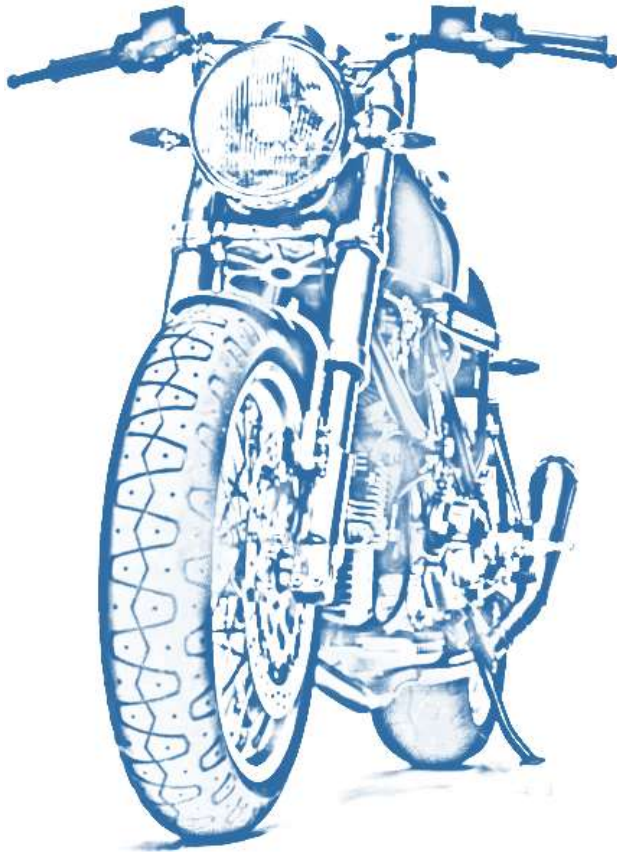


# FOREVER YOUNG

CLASSIC RIDERS CLUB OF GOULBURN INC.

## *Our Magazine*



Winter 2019 Edition

*In this issue*

Editor's note

Our Club  
AGM  
Annual Ride  
New Committee

Remembering  
*Keith Speer*



Christmas in July  
Chequered Past Wakefield  
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Tribute to Keith Speer

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*Contact*

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## EDITOR'S NOTE

I've started this issue's note a few times, well, more than a few times – but I've found it really difficult to move past the first paragraph.

So, here I am, second paragraph in and facing a sad task.

On 24 June 2019, we lost our friend Keith Speer. .. and in the pages that follow, with the blessing of his wife Marj, I am able to share with you all, a little of the 'Keith story'. I had on a couple of occasions, asked Keith if he would like a member profile to be included in our magazine. Each time, his reply was – *I had my 'moment' when that award was presented* - that award being the Club Service Award in 2016.

Early in June this year, he asked if I would drop by for a chat and so began preparations for his Life Celebration. Certainly, if there's anyone deserving of more than one moment, it's Keith.

Enjoy what you read - 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 over 130 members and 116 motor cycles on Club Plates. We meet on the second Tuesday of each month at Goulburn Workers' Club, commencing 7.30pm.

New members are always welcome and more information is available on our Club Website :

[www.classicridersclubgoulburn.com.au](http://www.classicridersclubgoulburn.com.au)

## ANNUAL GENERAL MEETING

### 13 August 2019

A very healthy number of members were present for this year's AGM – 49 to be exact. This permitted the meeting to take place and for the amendments to our Constitution to be passed.

Thank you everyone in attendance for making it possible to effect business. Memberships are valued and giving support whenever you are able, is very much appreciated.

One significant alteration to the Committee was Ross Gilchrist's decision to stand down as Club Secretary. Ross has been in one chair or another for more years than I have been a club member. When I asked him how long he has been Secretary, he said – *five or six years* – which was a very understated response to what in fact means a huge amount of time and dedication to an all-consuming task.

I'm sure he battled a little when it came time to prepare those last minutes and send them to everyone. But then, his plans to settle into projects that have been pushed aside during those five or six years, would have offered incentive for him to happily push the send button.

Fortunately, Ross will remain very much involved with the club as newly appointed Public Officer and Assistant Club Captain. He also has our reassurance that his work is very much appreciated and our best wishes for club secretary 'after life'.

Which leads me to an admission of having agreed to take the role of Secretary. An admission I feel, also indicates early onset madness. However, I will give this task my best efforts and see how we're all 'sailing' by the next AGM.

- and 'no' this doesn't mean I will be operating a motorcycle any time in the future. My function in the world of two wheels is to find spanners and tools as required, to retrieve whatever teeny weeny spare part has been dropped on the garage floor and to nod in agreeance whenever we need to buy

something – mostly when that tiny bit can't be found. Then, for those wondering how I could possibly have knowledge equal to Ross in regard to the motorcycle world, you are right – I don't. To compensate, I have the very capable Mischelle Lees supporting me as Assistant Secretary.

I know for certain though, that having had a little to do with club events and having spent time with so many of you since John and I joined the club, I am surrounded by wonderful friends and I look forward to the year ahead.

## ANNUAL RIDE

### Entries close soon

Our Annual Ride is scheduled for the weekend of Saturday 26<sup>th</sup> October – Sunday 27<sup>th</sup> October, kicking off on the evening of Friday 25<sup>th</sup> October with the usual sausage sizzle. Registrations will be open during our 'sizzle' as well as from pre-ride on Saturday morning.

Entries close on Monday 30 September 2019 for anyone wishing to order polo shirts, and on Monday 21 October 2019 for entries without a shirt. But don't miss out, past this date it just takes a phone call and we will do our best to accommodate late entrants.

Saturday's route is a journey along Currawang Road to a morning tea at Bungendore Pre School. Staff, parents and students are very much looking forward to meeting everyone and hearing the rumble of motorcycles. They will also welcome any photo opportunities our riders are willing to grant – they said, *'nothing like this has ever happened before, and we can't wait'*.

There is ample parking and a lovely space to enjoy a morning stop over. The journey back to Goulburn will be a quick trip back to Tarago and along Braidwood Road, or a longer ride via Kings Highway to the Braidwood Road intersection and then back to Goulburn.

Sunday's route takes us to Tirranna Public School, 150 years old this year. This is a first for them too, and they are very much looking forward to hosting our morning tea. Parking here is a bit

more limited but they have a basketball court, a car park and a hard road base area along the front of the school where motorcycles can form up for the occasion.

Breakfast once again will be provided by Can Assist and Goulburn Rotary will be catering for our lunch each day. This is our opportunity to offer much needed funds to our community – beyond as in the case of Bungendore Pre School – and in doing so, we make a real difference.

Goulburn Workers’ Club again, has granted us the use of their Arena for our ‘base camp’ and continues their support of our club with no charge for the auditorium and courtesy bus.

There will be a little music, a few announcements, some raffle draws, prize giving and happy reunions with our many friends who visit Goulburn for this Ride.

The ‘Superbike Theme’ draws attention to Honda’s 750 four which celebrates its 50<sup>th</sup> anniversary this year. It also opens up the opportunity to recognise and showcase superbikes of all marques which have been produced over the years. Two trophies will be judged in this regard – one for ridden and one for static. All other bikes must be ridden in order to qualify for judging.

For those of you who have studied the entry/information form, reference to a ‘mystery route’ on Sunday is nothing of concern. It’s simply because, morning tea at Tirranna Public School doesn’t take us any distance from Goulburn and so, we are working on an activity to add time between morning tea and lunch.

There has been an overwhelming and very much appreciated show of hands for marshal duty. Thank you so much to everyone.

Our ride this year will be very straightforward, but abundant in enthusiasm and welcome for our faithful visitors to Goulburn, our family of Club members and all those attending for the very first time.

Look forward to seeing everyone.

## CRCG COMMITTEE 2019 - 2020

On behalf of our President Bruce Tinsley – congratulations Bruce for retaining your ‘chair’ - we are pleased to announce the new structure of our Club Committee. It is as follows –

Huge thanks to outgoing committee members and those who have shuffled into a new spot to keep us afloat, our Club cannot function without active participants. Everyone is valued and everyone is welcome to attend as many meetings/events as they are able – if you don’t get the opportunity to see us often, please come along occasionally to chat with us and share your stories.

