

# FOREVER YOUNG

CLASSIC RIDERS CLUB OF GOULBURN INC.

## *Our Magazine*



Spring 2021 Edition

*In this issue*

Editor's note  
Our Club  
Committee

Memory Lane – Club Memorial  
Outback Magazine  
30<sup>th</sup> Anniversary Ride, Christmas  
Lunch

*Wishing everyone a  
Merry Christmas  
and a Happy New  
Year*



Out & About  
Snippets & Happy Snaps  
Swap Meet 2022  
FIVA Survey  
Andover Norton

What's On  
AJS & Matchless MC Club  
99 Not Out Run  
Notices

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*Contact*  
Dale Towell  
Magazine Editor

Mob 0422 367 011



## EDITOR'S NOTE

My first thought when beginning our Spring Magazine, was that 'I have nothing'. ... and then, bit by bit, a few options came along and in no time at all, I was up to page 30 with more to come.

It's a little bit different though, as I've included some data and technical facts. All over my head by the way, but interesting I feel.

We have welcomed many new members over the last quarter and now that we are 'set free' just a bit, we will have the chance to meet them. We'll also have the chance for a get together over Christmas lunch and just that occasion to look forward to, brings a smile to members' faces.

Here's another reason to smile – it's me for sure as those who know me will confirm.



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](http://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	Frank Millwood
Events Director	
Magazine Editor	Dale Towell

### Appointed

Publicity Officer	Wayne Adams
Regalia Officer	Ron Barton
Equipment Officer	Wayne Adams
Monument Warden	Celia Suddull
Assistant Monument Warden	Paul Fitzgibbon

### Swap Meet Team

Geoff Bland  
Wayne Adams  
Bruce Tinsley  
Charles Hillier  
Dale Towell

### Rally Director 2021

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

Wayne Adams  
Richard Corbet  
Howard Kneebone  
Ross Gilchrist  
Mischelle Lees

### Website Manager

Secretary

*Full details and contact numbers on website*

## MEMORY LANE

### Motorcycle Memorial Creation and Continuance

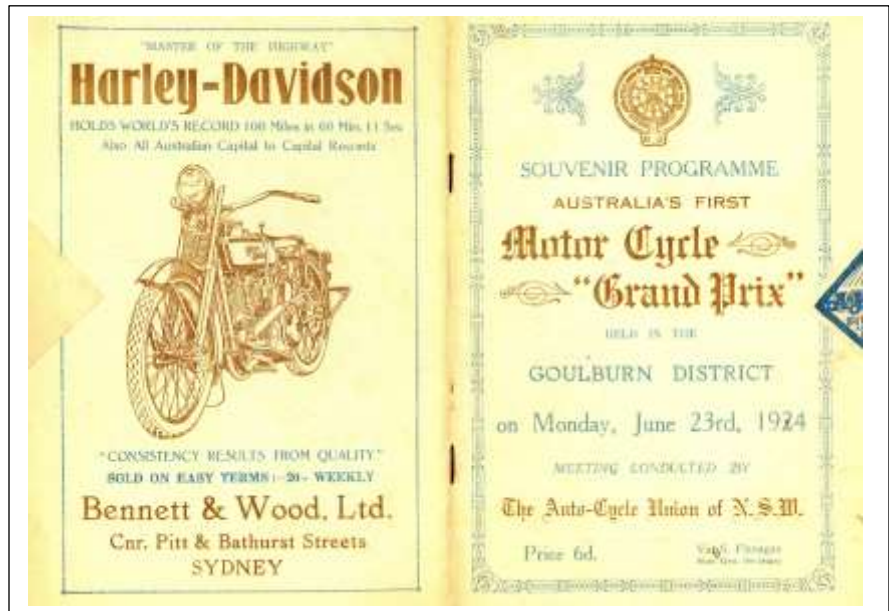
On a sunlit Autumn day in 1914, a group of motorcyclists met in a paddock at Yarra on the outskirts of Goulburn NSW. They had travelled from all corners of NSW, Victoria and South Australia to compete in the very first Tourist Trophy race of Australia. This most important event would for the first time, select the NSW and Australian Motorcycling champion. The race followed a triangular circuit from Yarra to Breadalbane, across to Collector and back to Yarra.

*Written by Wayne Adams a long time ago.*

Ten years after the first Tourist Trophy race, a similar group of motorcyclists travelled to Goulburn on a bitterly cold day to compete in the first Australian Grand Prix.

This event covered two hundred miles of rugged country roads. It covered a triangular circuit from the outskirts of Goulburn to Windellama, across to Bungonia and back to the junction of the two roads. The new course took the winner four hours to complete.

*Written by Wayne Adams not so long ago.*





Site chosen for the First Australian Motorcycle Grand Prix Memorial – Bungonia Road, Goulburn – photograph taken 13 August 2001 compliments of Julie & Howard Kneebone.



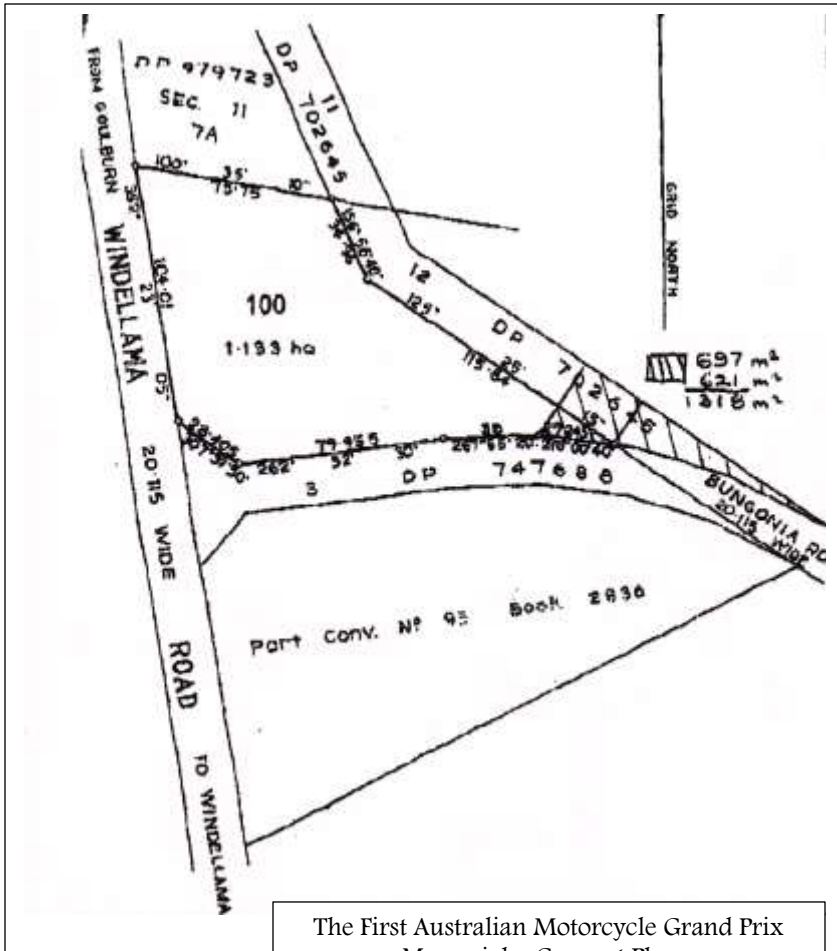
Here's a paragraph from 'Forever Young' Summer 2001/2002 issue –

*The Monument at the corner of Windellama Road and Bungonia Road to commemorate the 1924 Motorcycle Grand Prix is progressing well. Mulwaree Shire has acquired the land from RTA and are due to start cleaning up and preparing the site in the near future. Wayne Adams has been asked to select an appropriate historical picture, map and words to be made into a brass plaque for the monument. The committee looking after this is Geoff Bland, Wayne Adams and Wayne Price. If any club member wishes to contribute, please contact them (does anybody know a monumental mason?). It would be great to have this project finished in time for our October rally.*

\* \* \* \*

It was at the 80<sup>th</sup> Anniversary GP Motorcycle Rally in June 2004 that the memorial park was officially opened. This park as we know it today, is where we honour members who have passed away and, for these sad occasions, we also reflect on the racing history that is so strong in this area.

