potential closure.

“At this point in time there is no immediate solution to the problems brought on us by the Land and Environmental Court, there is nothing more we can do legally.

“We cannot operate. No one can operate a business or recreational facility on 4 days a month. It can't be done.” Robertson told AUTO ACTION.

That the facility will be forced to close its doors has implications on many levels, not just on motorsports, with the facility in the employ of 10 full time staff, four casual employees, and three contract hirers who run businesses dependent on the facilities.

“Closing the place has massive implications, not least for our full-time staff and their families, who will unfortunately face redundancy due to the stipulations that have been placed on us.

“This decision can't be appealed, as there was no error in law, so the state government has to find a path forward with other legislative instruments.’ Robertson went on to say.

The Goulburn Mulwaree Council regional area and many of the business based around the city of Goulburn also face an enormous loss of revenue, as Wakefield Park hosted not only motorsport events, but ran defensive driver training, NSW police and academy training, AFP and defence force training, and a large series of charitable and motorcycle activities.

“We commissioned a document for the trial, highlighting the park injected 17 million into the economy every year, and that was a conservative estimate. Within government circles, it's been stated as much closer to 35 million dollars,” Robertson continued.

“It is a horrific decision in terms of ALL NSW MOTORSPORT, and if the government wants to have viable motor racing facilities for their citizens, an industry I might add that employs thousands of people, then they need to take notice of this court ruling and act.

“There needs to be a critical overview of the implications of the various environmental regulatory instruments regarding noise emanation on everyday activities and, of the practical implications on the way such regulations harm everyday activities.

“And there needs to be urgent clarification and alterations, if indeed NSW does not want to become a backwater in maintaining a 21st century way of life for its citizens.

“Our way of life is under attack on many fronts, from the very legislation and regulations allegedly protecting the “environment” and “amenity” that politicians thought has been wise to put into place over the years.” added Robertson.

When pressed by AUTO ACTION if there was any possible way back for Wakefield Park, with the cost overwhelming the amount of operable days allowed, Robertson's response was dire-yet clear.

“No, not without State Government assistance. They have to intervene for this to get anywhere, and that's the only avenue forward.” said Robertson.

Clearly this story has many implications for the sport not just in NSW.



Photograph taken of Wakefield Park from the vantage point where the 'support for Wakefield numbers gathered on Sunday 28 August 2022. Unable to operate economically under the current restrictions, Wakefield is closing the gates on Thursday 1 September.

Circuit owner, Benalla Auto Club (BAC) is working towards special economic status for Wakefield Park so that it can re-open its doors in the future. They have given an ongoing commitment to save the circuit from permanent closure. To this end, they are working closely with Goulburn Mulwaree Council and stakeholders.

Spokesperson for BAC said - "We need NSW state government assistance to find a pathway forward for Wakefield Park."

Wakefield's situation leaves the entire state of NSW with just a single operational permanent circuit – Sydney Motorsport Park, based in the western suburbs of the state capital.

DEBENHAM RALLY MOSS VALE

18 & 19 June 2022

The Debenham Rally is a rally dedicated to the memory of Eric 'Debbo' Debenham – described as 'a congenial giant in the pits, a terror on the track'.

Remembered most, is his tremendous laugh and, in an era when short circuit racers enjoyed regular meetings at Vineyard, Taree, Goulburn, Bungarabee, Salty Creek and Nepean, Debbo had more than the usual reasons to laugh. From Sydney's Chipping Norton, he stood 190cm tall, a frame that dominated the podium.

He owned and managed a haulage business – in between travelling to motorcycle races, until the toll of distance to travel over the state, proved too difficult. He took up powerboat racing on Georges River which was closer to home. Debbo proved as skilled at the helm of his Jaguar-powered hydroplane as he had behind the bars of his BSA, winning back-to-back championships in 1963 and in 1964. But, after hitting a marker buoy and sinking the hydroplane, he retired from boat racing.

Keith Corish presented Debbo with one of his creations – a Norton International frame suspended on an amalgam of Norton and BSA brake and wheel components. Keith declared Debbo to be just the man to tame that beast.

... and at the 1967 Bathurst TT meeting on Mount Panorama, in a field of over 200 riders contesting the Unlimited 'C' Grade race, Debbo started 27th. He set the fastest lap along the way to finish third – that was despite fading brakes.

In the following year, the Corish-Vincent, now with securely routed front brake lines, Debbo took two full seconds off the outright lap record, helped by a top speed of 265 km/h down Conrod Straight. Problems resulting from the float bowl not being secured correctly though, meant the best he could do was limp home to second place.

Keith eventually sold the bike – frustrated by the problems. He set about to concentrate on his printing business and enjoy club outings on his Ariel. But, Debbo had developed a wealth of knowledge on how to build a race winner.

Using components imported from as far as Eastern Europe and Argentina, and with help from fellow Bankstown-Wiley Park MCC member Tony Gill, Debbo constructed a much improved replica of the Corish-Vincent, with the original racing number 87, being the only 'original' part.

