

# RIDE RAG

CLASSIC RIDERS CLUB OF GOULBURN INC.

## Special Annual Ride Edition 27, 28 & 29 October 2017



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## DIRECTOR'S MESSAGE

Whenever an attempt to gather large numbers of people together is made, there is always risk involved. If we add machinery, animals and a challenge to navigation skills, we compound that risk. Yet to all of these potential perils, we mixed in the weather, added a life sized dummy and launched our 26<sup>th</sup> Annual Club Ride – with great success.

Success thanks to so many, and as we make our way through this special Annual Ride Edition of our Club Magazine, I'm hoping that I will have covered absolutely everyone involved in the process which lead to what was a wonderful weekend of riding, chatting, eating, dancing, spending time with 'old' friends and gathering new ones.

For me as Ride Director, the months leading up to our October weekend were filled with lovely conversation, not just with people asking questions about entry, but with all the businesses and suppliers in and around Goulburn, who support our Club every year.

.... and the company of my Committee – what can I say? Celia & Gary Suddull, Wayne Adams, Bruce Tinsley, Charles Hillier, Phil Collins, Namtan & Leon Williamson, Lois & Colin Jewell, Tony Gosling - the knowledge that each one of you have in regard to motorcycling and rally experience is just amazing, and your willingness to share it with me, very much appreciated.

I'm thankful that everyone enjoyed themselves, that they all got to where they had to go and returned safely, that the weather was kind to us and the opportunity to share bike stories was given the best chance to launch beyond – in some cases – credibility.

So, for my second year as ride coordinator and I believe, a commitment to next year, a huge thank you to everyone. Enjoy all that is contained within these covers and see you again in 2018.

Your ride director – *Dale*

## ANNUAL RIDE COMMITTEE

To repeat words I delivered at the Presentation Evening, *'they say that the reward for hard work is success, but I've witnessed many a hard worker who manages to accumulate only more hard work'*.

True for any group that commits to an event such as our Annual Ride, and there's no way I can sufficiently thank my Ride Committee for the time and effort expended to what is a very busy weekend and one which is over in a very quick three days.

A simple list falls short of the true workload involved in the end result, but I can however, acknowledge them here and add tribute as we 'travel' through the pages which follow, to the skill set each one brought for the success of our 26<sup>th</sup> Ride event.

Gary & Celia Suddull

Charles Hillier

Wayne Adams

Bruce Tinsley

Phil Collins

Namtan & Leon Williamson

Lois & Colin Jewell

Tony Gosling

Also to everyone who gave assistance wherever they saw a need, and willingly rolled up their sleeves to help get from Friday to Sunday afternoon.

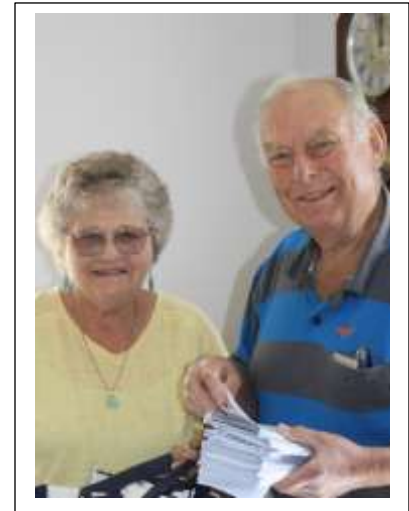
*THANK YOU !!!!*

## PACK PACKING DAY

### AT RIVENDELL

Thanks to the generous donation of ride packs from Goulburn Tourist Centre, we embraced the task of pack packing as an excuse to get together for lunch and yack about a whole lot of things, some even ride related.

Happy faces in the photographs here and the addition of Marj and Keith Speer to the day's work made a laborious task not just faster but much more pleasant.



The support of Goulburn Tourist Centre has been amazing, both this year and in 2016. Not only for the bags of goodies they give, but also for advertising on our behalf, willingness to help with accommodation and local knowledge.