President	Bruce Tinsley
Vice President	Frank Millwood
Secretary	Dale Towell
Assistant Secretary	Mischelle Lees
Treasurer	Charles Hillier
Public Officer	Ross Gilchrist
Club Captain	Frank Millwood
Publicity Officer	Wayne Adams
Regalia Officer	Ron Barton
Equipment Officer	Wayne Adams
Monument Warden	Mark James
Assistant Monument Warden	Paul Fitzgibbon
Swap Meet Team	Geoff Bland Wayne Adams Bruce Tinsley Charles Hillier Dale Towell
Rally Director 2019	Dale Towell
Machine Examiners & Registration Officers	Richard Corbett Chris Parlett Wayne Price Jeff Blyss (Yass) John French (Moss Vale) Craig Southwell (Gunning)
Club Patron	Vacant
Life Members	John Morris Wayne Adams Richard Corbett Howard Kneebone Jack Glisson (deceased) Keith Speer (deceased) Marjorie Speer Ross Gilchrist
Website Manager	Dale Towell
Magazine Editor	Dale Towell

*Full details and contact numbers on website*

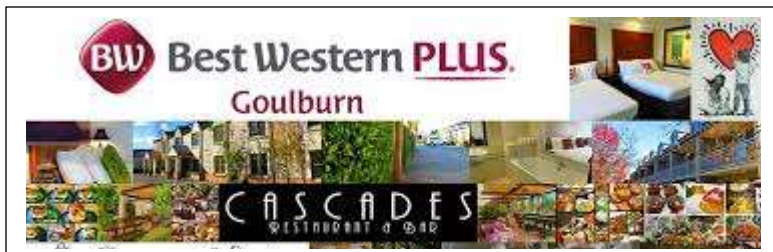
# CHRISTMAS IN JULY

Saturday 27 July 2019

What a fabulous evening – all we could eat three course meal, surrounded by Christmas cheer and good company.

Sincere thanks to the management and staff of Cascades Restaurant at Best Western Motel in Goulburn. Thank you also to Mischelle Lees for helping to lead the march forward with our Christmas in July endeavour.

Here's the evening in pictures –



# CHEQUERED PAST WAKEFIELD PARK

17 August 2019

Our Club has a close association with many groups in and around Goulburn, one of particular note is Wakefield Park.

This event title a 'Chequered Past' was organised by the National Museum of Australia and brought an amazing display of vehicles to Wakefield. The Museum's Lifelong learning manager, Heidi Pritchard, said the collection was insured by the federal government. For this reason, it took some convincing to bring 12 of the 19 cars to Wakefield Park. In an article posted after the event, Heidi said *'The best thing is the vehicles are a lens to Australia's social and automotive history and an incredible record of innovation'*.

Just a few that were on display were -

- Brabham BT23A-1 Repco V8, 1967, built and raced by Formula One legend, Jack Brabham;
- DE 36hp Daimler landaulette, 1948, used by Queen Elizabeth II during the 1954 Royal Tour;
- The Sundowner Bean 14hp car, 1925, driven by Francis Birtles on his record-breaking journey from London to Melbourne in 1927;
- Model-T Ford truck, 1924-26, used to promote Aeroplane Jelly from 1978 to 1988.

Everyone fortunate enough attend on the day, had a real treat. The cars are maintained and running, but the purpose of this event was to 'exercise them'. The Museum's large objects conservator, Nathan Pharoah from Braidwood, drove the Brabham Repco - to take the responsibility of a multi-million dollar car belonging to the nation and run it around the track was in his words, *'Euphoric'*. Nathan is the only driver permitted behind the wheel and he was generous in sharing the experience on the day, being seen (and heard) often, on the circuit.



... And then ...

things don't always go as planned.

# BRABHAM BT23A-1 REPCO V8 1967

Designed and built by Motor Racing Developments and Repco

## VEHICLE SPECIFICATIONS

<b>ENGINE</b> Repco Brabham RB740, 8-cylinder, 2.5 litre, 256Kcc	<b>DIMENSIONS</b> Length 3730mm, wheelbase 2400mm, front track 1385mm, rear track 1475mm, weight 515kg
<b>CYLINDER BLOCK</b> Alloy, 86mm bore, 55mm stroke	<b>BRAKES</b> 270mm hydraulic disc brakes, Girling calipers
<b>TRANSMISSION (CURRENT)</b> 4-speed, H-pattern, manual gearbox, Howland HD5 gearbox	

## FAST FACTS

9723A-1

- a prototype for the BT24, driven by Denny Hulme when he won the 1967 Formula One World Championship
- designed and built by Jack Brabham and Ron Tauranis
- 23 recorded races
- recorded the fastest lap in the second race of the 1967 Tasman Series at Wigram, New Zealand, of 1 minute 25 seconds
- won the sixth race of the 1967 Tasman Series at Longford, Tasmania
- retains some original components, including the chassis, steering shaft and centre body
- acquired by the National Museum of Australia in 2017

**MOTOR RACING DEVELOPMENTS (MRD)**

- founded by Jack Brabham and Ron Tauranis in 1961
- one of the largest manufacturers of single seat racing cars
- Brabham and Tauranis led the way with the development of rear-mounted engines

**JACK BRABHAM (1916-2014)**

- Formula One World Champion in 1959, 1960 and 1966
- the first driver to win a championship (1956) in a car he designed and built
- knighted in 1985



*Wakefield Park on show and shining as the  
'Show and Shine' promised.*





National Museum of Australia in Canberra, is on the same site as our club member John Towell was born – what does this tell us?

# 'TYPE C' TOURER 1923

Designed and built by Citroën, Paris, France

## VEHICLE SPECIFICATIONS

### ENGINE

4-cylinder, 856cc

### CYLINDER BLOCK

50mm bore, 90mm stroke

### TRANSMISSION

3-speed manual

### DIMENSIONS

Length 3250mm, width 1400mm,  
height 1650mm, weight 580kg

### BRAKES

Foot-operated drum brakes on  
transmission shaft, hand-operated  
rear wheels

## FAST FACTS

### 5CV 'TYPE C'

- ▶ first car to be driven around Australia
- ▶ purchased second-hand by Nevill Westwood in Perth, Western Australia
- ▶ covered 17,220 kilometres in 148 days
- ▶ the 5CV is known as the 'petit citron' or 'little lemon' because until 1923, it was only available in yellow
- ▶ Westwood named his car 'Bubsie'
- ▶ Ron Westwood, Nevill's son, restored the car in the 1970s
- ▶ acquired by the Museum in 2005

### CITROËN

- ▶ established in 1919 by engineer and industrialist André Citroën in Paris, France
- ▶ merged with Peugeot in 1976, now Groupe PSA

### NEVILL WESTWOOD AND GREG DAVIES

- ▶ Nevill Westwood was a 22-year-old Seventh Day Adventist missionary
- ▶ co-driver Greg Davies was a missionary college student
- ▶ departed Perth on 4 August 1925 to visit remote communities in Western Australia and kept driving





At the Museum, this little fella has a caravan in tow  
 - I think 😊



# HOLDEN 48-215 1949

Manufactured by General Motors Holden, Australia

## VEHICLE SPECIFICATIONS

<b>ENGINE</b> 6-cylinder, 2.15 litre, 2172 cc	<b>DIMENSIONS</b> Length 4300mm, width 1700mm, height 1600mm, weight 970kg
<b>CYLINDER BLOCK</b> 76.2mm bore, 79.38mm stroke	<b>BRAKES</b> Drum brakes
<b>TRANSMISSION</b> 3-speed gearbox	

## FAST FACTS

- HOLDEN 48-215**
- ▶ this car was purchased by Essington Lewis, Managing Director of BHP
  - ▶ delivered on 24 February 1949, the day before the model was released to the general public
  - ▶ model 48-215 became known as the FX
  - ▶ the first mass-produced, Australian-made car
  - ▶ about 18,000 people had signed up to buy a Holden without knowing anything about the car
  - ▶ by 1958 sales accounted for over 40 per cent of total car sales in Australia
  - ▶ Lewis's daughter salvaged the car in the 1980s and had it restored by students at Wanganatta College of TAFE in 1987
  - ▶ donated by Mary Munckton and Ian Motherall in 2004
- GENERAL MOTORS-HOLDEN**
- ▶ James Alexander Holden founded a saddlery in Adelaide in 1856
  - ▶ evolved from repairing upholstery to building carriages then motor vehicles
  - ▶ Holden's merged with American company, General Motors in 1931
  - ▶ the last General Motors-Holden plant, in Elizabeth, South Australia, closed on 20 October 2017





My first car, well, same colour and no doubt with the same personality. Warning lights on the dash to indicate trouble. Named Ecel (number plate ECL 442). I was at Uni one day and it wouldn't start. This was nothing unusual, so I hopped out and opened up the boot. There was a group of fellas watching, no help at all. From the boot, I drew a hammer – the 'man' kind, not the little mauve one I use now-days. I went to the front of Ecel and lifted the bonnet, wacked the battery terminals a few times with the hammer, closed the bonnet, returned the hammer to the boot and hopped back into the driver's seat. Started up no worries and drove past the 'boys'. Me and my car, we made ground breaking progress that day!!