Debbo, at the time an 'A' Grade rider, continued to campaign the bike at open meetings. He hankered for a more competitive field.

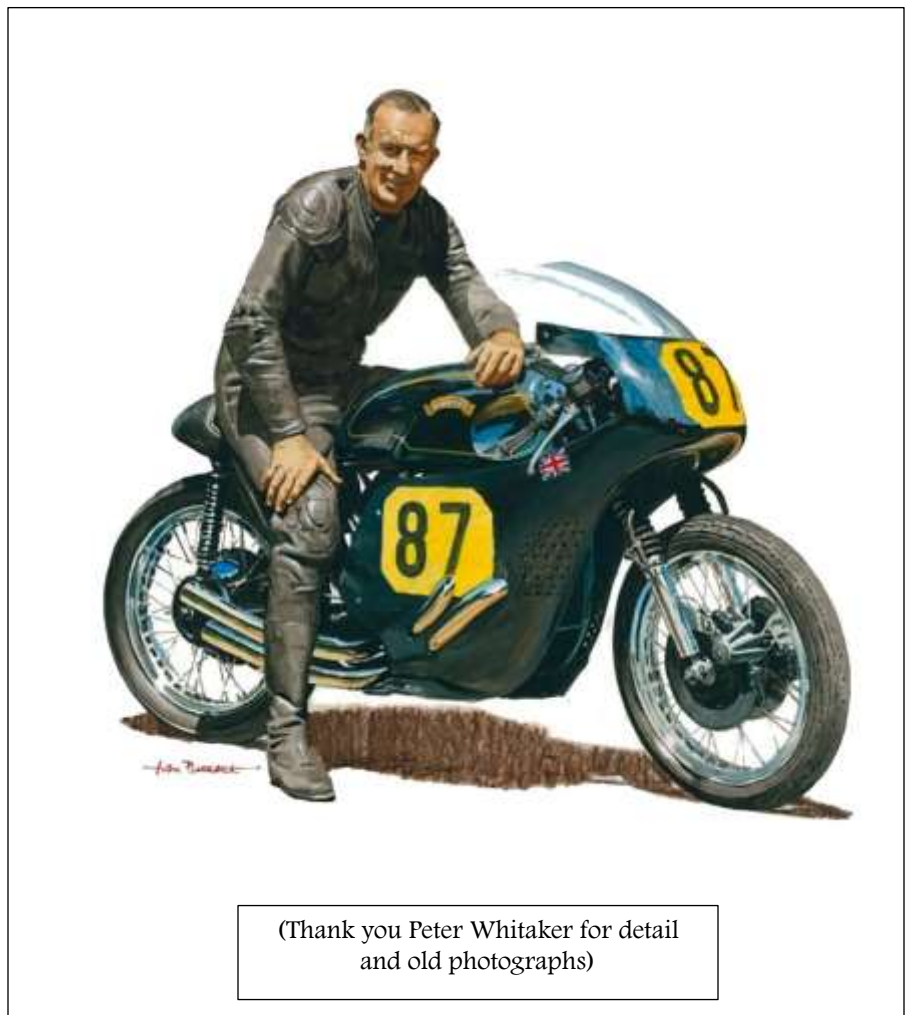
He was, though, content in his 50s, to race in club events. Dressed in his old-school one-piece leathers, he brought much good humour – and that laugh

– which often exceeded the open exhaust of the big black number 87. The Debenham-Vincent helped make Debbo the most universally popular competitor of the era.

Debbo ran on 'full gas', nothing less – but when the Vincent jumped out of gear at an Amaroo Historic meet in the early 1980s and threw him into the fence at the start of pit straight, his laugh wasn't quite the same. Another fall at Lakeside, forced him to say goodbye to the number 87 Vincent for good.

He took a guest ride on the Ken Lucas-built Norton Vincent years later, but couldn't quite negotiate the Mount Gambier Circuit. He was 78 years old at the time, and although he made the podium, he was disappointed. He made the decision to donate his racing leathers to the National Motor Racing museum at Bathurst.

Post racing days, Debbo rallied his 1956 ES2 Norton until he passed away in May 2015.



(Thank you Peter Whitaker for detail and old photographs)

This year's Debenham Rally was scheduled over the weekend of 18/19 June and based at Moss Vale's Willow Caravan Park. It was well supported by members from our Club. ... and as is usually the case, it was an opportunity to catch up with friends.

Hosted by the Classic & Enthusiasts Motor Cycle Club (CEMCC), the rally began 9.30am on the Saturday morning with a morning stop over at Fitzroy Falls Reservoir. The day's ride consisted of three legs, each around 45kms. Lunch stop was Robertson Bowling Club, then a return to the Caravan Park in Moss Vale.

Sunday's ride commenced at 10.00am and concluded with a sausage sizzle lunch.