Our recognition of motorcycle racing and our acknowledgement of the significance it holds, is our best means of preserving history – of local events over time, of our club memories and our club members.



The First Australian Motorcycle Grand Prix Memorial – Concept Plan -

The plant list consisted of – dwarf fringed wattle, silver banksia, lemon scented bottlebrush, little John bottlebrush, river she-oak, snow gum, candle bark, black sally, grevillea, spiny matt rush and meadow grass.

Everything was carefully chosen and set out.

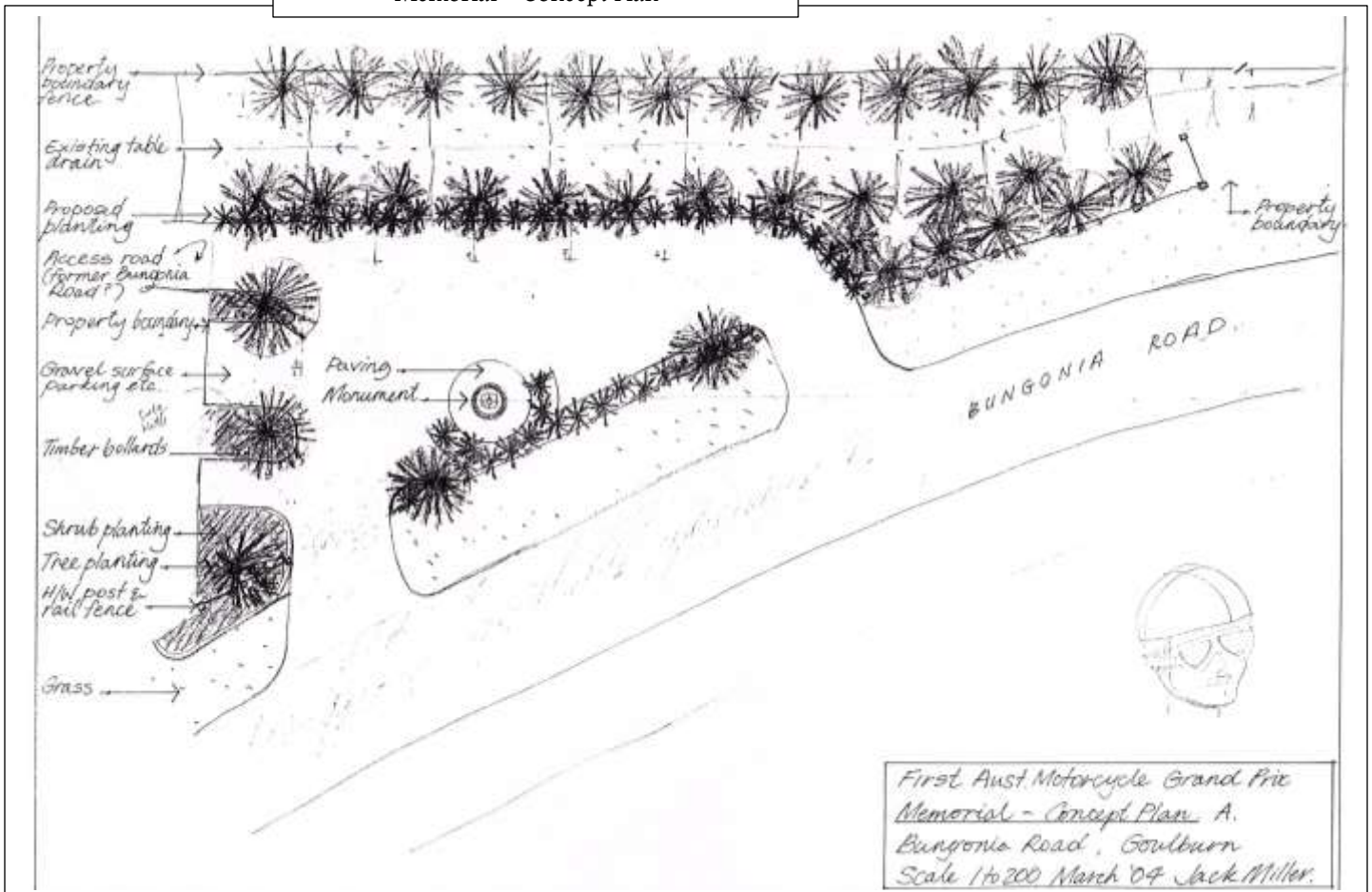
Planting detail –

- Remove gravel from planting areas;
- Plant;
- Add slow release native fertilizer at base;
- Add tree guards;
- Top with 100mm organic mulch;
- 250 mm topsoil /organic matter / coarse sand mix;
- Rip sub-base, spread gypsum.

... and today we enjoy the results seen in photographs to follow.

Thank you to everyone who made this possible, from the idea trigger to the grand opening, and the amazing amount of time and work that brought this project over the finish line.

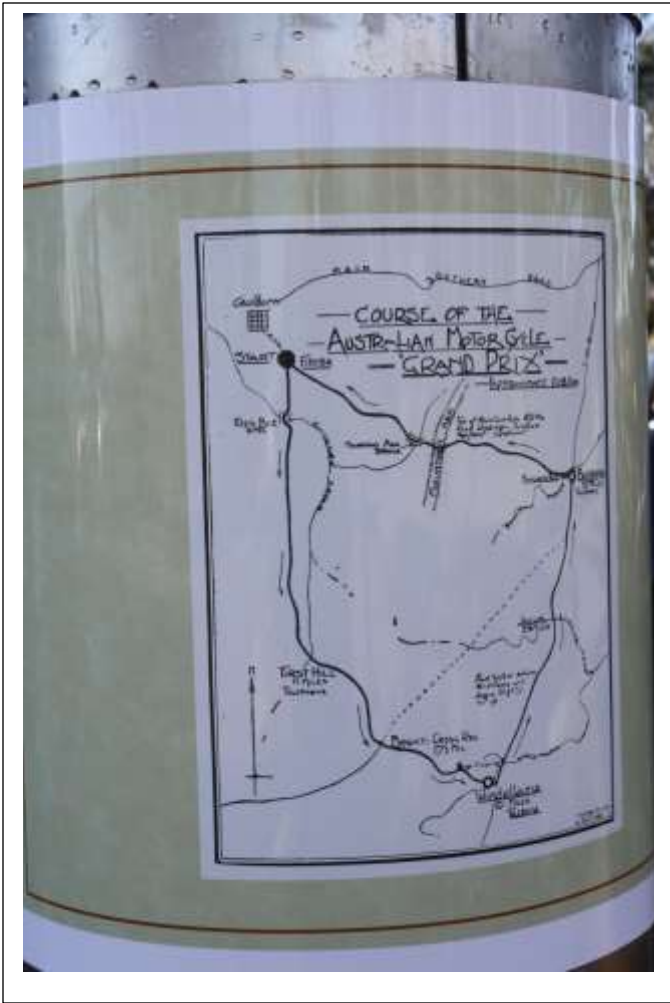
Thanks also, to our monument wardens for tireless care of this site in the years since it was created. Hats off to all.