# THIS YEAR'S THEME

## MOTORCYCLES AT WAR

When I first started thinking about this year's annual ride, I went back to 1917 to find something of significance, relating to motorcycles, that might help with deciding on a relevant theme. I discovered that 100 years ago, Harley Davidson Motorcycles and Indian Motorcycles entered the War effort.

After watching a movie titled Harley and the Davidsons, I became hooked on the story of William Harley, Arthur Davidson and Walter Davidson. Young men with great talent and a dream which saw no limits, even when faced with what seemed at times, impossible situations.

But to restrict our 'theme' to two motorcycle manufacturers, wouldn't have been fair to all the others. Hence, the idea 'Motorcycles at War' was born – a chance to pay tribute to the men/women and their machines that played a huge but often unnoticed role in the name of freedom. It also, more specifically, embraced the war between Harley Davidson and Indian motorcycles at the time both companies bid for a war time contract. What drew me at this point to Harley Davidson, was their pledge to train soldiers in ride skills, mechanical skills, the art of rebuilding when there were little or no resources and all included in the price of supplying motorcycles to the war effort.

The place of motorcycles during war times has often been overlooked, but the part they played was anything but obscure. Used for mounted infantry, scouts, patrol, dispatch and courier duties, ammunition carriers medical supply carriers and casualty evacuation, sometimes being converted into ambulance type vehicles, they were versatile, reliable, easily moved and logistically manageable. Their most powerful impact was in the task of messenger. Communications were difficult with limited technology and unreliable hardware – it was the motorcycle by virtue of speed that was successful in the transfer of orders, reports and maps between units. However, the

potential for danger and the vulnerability of the motorcycle – rider exposed and unprotected – also meant that the part played by these war horses, was not for the feint hearted.

Motorcycle dispatch riders were first put to use in WWI by the British Army Royal Engineers Signal Service, the Royal Air Force and Royal Navy, favouring Douglas and Triumph bikes.

The Ministry of Defence made a deal with William and Edward Douglas of Douglas Motorcycles, to produce what they thought was 300 bikes for the military; what the contract actually proposed was 300 bikes a month for the duration of the war – a heavy production line for that era.

The Women's Royal Air Force (WRAF) also made use of motorbikes, initially providing female mechanics to free the men for service in the armed forces. But the high number of women volunteers lead to many filling driver positions as well.

Until the outbreak of war, Indian motorcycles were the most successful motorbike manufacturers in the world. After the start of the war, Douglas moved into the number one spot – matching Indian's 20,000 bikes a year and then some, producing over 70,000 motorcycles for military use.

Triumph motorcycles were favoured during the war and focused their production on the war effort. It has been estimated that around 30,000 Model H Roadsters were supplied to the Allies, 20,000 going to UK troops.

By the end of 1917, Harley Davidson had provided approximately 15,000 bikes for the war effort – one third of all Harleys made in 1917/18 were bought for war use. Firstly these were adapted civilian models such as the J series and later the FUS and LUS models with trademark 'military friendly' features, were produced.

Indian Motorcycles, first founded in Massachusetts US, also produced War bikes. They devoted the majority of their production to the war effort and, being a smaller company than Harley Davidson, didn't manage to maintain both the military and domestic markets – resulting in domestic dealers falling to the wayside.



# MEET AND GREET

FRIDAY 27 OCTOBER

Thanks to the shopping prowess and organisational skills of Wayne Adams, our Friday evening Sausage Sizzle was the perfect start to our Annual Ride.

... and to absolutely everyone who went to work that evening, whether it be BBQ duty, bar service, set up, clean up, registration assistance or crowd control, a huge thank you.

Happy snaps ....



Our bar in the capable hands of Mischelle Lees – in Shell's own words, 'Colonel Sanders in charge of the chickens'.



Pictured here with John Towell – that's beer seller and beer buyer. What a team!

Also to note, the kind soul who recognised potential for oil leakage from this British exhibit.



And Lois Jewell, on standby in case the drip trays weren't sufficient capacity.



Once again, Goulburn Workers' Club permitted us to use their Arena, such a fabulous space and much appreciated. This generous gesture, granted by approval from the Board of Directors has been invaluable to the success of our Annual Ride and one which we hope will continue in the years to come.