# AUSTRALIAN SIX 1918

Designed and built by American Motors Corporation and FH Gordon and Co

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## VEHICLE SPECIFICATIONS

<b>ENGINE</b> Rutenber, 6-cylinder, 3.8 litre, 3769cc	<b>DIMENSIONS</b> Length 4420mm, width 1700mm, height 1700mm, weight about 1300kg
<b>CYLINDER BLOCK</b> 79.4mm bore, 127mm stroke	<b>BRAKES</b> Internal and external double-acting band brake
<b>TRANSMISSION</b> 3-speed; Grant and Lees, Cleveland, Ohio, USA	

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## FAST FACTS

<p><b>AUSTRALIAN SIX</b></p> <ul style="list-style-type: none"> <li>• rare example of an early attempt to mass-produce cars in Australia</li> <li>• Frederick H Gordon imported vehicle components for local assembly</li> <li>• chassis designed by Louis Chevrolet and manufactured by American Motors Corporation</li> <li>• body constructed; components modified and car assembled in Sydney</li> <li>• chassis, engine, gearbox and body are original</li> <li>• this car was a demonstration model for prospective buyers</li> <li>• acquired by the Museum in 2013</li> </ul>	<p><b>FH GORDON AND CO LTD</b></p> <ul style="list-style-type: none"> <li>• company established in 1913</li> <li>• imported a range of goods including fire extinguishers, typewriters and European cars such as Mitchell, Packard and Wolseley</li> <li>• renamed Australian Motors Limited in 1920</li> <li>• produced about 500 cars before ceasing operation in 1930</li> </ul>
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Photographs this page compliments of Ron Barton who attended Wakefield in his Ford Mercury pictured left. Mercury model Zephyr belongs to mid-size luxury / executive car class. Represents the "E (executive cars)" market segment. The car was offered with 2/4-door sedan, notchback coupe, station wagon body shapes between the years 1978 and 1983. ... Mercury Zephyr is counterpart to FORD FAIRMONT USA.Zephyr





Portrait, about 1904

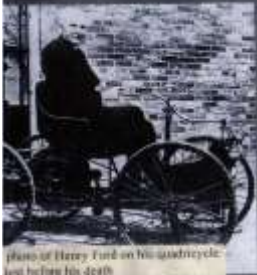


photo of Henry Ford on his quadricycle just before his death

Henry experimented with various cylinders and ignition systems while working at Edison Electric Light Company and soon began construction of his first car. Described as two bicycles side by side, the Quadricycle as it became known began to take shape.

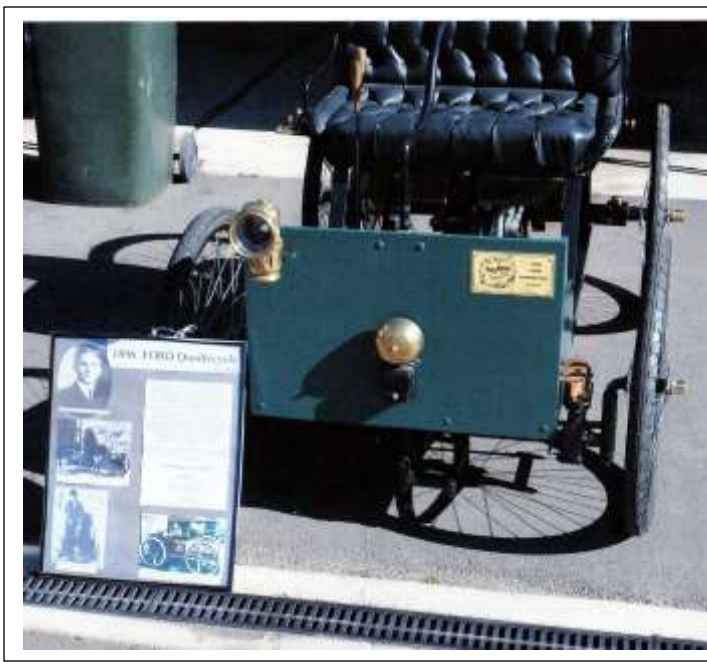
Steering was by a tiller and the chassis was constructed of angle iron. There were springs at the front but none at the rear. The engine had two cylinders of 63.5mm (2½") bore and 152.5mm (6") stroke, capacity being .966 litre (58.9 cubic inch). Drive was through belts that could be tightened to act as a clutch and then by chain to the rear axle that had a differential. The only brake was when Henry applied his foot to the left front wheel.

This fully working replica was built over a period of about 4 years by Veteran & Vintage Car Club of Goulburn member, Tom Bryant

**1896 FORD Quadricycle replica**

**Motor**  
 966 cm<sup>3</sup> (58.9 cubic inch)  
 Bore 63.5mm (2½")  
 Stroke 152.5mm (6")

Gears 2 speed  
 Weight 200 kg (440 pound)



# AMCA BULLI WEEKEND

24 & 25 August 2019

Thank you Wayne Adams for the photos and news of this weekend. Here's a little bit about what happened at Bulli.

The 2019 Antique Motorcycle Weekend was the third held at Bulli – and appropriately referred to as Motorcycle Heaven. It's one of those events you hear about and wish you had been there. This year featured the land speed record-breaking motorcycle returned to Australia after reaching the highest auction price ever, for a motorcycle. In 1952, a fellow named Jack Ehret set about breaking the Australian land speed record held at the time by rival rider Les Warton. First he had to address technical challenges and acquire permissions needed from local authorities. This done, on 19 January 1953, Jack averaged a speed of 141.5 miles per hour (227.7 kph) over two runs on a quarter mile stretch of road at Gunnedah in the north east of NSW.

This put the British manufactured 1951 Vincent Black Lightning into Australian motoring history. Forty years later, Jack's son John Ehret, rode this motorcycle for the last time in competition. John was himself, a former sidecar racer.

But how did Jack come to own the Vincent? He had worked during and after WWII as a fitter and turner at the Garden Island naval base in Sydney. This paid a wage of around 7 pounds each week. Supplementing the 7 pounds, Jack also raced speedway at the Sydney Showgrounds on a Saturday night. This paid 28 pounds. On a Sunday he showed up for road racing which paid another 35 pounds. In fact, he was earning ten weeks' worth of wages racing motorcycles in one weekend.

After setting the record, Jack raced the bike for many years and continued to win many titles. *'He could ride a bike'*, said John of his father.

In 1999, two years before his death, Jack sold the motorcycle to an

Australian buyer who on occasion, toured it around the rally circuit. It was sent to France in 2014 and mechanically restored, retaining original factory paintwork aged surface.

*'When it was in Dad's hands he very much had the philosophy to not play with it too much because it was a great bike as is'*, John said.

Also connected to this bike's history is Phil Irving, a Melbourne based mechanical engineer who played a major role in its design.

Describing what it was like to ride, John said *'... an incredible experience...when you open the throttle on that, it just pulls out of the corners, it's quite effortless and it just flies down the straight'*.

In the most recent exchange of hands, the 1,000cc motorcycle was bought at auction by an undisclosed Australian businessman for \$US929,000 (\$1.16million) in Las Vegas.

Ben Walker of Bonhams auction house said the motorcycle attracted such a high price because it was rare – only 19 remain in existence and it boasts a remarkable history.

It has returned home and was photographed at Bulli by our very own Wayne Adams – Club Historian.

Does it get any better than that? No. But it has left me without doubt that I will have to rethink my plan to one day own a Vincent. Very kind of our President Bruce though, to give my husband the birthday gift of a Vincent poster. When he releases it from under his pillow, I'll hang it on the wall.