First Aust. Motorcycle Grand Prix Memorial - Concept Plan A. Bungonia Road, Goulburn Scale 1 to 200 March 04 Jack Miller.









# OUTBACK MAGAZINE

Starring CRCG

For those of you who may not have seen the October/November 2021 edition of RM Williams' Outback Magazine, here's the article giving reference to Classic Riders Club.

Now that the weather is approaching summer mode, perhaps you might enjoy a ride in the direction of Collector to check out the progress around our monument site.



*Members of the Goulburn Classic Riders Club at the memorial to Australia's first TT race; Utes in the Paddock, Condobolin.*

commanded the remount unit in the Middle East, revised the old saying by writing, "You can't lead Bill to do anything and you certainly can't make him drink."

Bill the Bastard was as tough as the soldiers he saved, but apart from his life-saving heroics around the trenches, he is notable for winning a race near Jericho, in Palestine, designed to distract the watching Turks from a major, simultaneous military manoeuvre, which won the vital 1918 Battle of Megiddo. At Warrnambool in Victoria, the race is commemorated every December as the Jericho Cup, Australia's longest flat race.

Carl spent five years completing his life-size bronze sculpture, at one stage seeking horse bones from the local vet to ensure the authenticity of his work. "I'm not trying to glorify war, but I am trying to recognise what this horse did," he says.

In a park at Collector, not far from Canberra, an engraving of an Indian motorcycle now stands on a raised frame to mark Australia's first TT (Tourist Trophy) race, in 1914. TT events are the pinnacle of the sport's competition and on an Easter weekend that year it heralded Australia's arrival on the world scene. More than 1000 people turned up to watch the bikes race 160km, which was three times around a circuit between Collector,

Breadalbane and Yarra, near Goulburn.

In his book *The Racing Boys* Wayne Adams, historian for the Classic Riders Club of Goulburn, noted that "officials reported speeds in excess of 70 miles an hour [113km/h], hard to believe when some sections had sand, gravel and even water crossings". The winner, and first Australian champion, was Harry Jenkins, a Victorian riding a 7hp machine made by the Indian Motorcycle Company.

The Collector Historical Society decided the event should not be forgotten and asked the Goulburn club to assist in remembering the occasion, so the two organisations, led by club member Gary Suddull of Goulburn, raised the funds to erect the engraving. "It recognises the contribution our region made to motorcycle racing and the proud men and women who made TT competition a reality," Wayne says.

Along the Lachlan Valley Way between Forbes and Condobolin, a noble, proud, spear-carrying steel figure, named *Heart of the Country*, now stands resolutely by the roadside. It is a Wiradjuri warrior gazing across the unfolding plains as his people have done for many thousands of years. According to its creator, Melbourne artist Damian Vick, it is "testament to the collective

# 30<sup>th</sup> ANNIVERSARY RIDE AND CHRISTMAS LUNCH

The big 'What's On' news is our Mini Ride and Christmas lunch.

Celebrating our 30<sup>th</sup> Anniversary as a Club, this event will be simple in design, but there won't be anything basic in the sentiment behind this event.

Our struggle to grab some normality over the last two years has seen two Annual Rides cancelled, Club sanctioned rides depleted and our Swap Meet reconfigured. ... but, it just proves that we can get things done regardless of the obstacles.

For everyone booked in on Sunday 5 December, the fact that we are able to be together, to ride, and to enjoy Christmas cheer, will help negate a little, the difficulties inflicted since the close of 2019.

For members wishing to meet at Belmore Park on the morning of 5 December, please be there at 9.00am.

For all others who choose to go directly to 22 Meadow Lane, it's a 9.30am start for a 10.00am ride.

If all goes to plan, morning tea will help start the day. From there it's a ride via Crookwell to Taralga. At Taralga, there'll be an opportunity to stretch legs and enjoy what the town has to offer. There are a couple of coffee choices, a general store, specialty shops and a park with great exercise equipment if you need to stretch more than just your legs.

Here, we'll also have a little surprise activity for anyone interested.

Around midday, everyone will saddle up and return to Meadow Lane. There won't be any marshals to guide the journey, so if riders choose to take a detour, the plan is to be at our base location for a 1.00pm lunch.

Lunch on this occasion will be our Christmas Party – traditionally members and member partners only. The difference for this year, mainly the presentations to follow into the afternoon.

Fourteen trophies will be awarded – Best British, Best European, Best American, Best Japanese, Best Outfit, Best Unrestored, Best Trike/Spyder, Best Modern, Oldest Bike/Rider, Youngest Rider/Oldest Bike, Keith Speer Award, Queen of the Rally, Club Choice, First on Trailer.

The Best Category of Origin will be determined by member voting, each winner being rewarded with an original piece created by Jeff Skillen. Jeff has generously donated trophies over the years and is a regular attendee of our swap meets. These special 'works of art' will be appropriate recognition of our 30<sup>th</sup> birthday.

The Oldest Bike/Rider combination is simply the highest result when you add the age of rider and the age of motorcycle.

The Youngest Rider/Oldest Bike is the youngest rider participating in the ride, and if there are more than one of that age, then the winner will be deemed the one riding the oldest motorcycle.

Our Keith Speer Award recipient is chosen by Mischelle Lees and takes into consideration, a machine created from combined spares and ingenuity. Honouring Keith's ability to build a motorcycle with what was available to him, the winner of the Keith Speer Award is certain to be the result of creative genius.

Queen of the Rally prize, is determined from lady rider entrants who negotiate single handedly, the distance of the ride. Our ride director will make this choice.

Club Choice is made by coordinating members of the ride and is a prestigious recognition of the most outstanding motorcycle of the day.

First on Trailer is self-determining. First to call back-up services and roll onto that pick up, will be the winner.

So, there are a lot of reasons to show up for our birthday/Christmas party. Plus, our commemorative badges club calendars, polo shirts, and a few items going for grabs thanks to a recent covid clean up of club stores. ... and a select anniversary CRCG wine selling at \$20 a bottle.

Whether you decide to meet up at Belmore Park or ride directly to our start point, here's the directions to 22 Meadow Lane –

*Coming from Goulburn* – Take the turn onto Braidwood Road, over the railway bridge, first turn left onto Bungonia Road → continuing into Windellama Road. You'll see Brisbane Grove Road on the right, Gundry Lane on the right → from here, take the next turn right onto Painters Lane. Then, the next turn left onto Meadow Lane. Your destination will be the first driveway to the right once you're on Meadow Lane.

This is all bitumen, for those who don't wish to 'muddy up' their show condition machines.

From the Sloane Street/Braidwood Road intersection, it's 16 kms which takes approximately 12 minutes.

*Coming from Tarago* – head along Braidwood Road towards Goulburn and turn right at Brisbane Grove Road. Continue past Gundry Lane and take the next turn right at Painters Lane. Then, the next turn left onto Meadow Lane. Your destination will be the first driveway to the right once you're on Meadow Lane.