This year, we took the opportunity to spread further in the space provided to us by the Workers' Club. We relocated the judging area to in front of the grandstands where the ground surface was sealed and more solid underfoot for motorcycles to 'stand'.

We also utilised the larger parking area, from where all our riders were dispatched and sent them off via Sports Way to make traffic control easier and more safe.

A huge thank you to the Goulburn Police who looked after us in this regard.

Thanks also, to the grounds staff who prepared the Arena for our weekend. The setting was wonderful – and enhanced by perfect weather.

Our Meet and Greet was well attended and well supported. Fabulous job Wayne for all your preparation and for steering the event – huge task and carried off with a smile as always. Sincere thank you from everyone, to you.



# SATURDAY RIDE

## BREAKFAST & BRIEFING

Early morning start with the help of a Can Assist Breakfast. Those wonderful ladies and gentlemen who work tirelessly for the benefit of so many others. Classic Riders Club needs to just whisper a request for support and they say 'what time do we show up?'.



One by one, those fabulous motorcycles arrived for the first day of our 26<sup>th</sup> Annual Ride. This year, 100 motorcycles registered for entry, plus 23 pillions. Our oldest bike was a Douglas 'born' in 1914 and our most modern was a 2016 BMW.... and the colours, makes, shapes and models between these years provided a spectacular display.



Trikes, Outfits,  
Military  
Motorcycles  
and

Bikers -

Ron Barton &  
Bruce Tinsley  
(top photo)



Briefing – never before has John Towell had so many at one time, paying attention to whatever he has to say. Great job though and a big strong voice for when the microphone went ‘a wanderin’.

Following the briefing, motorcycles and riders gathered in the holding area, pictured below.



The route for Saturday was via State Road to Crookwell for Modern motorcycles and from there to Gunning Public School for a 10.30am morning tea. Older motorcycles took a shorter route via Range Road, Grabben Gullen and then to Gunning.



## LUNCH & JUDGING

The return to Goulburn – everyone safe and sound.



Carol James and her team from Rotary have been looking after our Annual Ride lunch just beautifully for many years.

In the lead up to this event, Carol simply asked 'what would you like us to do' and whatever we suggested or requested, it was done. Happy smiles, professional service and delicious food draws Classic Riders Club to Rotary every year – a relationship very much valued and one which we also hope will continue in the years to come.

Thank you to these wonderful community volunteers. Ambassadors for Goulburn, supporters of our Club and a very much appreciated part of our Club's Annual event.



Judging -



# PRESENTATION DINNER

## GOULBURN WORKERS' CLUB AUDITORIUM

Presentation Evening - the end of a very busy day, a day of riding, catching up with friends, meeting new ones, polishing, detailing and the occasional mechanical repair. Our Ride Committee recognises everyone involved in this annual event and the time our entrants give to being part of our ride weekend.

We had visitors from Griffith, Parkes, Yass, Queanbeyan, Parkesbourne, Glenorie, Gynea Bay, Canberra, Southern Highlands, Braidwood Elderslie, Mount Hunter, St Clair, Mollymook, Sutton, Quialigo, Mt Keira, Mt Fairy, Horsley Park, The Oaks, Lockhart, Carwoola, Wollongong, Oberon, Marulan, Milton, Bomadery and Tarlo.

We commenced the evening with raffle draws, each prize generously donated by businesses of Goulburn. Huge thank you to -

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

A big thank you to Colin Jewell for announcing our raffle prizes and his lovely assistant Lois. Team work!!

Thanks also to the management and staff of Goulburn Workers' Club for looking after us so well, for a delicious buffet dinner, personal care, attention to detail and throughout the process of preparing for our presentations, first class service.

To our Trophy winners, congratulations. It can be a close to impossible task deciding what to vote for and there is often just a whisker between winners and runners up. Here are some happy snaps of our Saturday evening, a wonderful occasion thanks to everyone who joined in the celebrations.



Special mention to Bruce Tinsley, who every year, takes on the task of organising trophies. This year's design was fabulous Bruce and the smiles on the face of each recipient just confirms how much your hard work is appreciated.