## Vincent 'BLACK LIGHTNING' Specifications

### ENGINE 1C/7303

- Highly Polished 85 ton Vibrac Conrods with Caged Roller Large Diameter Big End.
- Polished Flywheels
- Polished Combustion Chamber Spheres, Ports And Valve Rockers
- High Compression Specialoid E7/11 Pistons at 13:1
- Fuel - Methyl Alcohol
- Ignition Timing - 34° Advance

### CARBURATION

- 2 x 32mm 10TT9 Amals, with inlet ports streamlined and blended to special adaptors
- Main Jets - 1700
- Needle Jets - 120° DIAM
- Throttle Valve - No.7

### GEAR BOX

- Racing Intermediate Ratio, 7.2 Bottom Gear. Double Back Lash on Third and Top Gear Dogs.

### CAMSHAFTS

- Racing Control, with High Lift and Long Overlap.
- Lightened Steel Idler Gear, Clutch Shoe Carrier, Camplate and Clutch Drum.

### FERODO Clutch Plate

### MAGNETO

- Laboratory tested and Waterproof Lucas Magnesium KVFTT with Manual Advance

### OTHER ENGINE MODS

- Clutch Cover with Centre and rear Cooling Holes.
- Steel Oil Pump Worm Gear
- 21 Tooth Gearbox Sprocket
- 45 & 53 Tooth Rear Wheel Sprocket
- 1/4 inch Reynolds Racing Chain

### BORE AND STROKE

84 x 90

### DRY WEIGHT

380 lb.

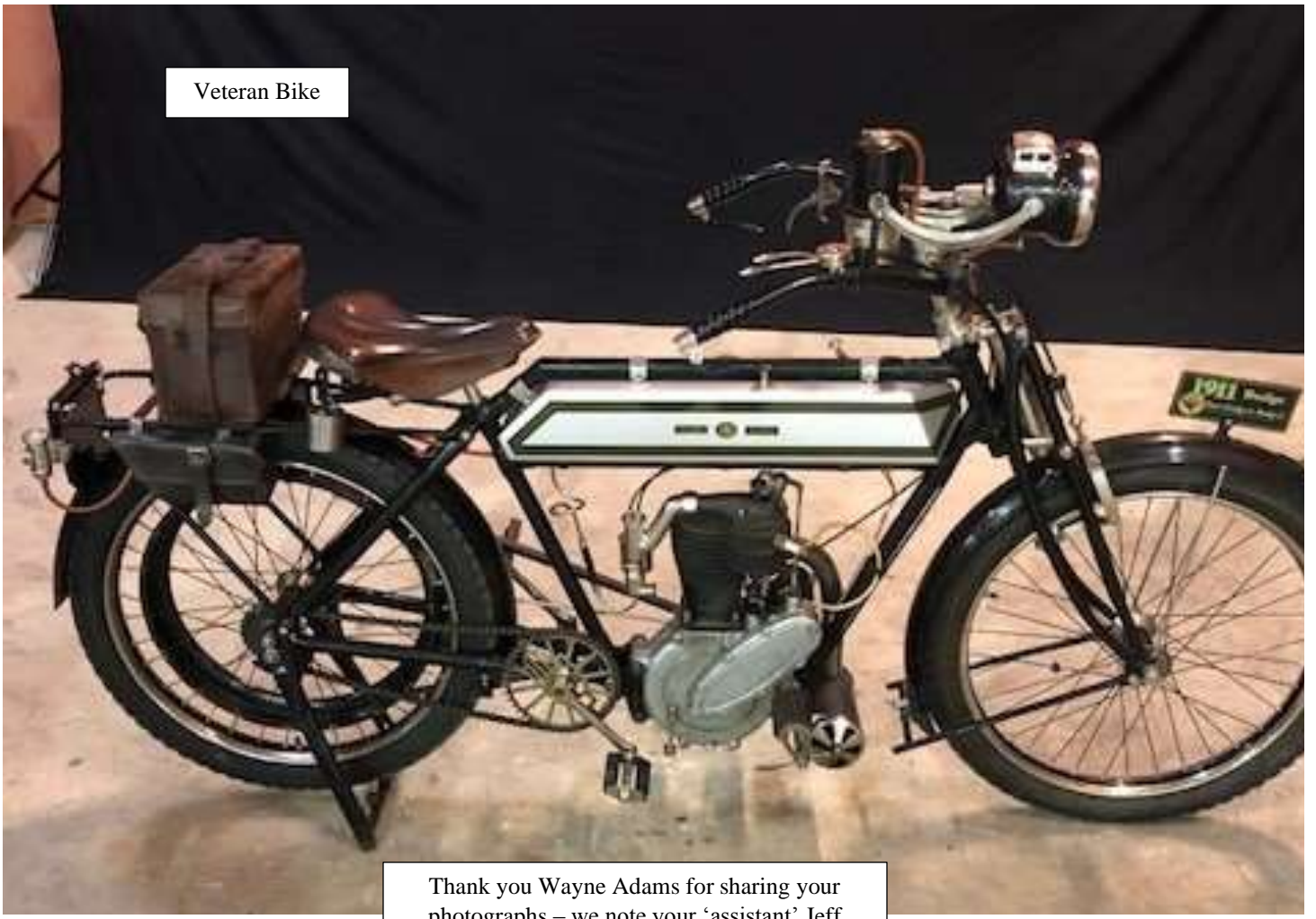
### NOMINAL SPEED

150 MPH

### BRAKE HORSE POWER

70 at 5600 rev/min

Veteran Bike



Thank you Wayne Adams for sharing your photographs – we note your ‘assistant’ Jeff Bland below, enjoying the Vincent line up.



*Above* - Beautiful Knucklehead Harley

*Left* - When was the last time you saw eleven Vincents together including the record breaking one from Tasmania?

# ALL HISTORIC RACE DAY WAKEFIELD PARK

31 August & 1  
September 2019

Meanwhile back at Wakefield Park, this year's All Historic Race Day was just bubbling with excitement – because – one of our members, Peter Solomons, was racing for the first time since 1984. Peter was parked in garage number 8 and if you have read our Autumn 2019 publication of Forever Young, you will already know quite a bit about this remarkable young 81 year old.

Photographs at this point best tell the story.



The Norton ES0 stands ready to race and below, Peter (Solly) doing what he loves.





Also spotted at the race day, was one of our Glenorie friends Jack Petith. Jack and his Mum Belinda and Dad Mick are three of our best Annual Ride supporters. A family passionate about motorcycles and supportive of each other - easy to see why, when you watch Jack race. He said to his Mum - *I wish I had done this earlier* - he's 22, right now, and his Mum reminded him that she had been very well occupied driving him from one or another of his 'interests' prior to the spark igniting in the race world. As many a good parent knows, if you want to foster ambition and success in a young mind, you drive them all over town until they nestle into their chosen occupation, you nurture their talent and share an interest in what makes them happy.

Here is a fine example of family love and dedication - photographs again best telling the Jack Petith story.





The All Historic Race Day was well supported by CRCG members – seen here enjoying all that the day had to offer, with the bonus of being permitted to ride the track. Thank you Wakefield Park, it was an amazing day.