This is also sealed road.

Anyone wishing to just drive, that's absolutely fine. Anyone wishing to attend Christmas lunch only, that's fine too. ... but remember to let Dale know your plans so there will be sufficient food for everyone.

Polo shirts for the men are in and logos are being added. There's been a delay in delivery of lady sizes, but our supplier has fingers crossed that they will arrive in time for our event.

Lastly, thank you so much to everyone who has called me to offer help setting up for the day. There's not much to do, so all we ask is that you ride safe, enjoy yourselves and if you have any contacts in regard to the weather, then 'will' the sunshine to come out for the occasion.



## OUT & ABOUT



Solly making history as always – with permission from Goulburn Post, here's an article that appeared in this week's issue.

The caption reads – *MILSTONE: Gunning man George (Peter) Solomons was the last patient to leave Bourke Street Health Service on Friday. He was surrounded by staff, including nurse unit manager Jenelle Crooks (second right). The event ended 105 years of in-patient care at the facility. Photo : Doloros Ryan.*

Acknowledging Goulburn Post and Doloros Ryan for permission to share this article.

### SUNDAY RIDE CALENDAR 2022

- Jan 9 - Crookwell, Laggan, Golspie, Taralga
- Jan 23 - Open decide on day
- Feb 6 - Breadalbane, Collector, Lake George Lookout, old Federal Hwy Bungendore, Windellama
- Feb 20 - Braidwood, Araluen
- Mar 6 - Motorcycle Only Swap Meet Wakefield Park Raceway
- Mar 20 - Bungendore, Sutton, Gunning
- April 3 - Loose Change Charity Ride - Range Road, Kialla, Crookwell, Roslyn, Woodhouselee
- April 17 - Boxers Creek Road, Towrang, Greenwich
- May 1 - Small and Old – Windellama, Bungonia
- May 15 - Taralga, Crookwell
- May 29 - Gunning, Grabben Gullen
- June 12 - Mount Ash Road, Marian Vale Road, Boxers Creek Road
- June 26 - Currawang, Bungendore, Tarago

- July 10 - Gurrundah Road, Gap Road, Parkesbourne Road
- July 24 - Goulburn loop
- Aug 7 - Currawang, Tarago, Windellama
- Aug 21 - Gurrundah Road, Grabben Gullen
- 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 Frank Millwood 0439604153

SNIPPETS AND  
HAPPY SNAPS

'Bikers ride'  
because they can  
..... life is not  
about waiting for  
the storms to pass  
: it's about  
learning how to ride  
in all weather.



(Sandra Black and TT Isle of Man)



Instead of presents  
this year, I'm giving  
everyone my opinion.



# SWAP MEET 2022

Save the date - 6 March

THE GREAT SOUTHERN

# MOTORCYCLE ONLY SWAP MEET

**Sunday 6 March 2022**

**Gates open 6.00am**

Uncovered Sites - \$25

Covered Sites (bookings required) - \$35

Shoppers and onlookers - \$5

VENUE

4770 Braidwood Rd,  
Tirrannville NSW 2580



**Hosted by Classic Riders'  
Club of Goulburn**



**Strictly Motorcycles and  
Motorcycle related items – NO  
TRASH OR TREASURE**

Catering options available for the  
purchase of food and refreshments  
at the raceway.



For further details and **covered** site bookings,  
please call **CRCG secretary Dale on 0422 367 011**

**Stall Holders set up from 12.00noon (not before) on  
SATURDAY 5 March 2022**

Prices include Saturday overnight camping for vendors  
For Buyers and visitors, entry permitted from 6.00am  
**SUNDAY 6 March 2022**

**NO DOGS ALLOWED, NO OPEN FLAMES/FIRES**

Covid Safe, QR sign in conditions will apply

Perhaps one of the positives coming out of this Covid world, is our new look Swap Meet. All plans for the first weekend in March at Wakefield Park are confirmed and bookings for covered sites are already coming through. We're hoping that a March date will solve the problems of being too hot or too cold, but looking at the weather lately, that may be too hopeful.

Fortunately in Goulburn, our club members are well practiced at dealing with extremes in weather.

We look forward to welcoming our motorcycling friends and visitors to the March Swap and have fingers crossed for much success. Plenty to buy and plenty of buyers. That's the best recipe for a swap meet, and as everyone collects up confidence, numbers should be healthy.

The usual restrictions will apply (details in the flyer above) and anyone looking for accommodation in Goulburn is encouraged to contact Wakefield Raceway and chat about the cabins they have available on site. Group bookings result in very reasonable rates and they are only a walk away from the swap meet activity. Best of all, they are warm and dry, with a view of the raceway.

# FIVA MC SURVEY

## October 2021

Administration gets rather 'heavy' at times, but in the detail below, there's a lot that might interest members and motorcycle enthusiasts.

The World Federation for Historic Vehicles (FIVA), has shared the results of its 2020/2021 international socio-economic Survey of almost 55,000 historic vehicle enthusiasts worldwide.

The Council of Heritage Motor Clubs NSW supported the collection of data concerning Australia earlier this year, and thanks its affiliated clubs and their members for their participation in the Survey. The results provide vital facts and figures to help us argue for the protection of the future of our automotive heritage at a time of rapid change. The data can be put to good use when talking with politicians and sponsors.

The Survey:

- revealed the movement's huge financial contribution to local and national economies;
- confirmed the generally low annual mileage of historic cars and motorcycles;
- and, the significant contribution of clubs to the historic vehicle movement and society at large.

Australian survey results have been arranged into three documents:

Heritage Vehicle Owners

Heritage Vehicles

Heritage Vehicle Clubs

FIVA welcomes feedback, and offers the information to follow, for your interest.

The slides have been provided as prompts during club meetings, or as content for our magazines and journals.

Displayed here, they will reach the majority of members and also give readers, sufficient time to digest what is a huge amount of detail.

The work involved in gathering, analysing, determining how best to share the information and then reporting results following feedback, is understatedly huge.

Thank you to FIVA and our affiliate CHMC for making this data available. It's a little bit mind blowing, and one more thing to note, is that you have all contributed to the information via your membership renewals each year.

There's always good reason for keeping records up-to-date, and it is the census that each club Secretary is required to submit, that has 'fed' the content of the survey below.

So, thank you to CRCG members for sending in your completed membership details, and continuing to support our Club.

\*\*\*\*

**FIVA 2020 SOCIO-ECONOMIC SURVEY**  
FEDERATION INTERNATIONALE  
**FIVA**  
VEHICULES ANCIENS

**AUSTRALIAN RESPONSES to the Largest-ever global survey of historic vehicle enthusiasts**

74 countries 24 Languages

The Council of Heritage Motor Clubs NSW acknowledges with gratitude the cooperation of FIVA and TAVCCA in sharing these Survey results with our members

CHMC NSW

24/10/2021

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**The FIVA 2020 Survey** was:

- conducted **online**
- **FIVA member organisations promoted** the survey within their own countries
- surveys were carried out **under** the **independent control** of JDA Research.
- participants were asked to complete **a range of questions** relating to themselves and their vehicles
- survey findings **rely on the sampling within each country** .