Winners pictured here are: Jack Petith, youngest rider oldest bike; Mick Petith, best American; and Belinda Petith, Queen of the Rally – from Glenorie.

Full list of winners were ....

- First on Trailer Keith Speer
- Pre 1931, Rob Steel
- 1931 – 1940, Kenneth Robinson
- 1941 – 1950, Doug Newall
- 1951 – 1960, Peter Conlon
- 1961 – 1970, Bruce Tinsley
- 1971 – 1980, Paul Darderi
- 1981 – 1987, Craig Gombar
- Modern, Ron Channing
- Best British, Tony Gosling
- Best European, John Somerville
- Best American, Mick Petith
- Best Japanese, Charles Hillier
- Best Outfit, Rod Bowen
- Best Unrestored, Bronwyn Temple
- Best Military, Ray Smith
- Oldest Rider/Oldest Bike Team, Rob Steel
- Youngest Rider/Oldest Bike Team, Jack Petith
- Clubman Award, Jeff Green
- Queen of the Rally, Belinda Petith
- Club Choice, Ray Smith
- Club Service Award

This award is based on nominations and decided by our Club President. Steeped in secrecy this year, I had a certificate ready for the name I thought would be chosen, but things didn't work out how I imagined.

.. and we can't go any further without mentioning our trophy announcer Wayne Adams – a task delivered with much pizzazz and personality.



Now, the chance for this Ride Director to admit to being completely surprised at receiving the Club Service Award. I think, after hearing my name called, I said something like – not being a bike rider, or a long term member, and knowing the nominations in place for this award, I just didn't qualify. I had thought, *'one thing for sure it won't be me'*. But here I am, pictured with Wayne Adams and our President Gary Suddull, trophy plate in hand.

So I'll take this opportunity to say thank you from the bottom of my heart and just so everyone knows, my surprise did not lessen my delight at being even considered for such an honour, much less receiving the title.

When I started the regular lunch dates at Rivendell, it was a way of taking part in club 'things' when, living in Braidwood, it wasn't always possible for John and I to join in club runs and events in Goulburn. This was a great way of getting to know everyone and spending time outside of club meetings to chat and enjoy a day together.

Last year, after retiring from Public Service life, and with the help of a blood rush to the head, I thought I might volunteer for the Annual Ride organisation. Then I thought I could do it for a second time - this year. Truth is, now, I'm pretty sure I've signed a long term contract and all I have to do is walk passed my award – parked happily on the dining table together with my beautiful flowers - and I just think how fortunate I am to have this wonderful 'other family' who took the time to make me feel so appreciated.

The ride isn't a one person job though, and I hope I have thanked everyone involved sufficiently well. Playing with the club magazine these days is the perfect medium for me to share the love, so please enjoy what you read here and the photographs .... with apologies if my face appears a little too often in regard to the giving of awards. If you would like photos sent to you personally, please let me know and I can email them through. My contact details will be on the last page.

A most sincere thank you once again from me xx

Another thank you goes to Chris at Cake Wizard in Goulburn for our celebration cake pictured below.





Winner of Club Choice and Best Military, Ray Smith from St Clair.

Ray also won the non-club member major prize of a holiday at Brisbane's Lucerne on Fernberg - B&B.

Ray's exhibit is pictured below – a tribute to his Dad who was an Army dispatch rider



Rod Bowen – from Gymea Bay, top photo.

Bronwyn Temple - CRCG

Charles Hillier – and whilst we are on the 'Charles' subject, what an amazing job you have done as ride treasurer. This, plus marshal coordinator – both massive tasks, both safe in your hands. Thank you.



Congratulations to Marcus Kanowski – winner of the club member major prize to Lucerne on Fernberg.

Owner/Manager of Lucerne, Brian Hollins, is very much looking forward to meeting Ray and Marcus.

A very special mention now, to Steve Ruddell and Corby Leah, who provided the most wonderful entertainment. They grabbed our attention with their opening song 'The Rose' and for the rest of the evening, held us captivated with amazing harmonies and beautiful music.

Steve and Corby were also gracious in helping our President Gary Suddull satisfy his hankering for a singing career.