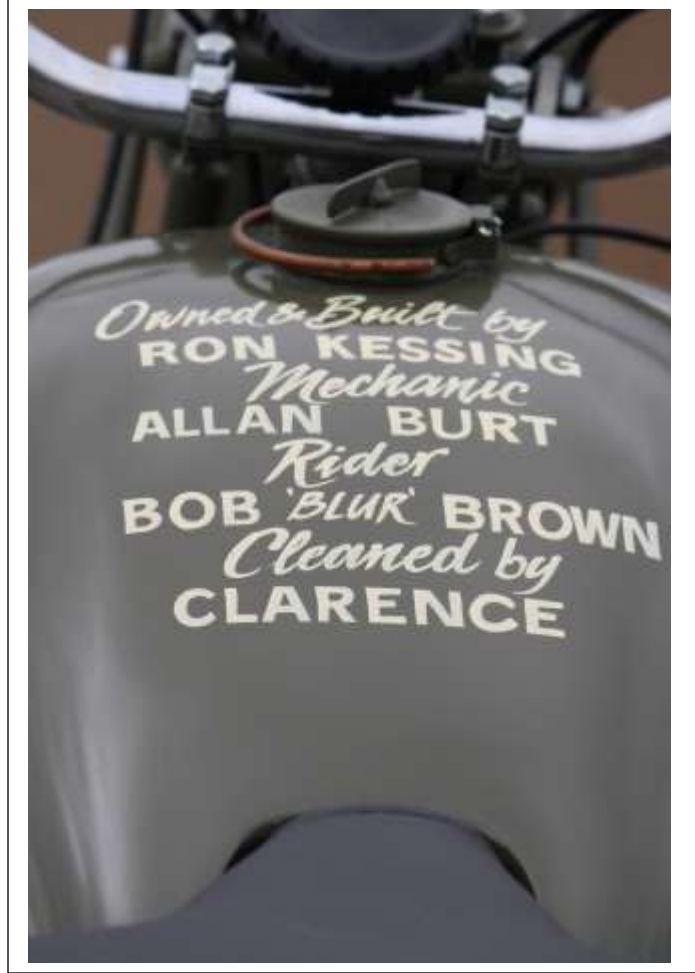
Ross Gilchrist &  
Wayne Adams



Our members  
arrive at Wakefield



CRCG motorcycle  
line-up



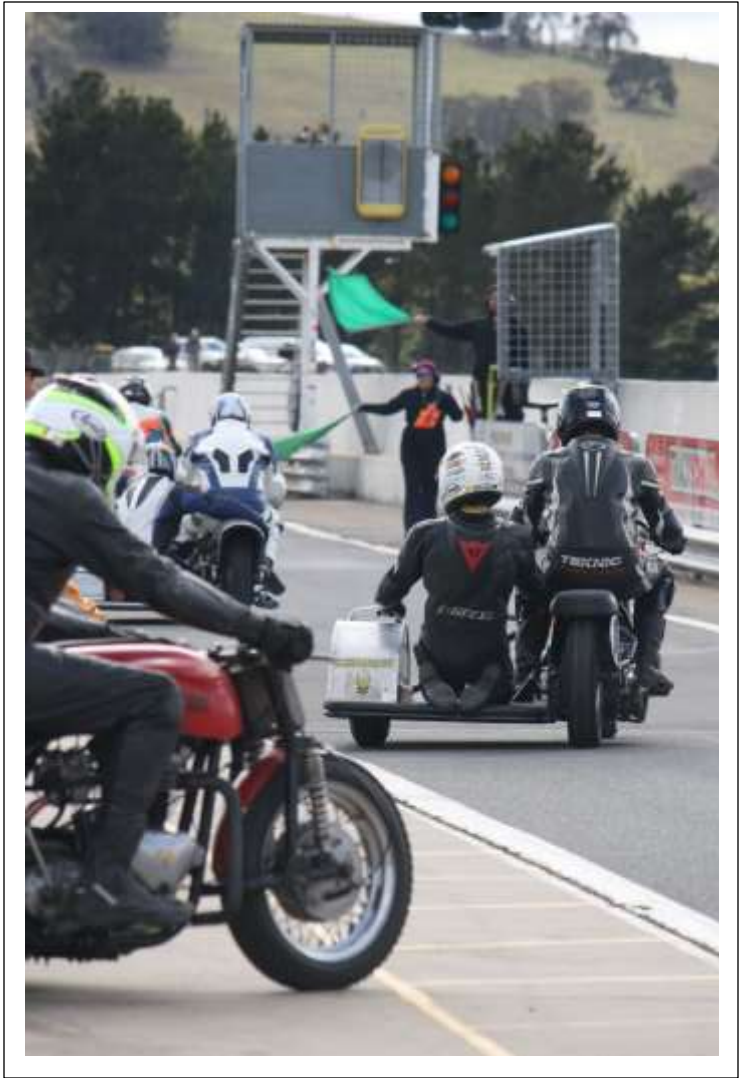




Trophy winner for best bike display is  
Mischelle's MV Augusta.  
Congratulations !!



... and more





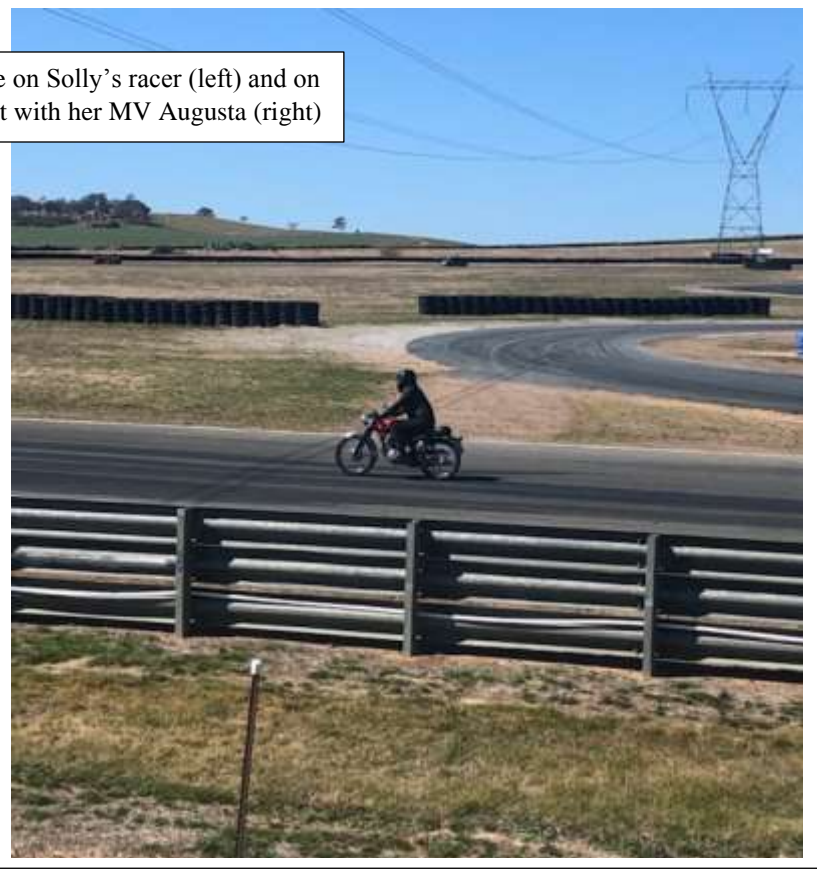
CRCG members returning from their track ride





Top left Richard Corbett, middle left Ron Barton, bottom left Wayne Adams & Mischelle Lees.

Mischelle on Solly's racer (left) and on the circuit with her MV Augusta (right)



# REMEMBERING

## KEITH SPEER

Keith was diagnosed with cancer 3 ½ years ago, at which time he set his mind to face the battle and make a complete recovery. At the club swap meet in January, he told me how surprised the doctor was with his progress. In the months to follow, his health carers found it puzzling and questioned why he was doing so well against such huge odds. Marj and Keith both agreed on the answer to this question – it was the taking of a spoonful of honey in the morning and again each night.

He decided though, after 2 ½ years of chemo, not to continue treatment. On Friday 14 June, at his request, I sat with him and he talked – a little of this story is shared here with the blessing of both Keith and Marj. He said – *'I'm going to miss my trips to the hospital for chemo, I really enjoyed seeing everyone and having the chance to chat.'* Then – *'But you rarely saw the same people more than a few times.'* We both agreed *'it wasn't the best place to start life-long friendships.'*

So, at such a difficult time, shone the spirit, the humour, whatever it was that gave Keith sufficient strength to reach that day.

... and here's how it all began ...

Keith was born on 11 September 1941, at Goulburn private maternity hospital on the corner of Bourke and Clinton Streets and went from there to 60 Auburn Street where he spent his early years – a big yard, two vegie gardens, one over which he and his Mum took charge and one which was his Dad's. His Dad grew huge onions from which Keith would take a slice and eat like an apple – this was the 1950s.

Keith spent his primary school years at South Goulburn and his secondary school years at Goulburn High. In 1957, aged 16, he left school.

At the age of seven, Keith watched about fifteen returned soldiers in the Walker Street area ride in – BSA, WLAs, Cottons, HRDS, Matchless, Triumphs and others. His interest in motorcycles was awakened.