Every care was taken to ensure a good representation within each country, although the reader should review these findings with a critical eye as the **profile of vehicles** that are represented is **reliant on those owners that participated in the survey.**

**Questions relating to vehicle usage and associated vehicle spending** were asked on the basis of the 12 month period **to December 2019** to collect a realistic measure that was unaffected by the 2020/21 Covid -19 pandemic.

The following is a brief summary of the key findings prepared by the CHMC, based on the 9 Fact Files published by FIVA and provided TAVCCA to the Council of Heritage Motor Clubs NSW .

## FIVA Survey in 2020 based upon data from 2019

### ENTHUSIASTS & OWNERS

55,000 responses worldwide



2430 responses

### HISTORIC VEHICLE FLEET

127,855 evaluations of the historic vehicles they own



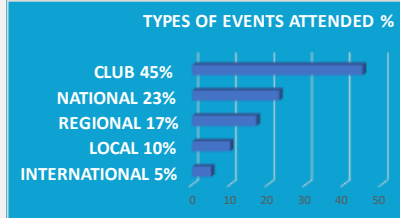
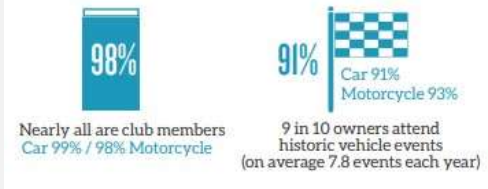
6511 vehicles

### HISTORIC VEHICLE CLUBS

1,972 surveys with enthusiasts responsible for running historic vehicle clubs around the world, including France (428), UK (250), Germany (239), Belgium (224), Spain (224), **Australia (160)**, Spain (106), Sweden (94), Denmark (74), Italy (54), Norway (44), Brazil (43), the Czech Republic (34), Luxembourg (25), Argentina (13) and others



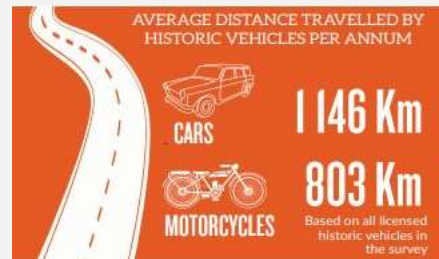
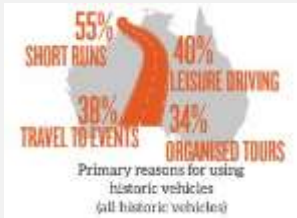
# Historic Vehicle Owners



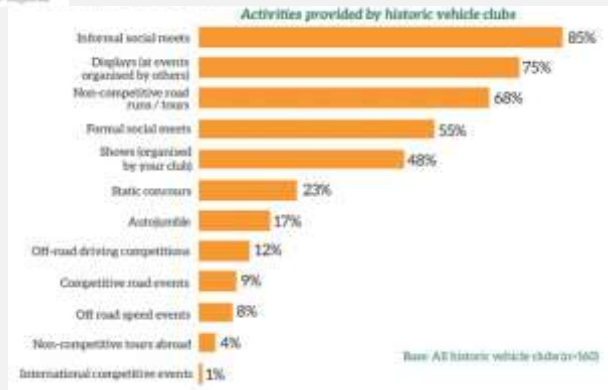
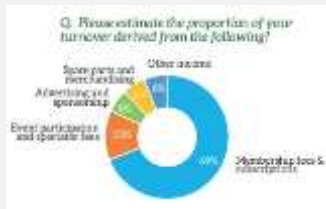
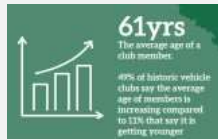
## PURCHASING POWER: ANNUAL SPENDING BY OWNERS



# Historic Vehicle Fleet



# Historic Vehicle Clubs



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CHMC NSW

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# Clubs offer:



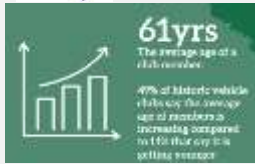
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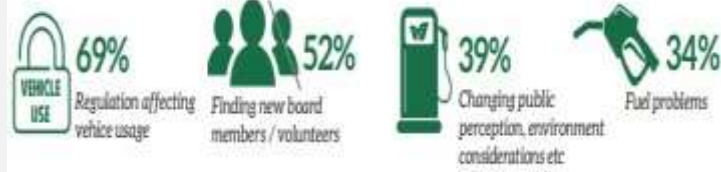
# Club challenges



Q. How do you envisage the number of members of the club in 5 years from now?

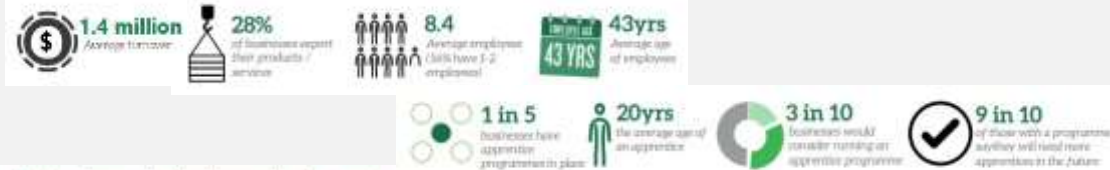


What clubs say they are concerned about the most...



# Historic Vehicle Motor Trade

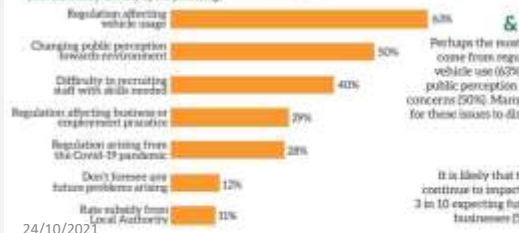
What are the challenges faced by businesses in the Historic Vehicle sector around the world, and are skills being protected? Responses from business owners and managers, event organisers and museums that focus on historic vehicles



## Future issues for businesses in the sector

Whilst there is cautious optimism from businesses in the sector and a positive attitude towards skills safeguarding, the sector as a whole is not without major challenges which threaten the future.

Q. Thinking to the future, do you foresee problems arising for your business from any of the following?



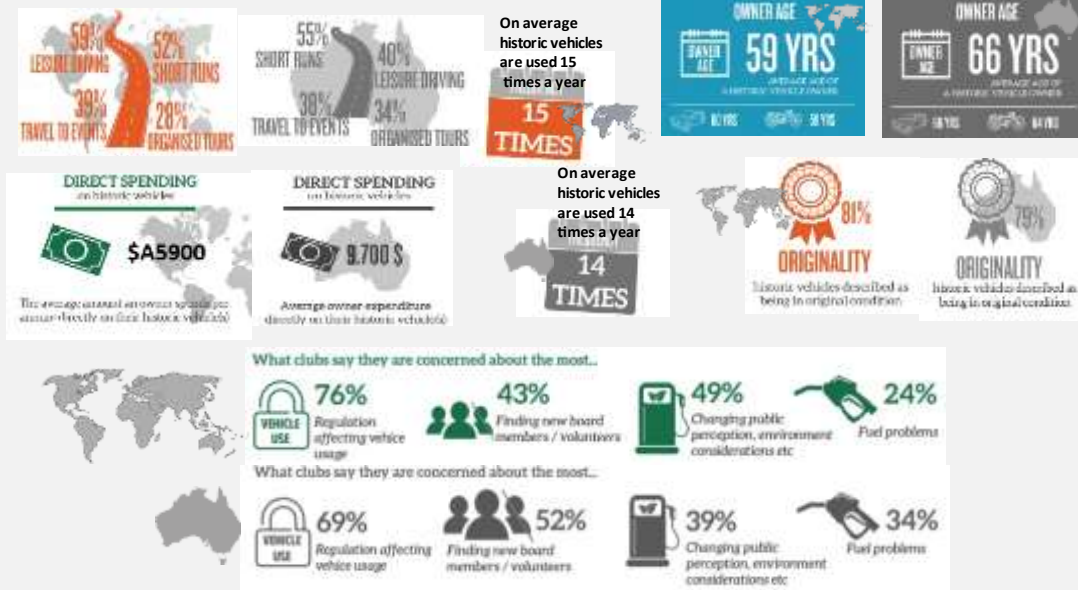
## Regulations & Environment

Perhaps the most serious of these threats come from regulation that could impact vehicle use (63%), and the linked issue of public perception towards environmental concerns (50%). Many recognise the potential for these issues to disrupt their trade moving forwards.