Pictured below, Gary looks the part and we discovered he could sing. It was indeed, a night to remember.



*Steve Ruddell and Corby Leah*



# SUNDAY RIDE

## BREAKFAST - LAGGAN - HOME - CLOSE

... and after the party, we (that is most of us) got up and went off to the Workers' Arena to do it all again. This time though, riding off in a different direction.

First on the schedule was another fabulous Can Assist breakfast – thank you Ian McMurdo and team, what would we do without you all.



Can Assist team in the background, happy bikers heading off for day two of the ride after a wonderful breakfast.

Briefing delivered by John Towell. microphone in one hand and hooter in the other - not to be deterred by all the threats of the previous day that it be put somewhere uncomfortable

Old and modern motorcycles set out via Crookwell to the township of Laggan, and just as it was last year, we were treated to a feast. Thank you again to the Laggan Community Group who never fail to spoil us with their country hospitality – they love having us at their ‘place’ and they love hearing our motorcycles rumble into town.



Pictured above, Lyn Edwards (fourth from the left) and her team of lovely Laggan Community Hall ladies.

Photos to the left - Motorcycles arrive in Laggan and line the streets.

This community welcomes us as a family and we very much appreciate the work they put into preparing our morning tea – delivered with smiles.

Bringing the CRCG 26<sup>th</sup> Annual Ride to a close, our ride from Laggan took us through Taralga and back to Goulburn for lunch. Carol James and her Rotary team had prepared chicken kebabs, sausages, a variety of delicious salads and sweet options to follow. Once again, a dedicated community group who work tirelessly and accommodate us with hospitality and happy faces.

This special yearly event would be much less successful, certainly much less appealing without everyone who played their part.

Having a particular theme also created a little hub of activity as particular members of Classic Riders Club put their heads down to produce a 'military motorcycle' entry. Keith Speer not only set about reviving one military machine, but two.

The one Keith chose to ride was a 1941 BSA W-M20 Army 500cc.



*The BSA M20 was a British motorcycle made by Birmingham Small Arms Company (BSA) at their factory in Small Heath, Birmingham. Although initially viewed as a near failure by the War Office in 1936, the M20 evolved into one of the longest serving motorcycles in the history of British military motorcycling, as well as becoming the most numerous type produced for World War II with 126,000 in active service. Many are still in use around the world today.*

*At the outbreak of WWII, BSA were Britain's largest motorcycle manufacturer with a long history of armaments supply. From 1939, early*

*K-M20 models were made from standard civilian parts with the addition of military fittings, such as a large 8-inch Lucas DU142 headlight (fitted with a black out mask), a timing-gear cover with a screw-in plug for access to the magneto drive-pinion nut and special filler caps for the petrol and oil tanks. Early models were also fitted with a long spiked prop stand on the rear nearside pivoted from a lug brazed onto the rear frame tube.*

*BSA workers employed in making the M20 were killed in an air raid on the BSA factory in Armoury Road, Small Heath Birmingham on the night of Tuesday 19 November 1940. Much of the factory and equipment was destroyed or damaged but BSA had 67 factories so work was transferred elsewhere and production continued.*

*From October 1939, the K-M20 was designated the W-M20 and modified to include girder-forks and removal of the valanced rear mudguard. Early 1940s saw many changes to the W-M20, to accommodate military requirements. Criticised for being heavy and slow, with poor ground clearance, it was saved by its reliability and ease of maintenance. Most BSA M20 motorcycles were used by the British Army but some were also commissioned by the Royal Navy and the Royal Air Force.*

The second motorcycle restored by Keith, and ridden by Mischelle Lees, was a 1942 BSA M20 Airforce 500cc.



Tony Gosling also built and rode his 1939 BSA WM20 Army motorcycle.



Here they are in the judging area alongside visiting military motorcycles and forming a wonderful display in keeping with our theme for 2017.