... and in 1950 when Evin Southon rode up on his new Thunderbird sprung hub Triumph, it turned heads. People looked when he went passed, the exhaust note sounded perfect – bearing in mind Keith

was now nine, this observation says everything about the road Keith was bound to travel.

Other motorcycles came to town – Ken Bush on his new shell-blue 1954 T110 Triumph. So launched Keith's love of Triumphs.

When Keith was 14, he bought a 1929 Ariel for 30 shillings – it was in pieces. So he bolted most of it together and made his way to Boxers Creek bike races, getting to know local riders and learning much, receiving the occasional gift of old tyres and tubes and chains. Piecing together these bits and utilising his growing knowledge, Keith was successful in making his Ariel mobile – no exhaust or back mudguard, but able to be ridden. ... and as his taste for going around in circles was cultivated, he bought an ex-race 250cc engine in a rigid frame – Triumph – which in his own words *went like hell.*

In 1957, leaving school for Keith, coincided with the getting of his licence, and his first job at Southern Tablelands Electrical.

His motorcycle collection had expanded – a 1948 B33 BSA, a 1950 T100 Triumph, a 1951 Thunderbird, a 1952 Thunderbird and a Bantum D1.

He began working on the railway in 1958, which he loved. But, at this time, his affection for his bike collection was fading more than just a little as he became tired of fixing, patching, pushing and coaxing each one into life. He decided to treat himself to an 18<sup>th</sup> birthday present and bought a new 1959 T110 Triumph.

Armed now with this brand new machine and having settled comfortably into his working life on the railway – something else, or I should say, someone else caught his eye. There was a young lady walking up Hoskins Street. She was dressed in a red jumper and black slacks and they glanced at each other. There were, in fact, two young ladies. Keith offered them a lift and one named Lorraine jumped into the car. But 'the glance' had been towards the other – Lorraine's sister Marj – and thinking very quickly, Keith hopped out of the car and directed Marj to get into the front seat from the driver's side, hence parking her in the seat next to himself. I guess we are talking bench seats in those days, which made this ingenious manoeuvre the success that it was. This was 1960.

It wasn't until after Keith spent time on transfer at Central station in 1960 and returned to Goulburn in 1962 as a shunter, that he and Marj were able to make further progress.

His years spent in Sydney saw bikes drop from favour as his working life took increased attention. But this parting of Keith and motorcycles was momentary, and so was his life as a single man. ... in fact, after that return to Goulburn, everything changed. Fact is, he went looking for that young lady, the one that had occupied his mind for the time he worked at Central Railway.

But, before Keith could invite Marj on a date, he would need permission from her parents – this took what seemed like a very long few days, after which, and most likely to his surprise at the time, her Dad said 'yes'. Their first date, permission granted, no time to be wasted, was to Canberra's Starlight Drive-in.

They were married on 20 November 1963.

To say the 'rest is history' would be to deny the strength of their partnership. A marriage from which two sons were born – Grahame in 1964 and Kenny in 1965.

I met Keith and Marj some time in 2010 when I tagged along with John to our first Classic Riders Meeting. ... and years later it was a story Keith relayed during an Annual Ride meeting, that stuck firm in my head. He and Marj had been to a Tiddler Rally in Nowra. It had rained heavily and he was soaked, all but for his leather jacket. So for the dinner event that evening, he wore the only dry clothes remaining in his bag – pyjamas – topped off by his jacket. The commentary which Marj added provided clear visuals – bearing in mind that pjs are not terribly 'secure' in certain spots.

In 1959 when he bought his new Tiger, Keith rode to Wollongong (a girl on the back – pre Marj – was there ever a time?). The plan was to go swimming, but passing through Marulan (as you did in those days), Keith approached Star Bend and called out *'hang on!!'* and she did, except that wearing thongs (also as you did in those days – well, they *were* going to the beach) and at the mercy of Keith's precision riding, that bend took the side off her foot and they spent the rest of their outing at Bowral hospital.

... another time, when he won at the races and stuffed all the cash down the front of his very brief shorts, Marj commented on the 'healthy condition he appeared to be in' and was further surprised when he said upon arrival home - *Marj, we have to go straight to the bedroom* ... But it was to find a safe place to stash the money.

He was dubbed with the title of 'Rusty Relics' - was this a reflection of his shed contents? Whatever the reason, it made him smile. He talked about his 'sea-fairing' exploits ... his life as a 'fisherman' ... pulling trout from the rivers around Crookwell ... as simple as dangling the line above the water and watching the fish jump up to take the bait ... and when he caught a five foot long shark at Moruya ... and the time they found themselves in the shipping lane in a fishing boat, waking up to sirens and the amplified warning from authorities to clear off. ... and then, the day he found mushrooms (*I have to confess, I thought this story was going somewhere else*) - he found mushrooms bigger than dinner plates and growing along Painters Lane.

Most impressive, though, was his recall of flagging the signal at Breadalbane. ... he would be dropped off for duty and picked up at the end of the day. On the second day they couldn't pick him up so he was told to walk across the paddock to Parkesbourne Road where two mates would collect him. It was about half a mile walk. He got mid-way over the paddock and 100 head of black cattle started heading towards him - fast. Too far to run back, thinking *What to do?*, Keith got religious and began to sing Jesus Loves Me ..... well, the cattle stopped and according to Keith, opened a path down the centre of this hundred in number. Keith walked forward and as he continued, so the cattle continued to allow him through. *Did you begin to run?* I asked. *No, I just kept walking* he said. I thought, this is the Keith we know - someone who doesn't realise the importance he has, or the impact he has made on so many lives, someone who wants no fuss, and just keeps walking forward, despite what life throws his way.

As we sat and talked, he happily recounted many more, adding favourite songs, when he first heard them and poetry - he liked poetry. I asked him if he had a favourite one and without hesitation he said *'Yes, The Roaring Days by Henry Lawson'* and he began to recite -

The night too quickly passes  
And we are growing old,  
So let us fill our glasses  
And toast the Days of Gold;  
When finds of wondrous treasure  
Set all the South ablaze,  
And you and I were faithful mates  
All through the roaring days!

Keith's roaring days were those spent on the railway - starting as a call boy in 1958, then push-biking it around Goulburn, station porter, central station in 1960 (something he really enjoyed), transferring back to Goulburn in 1962 as a shunter and progressing to team leader - he worked hard for a living, an honest honorable man who gave everything and asked for nothing.

There were days when money was short - there were times when his next meal was uncertain - although, he did tell me that after a particularly lean period, he borrowed \$100 and went to Woollies ... spent the entire amount on chops and baked beans - I'm guessing they knew what was for dinner for a while following that shopping expedition.

After forty one years of working life Keith took a redundancy on 19 November 1998. He and Marj moved from Prince Street to Mitchell Street, home to their beautiful garden and treasured bike collection.

Although Keith joined the Goulburn Motor Cycle Club for a few years, and spent some time in the Queanbeyan Restorer's Club, it was the forming of Classic Riders in 1991, his involvement in The Goulburn Bee Club and Goulburn Historic & Classic Car Club that carved his path to us.

In October 2016, Keith, already a life member of the club, was given the honour of the first time award of Club Service. To list his contribution here gives little justice to the time and dedication that Keith offered Classic Riders. For Keith, the Club wasn't a meeting obligation, it wasn't a place to go or a reason to ride - it was a passion.

The Club Service Award was set up for Keith. Its creation coincided with the 25<sup>th</sup> anniversary ride as a recognition of his untiring support to the club - his sharing of knowledge with members, his encouragement to others, involvement

with swap meets, duty as publicity officer, his generous welcome to new visitors, guidance relating to club traditions and processes, major event coordination and years of dedicated work as maintenance officer on the monument - giving respect and sincerity deserved of a memorial space. An enormous task, yet he managed this and more, with good grace and a happy smile.

... and ticking along all the while, his work on an amazing history record of club events.

He has taken his place on every rally and he was in fact, the first entrant on the Club's 1992 inaugural rally. Keith was again entry number one at the 25<sup>th</sup> anniversary ride, partnered with his 1959 T110 Triumph.

To recognise this, the number one annual ride entry will now be tagged permanently with Keith's name. This club decision offers such a small gesture in return for what has been a massive contribution. There will also be a memorial to Keith on Sunday 15 December at our Club Monument. A chance to unveil his plaque, to be together as a club and to salute Keith's friendship.