## Covid-19

It is likely that the global pandemic will continue to impact businesses with nearly 3 in 10 expecting future issues - with events businesses (52%) and museums (43%) particularly worried.

## THE GLOBAL Responses – are similar to Australian responses



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## Enquiries regarding FIVA in Australia should be directed to The Association of Veteran Car Clubs in Australia (TAVCCA)

<https://tavcca.org.au/contact/>

### FIVA VEHICLE DEFINITIONS

FIVA defines a **historic vehicle** as a mechanically propelled road vehicle;

- which is at least 30 years old;
- which is preserved and maintained in a historically correct condition;
- which is not used as a means of daily transport; and
- which is therefore a part of our technical and cultural heritage."

FIVA defines a **youngtimer** as a mechanically propelled road vehicle

- between 20 and 29 years old,
- in good condition and preservation,
- which is usually used for leisure purposes and
- become eligible for a FIVA Identity Card when it reaches 30 years of age.

Enquiries to the Council of Heritage Motor Clubs NSW should be directed to  
The Secretary, CHMC NSW, [Secretary@heritagemotoringcouncil.org.au](mailto:Secretary@heritagemotoringcouncil.org.au)  
or via our website <http://www.heritagemotoringcouncil.org.au>

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CHMC NSW

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## AUSTRALIAN results from the largest-ever global survey of historic vehicle enthusiasts

FIVA, the World Federation for Historic Vehicles, has shared the results of its 2020/2021 international socio-economic of almost 55,000 historic vehicle enthusiasts worldwide.

The Council of Heritage Motor Clubs NSW fully supported the collection of data for Australia, and thanks its Affiliated Clubs and their members for their participation in the FIVA Survey.


The Survey:

- revealed the historic vehicle movement's huge financial contribution to local and national economies,
- confirmed that, on average, historic vehicles travel extremely low distances and are primarily used for leisure purposes or as part of public events, and
- verified the important contribution of clubs to individual enthusiasts and the historic vehicle movement but also, through events and activities, to society generally and in preserving automotive heritage.

**Australian** results are based on 2430 surveys from Australian owners and enthusiasts, 2158 car owners and 297 motorcycle owners, covering 6511 vehicles.

### FIVA 2020/21 Socio-Economic Survey PART A: HISTORIC VEHICLE OWNERS

  
The average age of an owner is 66 years  
66yrs Car / 64yrs Motorcycle

  
More than 4 in 10 owners are working (42%), 57% are retired  
Car 41% working / 57% retired  
Motorcycle 44% working / 55% retired

96% are male with an **average age of 66**.  
1 in 10 are 50 or younger.

**42% are working**, 23%, full time or 13% self-employed  
**57% are retired**.

  
Average household income (38% less than 65K \$)  
Car 118K \$ | Motorcycle 94K \$

  
62% of historic vehicle owners live in an urban city setting  
Car 61% city vs 23% rural  
Motorcycle 55% city vs 25% rural

The average household income of a historic vehicle owner is \$120K per annum.

62% live in an urban city, 16% living in towns, 24% in a rural location, with 16% living in towns.

**Nearly all owners (98%) are members of historic vehicle clubs** (on average 1.8 national clubs). Around 26% are members of international clubs.

**Most use "social media"**, Facebook - 60% of car owners, 70% motorcycle owners, more than 40% of historic vehicle owners use it daily. YouTube is used by 75%, but less frequently than Facebook - 20% use it daily.

## Purchasing Power: Annual Spending by Owners

### DIRECT SPENDING on historic vehicles



Average owner expenditure directly on their historic vehicle(s)

The **average owner spends** an estimated \$9700 p.a. on the maintenance and running of their vehicle(s) including insurance, repairs and restoration, storage, servicing and fuel.

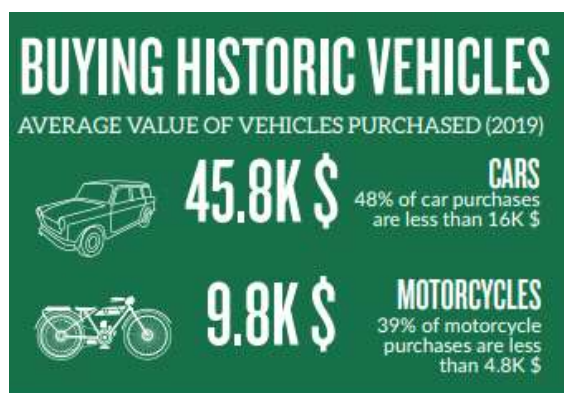
A **further \$2500** in attending historic vehicle events (entry fees, accommodation, food etc.) and \$600 on other items e.g. club membership, magazines.

### TOTAL SPENDING on historic vehicles



Total expenditure on interest in historic vehicles (per owner)

A **total of expenditure** of \$12800 per owner, per annum .



48% of **car purchases** less than \$16k, 39% of **motorcycle purchases** less than \$4.8K

### HISTORIC VEHICLE EVENTS



**Events** 91% attend vehicle events, spending around \$2800 per annum - including 63% for overnight accommodation on average of 5.3 nights per annum.

### MUSEUMS



**Heritage and Culture** 45% visit historic vehicle museums each year and spend on average \$100 on entrance fees.

**PART B follows covering Australian responses to the Survey on the HISTORIC VEHICLE FLEET**

## FIVA 2020/21 Socio-Economic Survey

### PART B: THE HISTORIC VEHICLE FLEET

Questions relating to vehicle usage and associated vehicle spending were asked on the basis of the 12-month period to December 2019. This was in order to collect a realistic measure that was unaffected by the 2020/21 Covid-19 pandemic.

**The fleet consists of 81% cars, 11% motorcycles and 8% other types of historic vehicles (commercial vehicles, ex-military vehicles, mopeds, etc).**



Cars have an average age of 62

The **average historic vehicle is 62 years old**, having been manufactured in 1958. Historic cars tend to be older (62 years) than motorcycles (58 years).



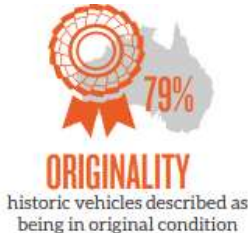
Motorcycles have an average age of 58

There is a **wide mix of marques** for historic cars and motorcycles including Jaguar, MG, Ford (USA), Holden, Triumph, Austin Healey, Chevrolet, Chrysler, Morris, Porsche for cars, and Honda, BSA and Suzuki for motorcycles.