A big thank you to the organisers from CEMCC. It was a combined effort – great venues, great food, perfect weather and smiling faces everywhere for the chance to be riding.... Southern Highlands hospitality at its very best.



Far Top – Ray Gosling, Chris Parlett, John Towell
 Left – Ross Gilchrist
 Top – John's 1978 Yamaha

Next page
 Top left – Frank Millwood
 Top Right – Ray & Chris
 Bottom left – Chris' bike
 Bottom right – John heading off for the day's ride











MEMBER NEWS

Steve Edwards' project



Mischelle Lees' new acquisition



ANNUAL RIDE 2022

What to expect .. including photographs from our last full Annual Ride - 2019 - for a little trip down memory lane



Friday 21 October :
Meet and Greet BBQ at the Workers Arena Goulburn

Saturday 22 October :
Can Assist breakfast Workers Arena
Lunch & Judging Bungendore Pre School
Presentation Evening Goulburn Workers Club



Sunday 23 October :
Can Assist Breakfast Workers Arena
Lunch Taralga Public School
Walk around the Taralga Historic Museum

End of annual ride return to Goulburn Workers Arena

The usual marshal guidance, back-up vehicle service,
trophies, fabulous food, great company.



CLUB CAPTAIN'S ALBUM

Taralga → Crookwell

July 2022



7 August 2022

Currawang → Tarago →
Windellama



21 August 2022

.... Gurrundah Road → Grabben Gullen



Club Captain photographs provided by Frank Millwood.

OUT & ABOUT

Taken in May at Emerald – three mates a long way from home.



Tony Gosling –
1957 A10 BSA at
Perthville



Tony Gosling
Grafton Rally over the weekend of 27
& 28 August 2022

Very rare to have two Bonneville's
together.

Very Nice !!

.... and great to see you riding again
Tony....

PHEASANT WOOD ALL HISTORIC RACING

9-10-11 September 2022

It is a unique historic racing event with a cut-off date for motorcycles & sidecars at 1963, sports & racing cars (no sedans) at 1961.

As well as racing events, there is a ride event for pre 63 solo bikes for those not wishing to race. For those wanting a bit of a challenge in the ride event you will have the option to enter a regularity trial to be run with the ride event, where the objective is to lap as close as possible to a lap time submitted by the rider after the practice session. This is not a speed event, points are deducted for going over or under your nominated lap time.

Following the success of a special track day held in January, the Pheasant Wood circuit will run another A.H.R. track day on 30/07/22 prior to the event in September, a good opportunity to get the feel of the new circuit.

Cost of the track day - \$150

Track licence if you don't have a competition licence - \$30 - this will also cover the meeting in September.

Entry fee for the two-day event 10 & 11th September - \$200.

Pheasant Wood Circuit is 4kms from the M1 at Marulan which is 30kms north of Goulburn



ALL HISTORIC RACING

The **SIGHTS & the SOUNDS** of **HISTORY**

Sept 9-10-11, 2022

PHEASANT WOOD CIRCUIT
(02) 4841 1422
www.pheasantwood.com.au
MARULAN, NSW



SUNDAY RIDES REMAINING FOR 2022

Sept 10 & 11 - All Historic Racing Meeting
Pheasant Wood

Sep 25 - Bungendore, Captains Flat

Oct 2 - Taralga, Abercrombie River

Oct 16 - Windellama, Nerriga

Oct 22 & 23 - CRCG Annual Ride 2022

Nov 13 - Taralga

Nov 27 - Bungonia, Tallong, Fitzroy Falls

Dec 4 CRCG - Christmas lunch

Dec 18 - Open Ride decide on the day

* * * *

Meet at Belmore Park opposite Court House
9.30am January-May, **September-December**
10am June -August

* * * *

Club Captain Ray Croker 0418 239 669

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BUSINESS REGISTER

*A listing of business contacts within our Club
Please give your details to Dale if you would like your business added*

MJM Custom Motorbike Seats

Mick McCarthy
02 4821 6166

[Motorbike seats/upholstery](#)

Can Assist Goulburn & District

Ian McMurdo
0419 147 099

[Cancer Assistance Network](#)

Wombermere B&B Goulburn

Leon Williamson & Sasithorn Prasert
0412 060 655

[Short Term Accommodation](#)



Jewell Builders

Colin Jewell
0418 482 630
(02) 4821 1459

[Green Smart Professional Licensed Builder](#)

R&B Abrasive Blasting

Rob & Bronwyn Temple
0428 214 653

[Surface Preparation Specialists](#)

The Editor invites club members to contribute to our Magazine.
Please send articles/information of interest to Dale via her email address
doey8@bigpond.com
and include **Magazine Article** in the subject line.

Events and Outings

Projects

New purchases and the story of a new motorcycle
arrival

Rebuilds and Restoration – step by step progress

Photographs

Details also welcome for our Business Register to which all members can refer.
We have an immense collection of skills and talent within our club - please
share your business name and your preferred contact with Dale and we can
include this in our next and each future issue.