So too, this occasion will allow us to support Marj - who I'm certain, has many stories of her own, still untold. For the monument memorial day, Marj is making sandwiches, others of us are baking cakes - considering the generous wrap Keith gave his favourite medicine, I think we might make honey the number one ingredient.

I was privileged to have Keith share his story with me and to be asked to officiate for his Celebration of Life. As difficult as that was, it was equally inspiring.

His love of motorcycles was exceeded only by the love he had for Marj. I was impressed that he was able to remember what she was wearing when they first saw each other. .. and with the fact that, as he looked through photographs, he pointed to Marj and said *she's a good sort.*





Triumph  
Tiger 110  
1959



1935 Triumph  
Mummel Road



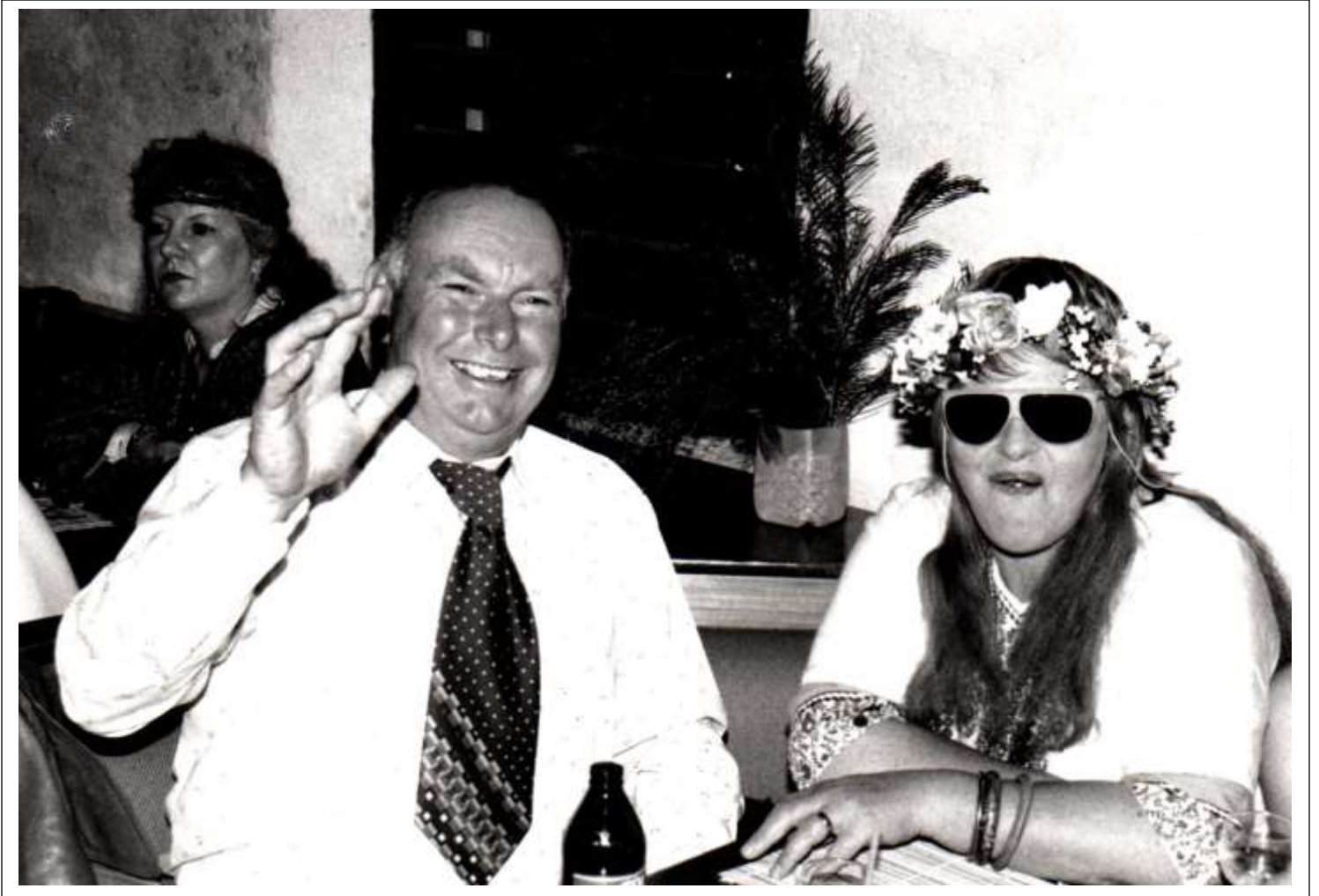
Army  
BSA



Tamworth 2015



Emily  
1951 Plymouth



Goulburn Historic & Classic Car Club honour guard





*Keeping loyal watch over the  
Celebration of Life held for Keith  
Friday 5 July 2019*

# OUT & ABOUT

## RIDING WEST



PHOTOGRAPHS TAKEN BY CHARLES HILLIER



Photographs taken by Wayne Adams  
at the Nabiac Swan Meet



Self anointed Wild Hogs – some more wild than others. And there was fire – which explains why John was in a scramble to get his trousers off. Thanks again Charles for the photographs.

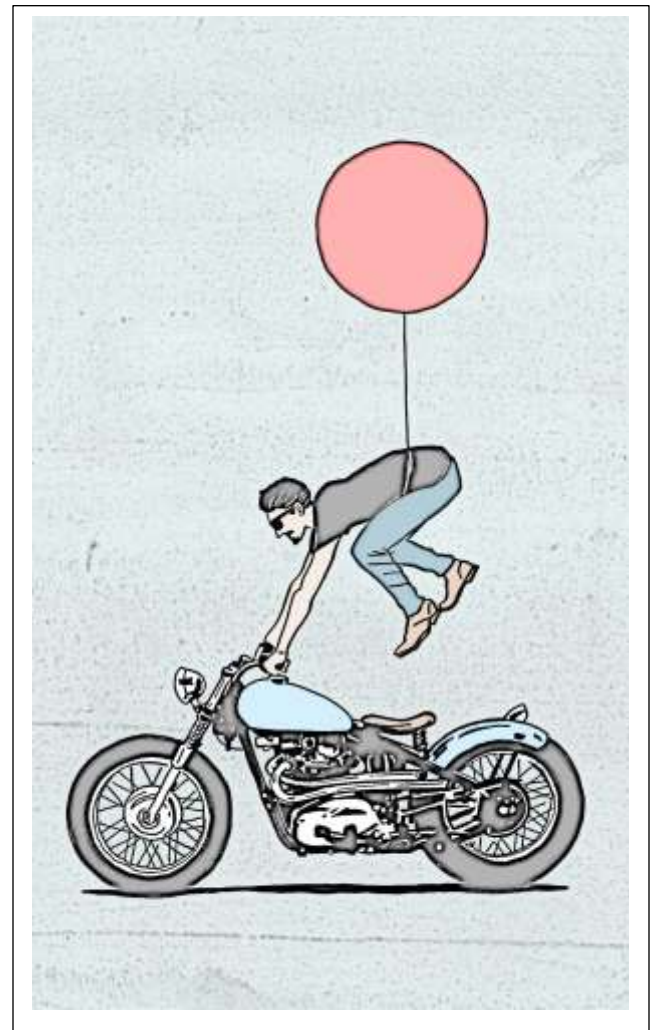
## WHAT'S ON :

**MARULAN  
KITE FESTIVAL**  
22nd September 2019  
"Time Flies"  
**HOLCIM BIKE & CAR SHOW**  
Vehicles from 1920s to 2019  
10AM TILL 1.30PM THOROUGHFARE LANE MARULAN  
IPM RUMBLE (TROPHY FOR BEST RUMBLE )  
1.30 PM AWARDS   
REGISTRATION FEE IS JUST \$10 PER VEHICLE

- PRIZES BEST PRESENTED CAR IN SHOW
- BEST PRESENTED BIKE IN SHOW
  - OLDEST CAR IN SHOW
  - OLDEST BIKE IN SHOW
  - PEOPLES CHOICE CAR
  - PEOPLES CHOICE BIKE
- LUCKY ENTRANTS DOOR PRIZE
- CLUB PRIZE FOR MOST ENTRANTS FROM ONE CLUB
- ALL ENTRANTS RECEIVE A RIBBON