The **average value of an historic vehicle** (based on owner estimates) is \$57K with cars being considerably more valuable than motorcycles \$16.5K.

**A historic vehicle has been owned** on average for 16 years.

#### Vehicle Condition



Around 79% of historic vehicles are described as in an original state. Higher for motorcycles 85% compared to 78%.

For cars - 22% original, 43% restored, 10% rebuilt, 12% authentic and 13% needing restoration.

For motorcycles - 29% original, 9% rebuilt, 12% authentic, 39% restored and 11% needing restoration.

#### Historic Vehicle Use

More than 77% are licensed for road use (cars 79% / motorcycles 73%).

On average, historic vehicles are taken out 14 times a year (14 times for cars and 11 times for motorcycles).



on average historic vehicles are used 14 times a year



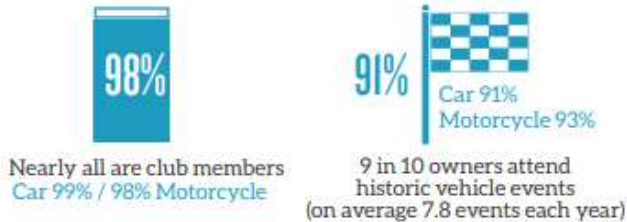
Vehicles used in the last 12 months primarily for short runs (55% cars and 58% motorcycles), and leisure driving (42% cars and 30% motorcycles).

Around 40% of cars and 18% motorcycles are used for travel to events, and 35% cars and 26% motorcycles used for organised tours.

On average, historic cars travel 1146 km and motorcycles 803 km per annum.



## Events



More than 91% of owners attend events, on average 7.8 events each year.

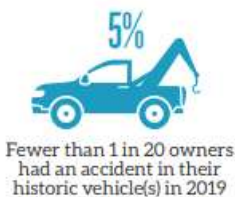
Owners travel an average of 1024 km to be at their favourite event (1051 km for car owners / 719 km for motorcycle owners).

Club (45%), National (23%) and Regional (17%) events are the most enjoyable to attend. More than 63% stay overnight at events (on average 5.3 nights per annum). Most stay in hotels (72%), B&B (17%) or camping/caravanning (14%).

**Vehicles 20-29 years old (Youngtimers)** 28% of historic vehicle owners own a youngtimer vehicle. Mostly passenger cars (77%) and motorcycles (10%). The main marques cars are Toyota (10%), Mercedes-Benz (8%), Jaguar (7%) and BMW (7%). For youngtimer motorcycles - Honda (19%), Yamaha (17%), Triumph (14%) and Kawasaki (12%).

The average age of these vehicles is 24 years. More than 85% youngtimer vehicles are licensed for road use and they are driven/ridden an average of 5466 km per annum (cars 4730 km and motorcycles 5600 km). The 84% of youngtimer vehicles are described as being in original condition.

## Accidents with Historic Vehicles



Less than 5% had a road accidents accident in their historic vehicle in 2019 - cars 2%, motorcycle 4%, reporting damage as 42% minor impacts, 58% damage to panel, only 6% with structural damage.

## FIVA VEHICLE DEFINITIONS

**Historic vehicles** are a mechanically propelled road vehicle; which is at least 30 years old; which is preserved and maintained in a historically correct condition; which is not used as a means of daily transport and which is therefore a part of our technical and cultural heritage.

**Youngtimer** vehicle is a mechanically propelled road vehicle which is between 20 and 29 years of age; which is in good condition and preservation; which is usually used during leisure time; and may become eligible for a FIVA Identity Card upon reaching 30 years of age.

FIVA enquiries in Australia should be directed to TAVCCA <https://tavcca.org.au/contact/>

**PART C follows covering Australian responses to the Survey on HISTORIC VEHICLE CLUBS**

## FIVA 2020/21 Socio-Economic Survey

**PART C: HISTORIC VEHICLE CLUBS** Summary and themes from 160 club surveys from enthusiasts responsible for running historic vehicle clubs in Australia.

**Clubs are valued** for supporting an array member services, including engagement through websites, social media and regular e-news; and for encouraging enthusiasts to maintain their vehicles in good working condition with technical advice from experts who support members in their restorations and repairs.

### Size

- The average club had 278 members, although 20% had 50 or fewer members, 70% had 51-499 members and 10% had 500+ members.
- Around 41% of historic vehicle clubs describe themselves as local or regional (41%) in focus, 1% saying they are international, 6% a branch of a larger club and 11% saying they are national.
- The most common vehicle types catered for passenger cars (91%), motorcycles (49%), van (36%), truck (33%) and military vehicles (28%).
- The majority of club members own at least one historic vehicle (75%), and 27% own at least one youngtimer vehicle.



**70%**  
clubs are described  
as medium in size



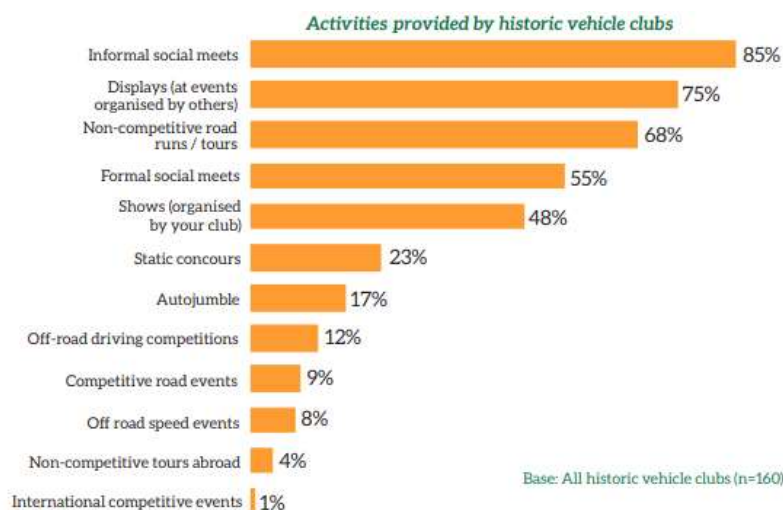
**75%**  
of members own  
an historic vehicle



**8 in 10**  
of clubs describe  
themselves as  
Local or Regional

**An affordable hobby.** Average annual subscription of around \$50 per annum.

**Clubs: An environment to enjoy being part of!** Club members have access to a wealth of club and vehicle-related activities. **On average, a club will organise 18 events each year.**



### **What does being a member actually mean?**

***Getting out and about...*** Displays (75%) and non-competitive runs (68%).

***Being social...*** Clubs create opportunity for get-togethers with formal events (55%) and informal social meetings (85%) - including AGMs, or simple get-togethers.

***Getting competitive...*** some clubs show, 12%, provide off-road driving competitions, 9% competitive road events, 8% off-road speed events and 1% international competitive events.

***Buying and selling...*** Around 1 in 6 clubs (17%) organise swap meet events.

**Clubs provide a wide range of services** Many of these are provided by volunteers in their own time and often at no charge. Services range from creating digital content shared through website or social medias to provision of spare parts either through sales/resale or original manufacture.