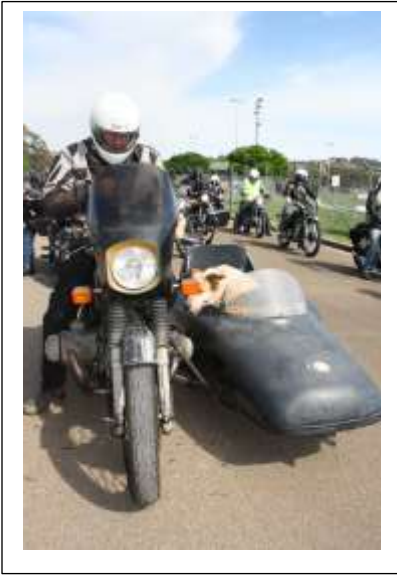
To riders and participants who travelled a distance, to our club members who supported CRCG by attending the annual ride, to every sponsor and each community support group and to the ride committee for bringing it all together – huge thanks.

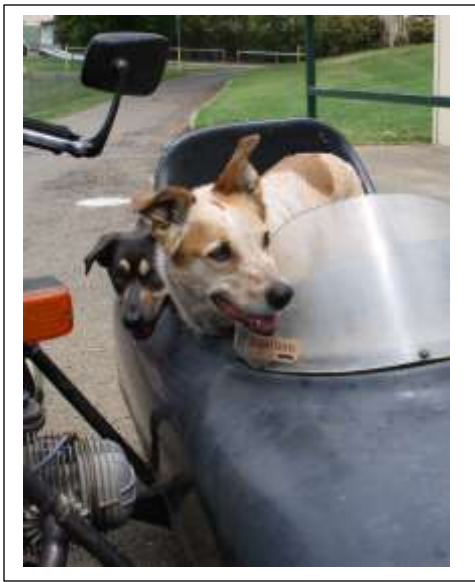
We look forward to seeing you all again in 12 months. Meantime, stay safe, ride well and all the very best for the year ahead.



# PHOTOGRAPHS











## ACKNOWLEDGEMENTS

Goulburn Workers' Club – *use of the Arena, Saturday evening venue and catering, courtesy bus*

Paul Fitzgibbon - *driving the courtesy bus*

Goulburn Tourist Centre – *packs and advertising*

Can Assist – *Saturday and Sunday breakfast*

Gunning Public School – *Saturday morning tea*

Rotary of Goulburn – *Saturday and Sunday lunch*

Laggan Community Hall Committee – *Sunday morning tea*

Tony Nixon, Southern Highlands Trophies – *Presentation Awards*

Steve Ruddell and Corby Leah – *Saturday evening entertainment*

Goulburn Embroidery – *Ride Insignia Polo Shirts*

Cake Wizard – *26<sup>th</sup> Annual Ride Dessert Cake*

Goulburn Police – *traffic control and assistance with ride safety*

David Schweers – *Shannons handouts*

Old Bike Australasia Magazine – *headlight stickers*

Coffee Van – *Nanny G's Canberra*

## SPONSORS & RAFFLE PRIZE DONATIONS

Goulburn Engineering – *Grinder 115mm*

South Goulburn Caravan Park – *two night Accommodation Voucher in Merino two bedroom Villa*

Goulburn Produce – *Charcoal Spit Roast*

Jewell Builders – *Draper Work Stool & Draper Rechargeable Inspection Lamp*

Power Centre – *Voucher*

eMillie – *Voucher*

BCF Fishing Shop – *Fishing rod/reel and sports shirt*

Goulburn Electrical Wholesalers – *Air Hawk, Slim Line Torch & Soldering Iron, Gas Powered Torch, Mini Gas Blow Torch*

Auto One – *Stainless Steel Thermos Flask*

Worklocker – *Snake 'n' Spider bite kit, Charge & Data Cable 1 mtr, Metallic Earphones with Mic*

### Lucky Door Prize

Peter Scott Stihl Shop – *Stihl Edge/Hedge Trimmer kit*

### Major Prize

Lucerne on Fernberg B&B – *Brisbane – three night Accommodation Voucher x 2*

If you would like any of these photographs emailed to you,

OR

If you won a prize and would like to know if  
a photo was taken,

please contact Dale via her email address

[doey8@bigpond.com](mailto:doey8@bigpond.com)