FOR MORE DETAILS CALL KAREN ON 0408411587

**DISCOVER**  [marulanifestival.org.au](http://marulanifestival.org.au)  
Facebook.com/  
marulanifestival



Sunday  
Rides  
remaining  
for CRCG  
Calendar

22 September - Taralga, Abercrombie River

6 October - Currawang, Bungendore, Braidwood, Tarago

26/27 October - CRCG Annual Ride

9/10 November - overnigher – Taralga, Bathurst, Hill End

17 November - Taralga Vintage Farm Field Day – Taralga Showground

30 November - Goulburn Car & Motorcycle Show – Goulburn Showground

8 December - CRCG Christmas Ride & Lunch – Gundillion Hall

15 December – unveiling of monument tribute for Keith Speer

TBC - Toy Run

*Sunday rides – meet at Belmore Park opposite Court House 9.30am January to May and 10.am June to August. Contact Club Captain Frank Millwood 0439 604 153*

# TASTE OF TARALGA FESTIVAL

5 – 6 October 2019

May 2019 marked 200 years since Charles Throsby camped on the banks of Burra Lake on his journey from Mittagong to Bathurst looking for a stock route. Land grants soon followed and Taralga began to be settled. John Macarthur was instrumental in setting up an English style feudal town enabling him to get access to blacksmiths and merchants. He later sold off the town blocks which then encouraged people to build more substantial buildings in stone. Hence Taralga's reputation as a heritage in Stone.

**The Taralga 200 Committee invites CRCG members to join them for this celebration and to bring along a Classic Motorcycle for display on the Saturday.**

*Saturday 5 October 2019 events include -*

Plaque unveiling ceremony at Burra Lake

Market Stalls

Classic Car Display

Shearing Demonstration

Open Historical Museum

Saturday Night Country Dance – Memorial Hall

*Sunday 6 October 2019 events include -*

Street Parade

Market Stalls at Showground

Country Picnic, Picnic races, spit roast

Live Music

Best Float Award

Grand Final televised on big screen.

+ MORE

Contact – Graham Lambert 0498 717 856 – for further information



Proudly sponsored by

BlueScopeWIN Community Partners

Celebrate the Joy of Motoring



# At the 10th Annual Motoring Expo

Australian Motorlife Museum  
Integral Energy Recreation Park  
Darkes Rd  
Kambla Grange  
(Wollongong)



A Rare Display of Significant  
Racing Cars in the Museum on  
the Day



BBQ and Coffee Shop  
Double Decker Bus Rides  
Hazes / Rally Bags  
Able to Enter on Day



**Sunday 6th  
October 2019**

\$10 per display vehicle  
\$12 per person entry into Museum  
\$6 for children

Gates open for entrants at 8.30  
Trophy presentation 1.30  
Public display 9.30 - 2.00

Phone 4261 4100 Email [admin@motorlifemuseum.com](mailto:admin@motorlifemuseum.com)  
or Visit [www.australianmotorlifemuseum.com](http://www.australianmotorlifemuseum.com)

### ENTER YOUR HISTORIC CAR OR MOTORCYCLE

Name: \_\_\_\_\_ Email: \_\_\_\_\_  
Mail Address: \_\_\_\_\_ Phone: \_\_\_\_\_  
Vehicle: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_  
Club (if applicable): \_\_\_\_\_ Total entrance fee payable \$: \_\_\_\_\_

PLEASE DETACH AND RETURN WITH ENTRY FEE TO THE AUSTRALIAN MOTORLIFE MUSEUM  
INTEGRAL ENERGY RECREATION PARK, DARKE'S ROAD, KAMBLA GRANGE 2516

# 2019 Downunder Jampot Rally

November 1 - November 3

2019 Downunder Jampot Rally –  
Oberon NSW 1-3rd November 2019

Website:

<https://www.jenolanholidaypark.com.au/>



Organiser

David deLapp

Phone:

02 96009894

Website:

[ajsmatchless-australia.com.au](http://ajsmatchless-australia.com.au)

Venue

Jenolan Caravan Park

Oberon, NSW 2787

## 8th ANNUAL TIDDLERS' MOTORCYCLE RALLY

9th & 10th NOVEMBER, 2019

Hosted by the  
Shoalhaven Historic  
Vehicle Club

For Motorcycles 250cc or smaller  
Must be at least 30 years old  
Have historic or full registration  
or RMS Permit  
No Exceptions



Entry Fees: Riders \$25  
Partners \$15

This Rally is ideal for small motorcycles, mostly flat roads & light traffic  
No raffles, no fancy dinners, just a great time at realistic prices

Rally will be based at Shoalhaven Caravan Village  
17 Terara Rd, Nowra. 02 4423 0770

Camping Fees are payable to the Caravan Park on arrival

For detailed information

Please contact Ray 0418 239 669 / Mick 0425 267 636

ENTRY FORMS AVAILABLE ON WEBSITE:

<https://sites.google.com/site/shoalhavenhistoricvehicleclub/8th-annual-tiddlers-motorcycle-rally>

# Goulburn 2019

## CAR & MOTORCYCLE SHOW

SHOWGROUND, BRAIDWOOD RD GOULBURN NSW

8.00AM - 2PM  
**Saturday  
30 NOV**

Trophies FOR CARS & BIKES

ALL CAR & BIKE ENTRANTS HAVE THE CHANCE  
TO WIN 1 OF 3 \$500+ PRIZES - THANKS TO  
AUTO ONE & THE GOULBURN SOLDIERS CLUB

Major Sponsors



SHOW ENTRIES 8-10AM  
\$20 ENTRY PER VEHICLE  
SPECTATORS - GOLD COIN  
ALL PROCEEDS OF THE DAY GO TO  
THE GOULBURN CRESCENT SCHOOL

FOR MORE INFORMATION CONTACT VIA FACEBOOK OR CALL  
MITCH LEESON 0408 679 753 - MICK LEESON 0438 661 000 - CHRIS SHEPHERD 0400 127 967

# *Classic Riders Club of Goulburn Inc.*

## 28th Annual Classic Ride

Friday 25<sup>th</sup> October 2019  
Registration meet and greet

Saturday 26<sup>th</sup> October 2019  
Saturday ride and presentation evening

Sunday 27<sup>th</sup> October 2019  
Sunday ride

*This year's theme – Superbikes*

Recognising 50 years since the  
unveiling of Honda's CB750



All makes and year models of  
motorcycle welcome for our  
Annual Ride.

The chance to win –

Best pre 1931

Best 1931 – 1940

Best 1941 – 1950

Best 1951 – 1960

Best 1961 – 1970

Best 1971 – 1980

Best 1981 - 1989

Best Modern – post 1989

Best British

Best European

Best American

Best Japanese

Best Outfit

Best Trike/Spyder

Best Unrestored

Best Superbike

Youngest rider, oldest bike combo

Oldest rider, oldest bike combo

Queen of the Rally

Club Choice

To honour this year's theme,  
Superbike entries will be offered  
the option of a static display.  
All other motorcycles 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 last year, 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.

Questions to the Rally Director on 0422 367 011 most welcome.

# Save the date

Classic Riders Christmas

Gundillion Hall for home baked Christmas Spread and country hospitality – a fabulous ride.

**Sunday 8 December 2019**

The hall was gazetted in 1911 but existed before that date. The community at the time built the hall and has added extensions along the way.



More details closer to December

## Remember our Supporters for the Annual Ride 2018

Goulburn Workers' Club  
Goulburn Tourist Centre  
Can Assist  
Binda Public School  
Tarago Public School  
Rotary of Goulburn  
Tony Nixon, Southern Highlands Trophies  
Steve Ruddell and Corby Leah  
Cake Wizard  
Goulburn Police  
David Schweers – Shannons  
Old Bike Australasia Magazine  
The Dormie House, Moss Vale

## and our SPONSORS

Peter Scott Stihl Shop  
Goulburn Engineering  
South Goulburn Caravan Park  
Goulburn Produce  
Jewell Builders  
Goulburn Power Centre  
Goulburn Electrical Wholesalers  
Auto One  
Worklocker

## 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](#)

### Celebrant Services

Dale Towell  
0422 367 011

[Weddings, Baby Namings, All Occasions](#)

\*\*\*\*

Space available 'here' for more business notices

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](mailto: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.