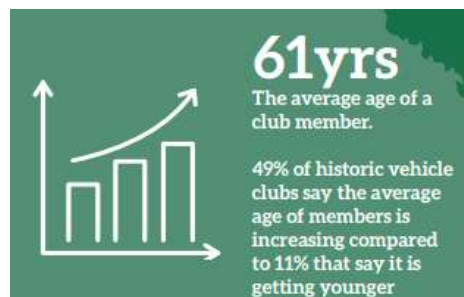
### A SNAPSHOT OF SERVICES PROVIDED BY CLUBS IN AUSTRALIA



**How do clubs differ?** There are clear differences in what clubs of different sizes offer their members. Large clubs, who are more likely to be regional (63%) or national (19%) in focus are more likely to provide digital content via websites (81%) and social media (69%) than small clubs. These services support their club-based activities and allow them to reach their membership base with speed and cost efficiency.

By comparison, small clubs are far more likely to be local (57%) or regional (37%) in focus. These clubs are less likely to offer a website, but many do appear to adopt a social media approach for member communication.

**Members are getting older!** Nearly 49% say that the average age of their members is getting older, only 11% expecting the average age of members to be younger in 5 years time.



**The Next 5 Years** 50% of clubs expect their membership to grow, 24% expect their member numbers to shrink

### Appealing to a Younger Generation

Around 13% clubs actively **provide special arrangements for younger members**, the majority (87%) don't. The larger clubs are more likely to cater for young members, but only 19% of large clubs do so.

**Role of Social Media** Many clubs around the world have been quick to build a digital strategy for communicating with members. In Australia, more than 62% offer social media content - most commonly Facebook (98%), but also Youtube (8%) and Instagram (7%). 92% of those utilising social media have appointed a social media manager, and 38% offer member-only content available from their social media channels.

As many as 35% now see **social media as a key way to engage their members**

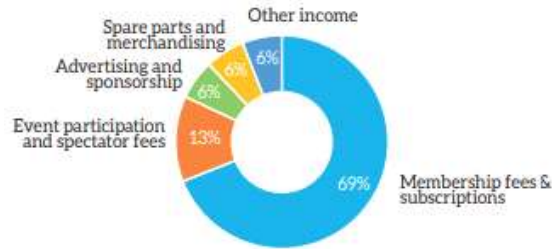


**Club income** The average annual income of a historic vehicle club is approximately \$48K.

As many as 59% operate on \$11.6K per annum. Membership fees account for nearly 70% of club income with event participation and spectator fees accounting for 13%

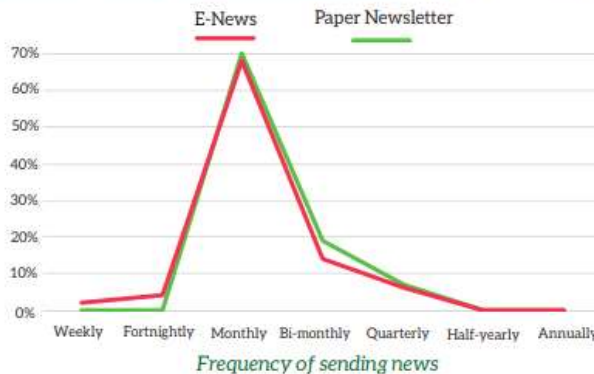
**Supporting charity** On average, a club raises \$1.4K per annum for charity.

Q. Please estimate the proportion of your turnover derived from the following?



## COMMUNICATING WITH MEMBERS

Q. How often do you send ... to your members?



Engaging members can be a major challenge for clubs. It seems many now use a digital approach with more clubs choosing this approach than the more traditional paper-based contact (78% compared to 51%).

## HOW IS DIGITAL IMPACTING?

The benefit of using digital e-news compared to paper newsletters includes cost and frequency - essentially speaking to members more often at lower cost.

However, at present, the frequency of contact is typically monthly regardless of the method or means of communication (electronic or paper based).

Base: Historic vehicle clubs using means of communicating (n=125/81).

## WHAT ARE THE POTENTIAL PROBLEMS CLUBS FACE?

The most concerning problems clubs foresee are

- the **ability of club members to use their vehicles on roads without stringent regulation affecting vehicle usage** (69% of clubs).
- 52% of clubs are **struggling to find new board members** to help support the continued running of their club
- 39% are **concerned about changing public perception and environmental considerations**
- 34% expressed concern about **availability of fuel in the future**.

What clubs say they are concerned about the most...



69%

Regulation affecting vehicle usage



52%

Finding new board members / volunteers



39%

Changing public perception, environment considerations etc



34%

Fuel problems

The Council of Heritage Motor Clubs NSW acknowledges with gratitude the cooperation of FIVA - <https://fiva.org/en/> and TAVCCA - <https://tavcca.org.au/> in allowing us to share these Survey results with our members

Council of Heritage Motor Clubs NSW, 2021  
[www.heritagemotoringcouncil.org.au](http://www.heritagemotoringcouncil.org.au)

## ANDOVER NORTON

### Suppliers of everything Norton

Andover Norton was established by Norton Villiers in North Way, Andover, to continue the manufacture and distribution of Genuine Norton Spare Parts when Norton Motors Ltd was liquidated in 1977.

Andover Norton has the original tooling and the original drawings and is continuously getting parts made to original or, where advisable, improved specification by our specialist suppliers- foundries, forges and machine shops most of which are based in the Midlands. All parts are inspected on arrival in stores.

Parts kept in stock are mainly for Norton Commandos and earlier models, Dominator, Atlas, P11 and Norton Singles. Andover also owns the complete ex-factory stock of parts for Norton Rotary models and all the Rotary Norton technical drawings and records.

The information provided here, is compliments of Andover Norton. They were happy for us to share these notes and we acknowledge them in return.

**Web shop order  
questions or Retail sales,  
Trade Sales, Delivery  
queries:**

[sales@andover-  
norton.co.uk](mailto:sales@andover-norton.co.uk)

**Technical advice, parts  
queries:**

[technical@andover-  
norton.co.uk](mailto:technical@andover-norton.co.uk)

## Park Road Motorcycles, Southampton

Last month's British Dealer News noted Park Road Motorcycles had closed its doors after several decades in the trade. That rang a bell. It may not look like it is of Norton interest, but it is because a respected figure worked there.

After NVT closed down, a lot of ex-Norton employees were made redundant, some of whom were figureheads of the company and seemed indispensable. One of them was John Hudson, Norton Service Manager for many years and a Norton legend in his time. He was known to go to private owners' homes, repair their Nortons on the factory's behalf, and, if nothing else was available, slept in their sheds if the repair wasn't finished, or not finished in time for him to get home that night.

I first met him when I wanted some job done for the repair on one of my Nortons in my 1979/80 Southampton University scholarship days and went to Park Road Motorcycles, then Southampton's only Norton dealer. Naturally, for them Norton was on the way out and their main business was the BMW agency they had. On the counter I was referred to "John", a very friendly and polite old chap who took my part and a day or so later I collected it for a nominal sum with the job well done.



Only a while later I realized who this "John" was who came to work every day aboard his trusty 650 Mercury. He still lived in Andover at the time and commuted to Southampton. In those days the roads in the region were pleasant twisty English "B" roads with hedges often forming a green tunnel and with hump bridges to jump.

Guess I saw quite a lot of them in my academic year that from memory consisted of a lot of riding motorcycles and little academic work!

Above is a low-quality picture from our family album shows John as Concourse judge at a rally I attended together with my friend Al Tritten in 1981.

John worked at Park Road Motorcycles until his retirement. I do not know how long Park Road served the Norton customer in Southampton after 1980, though.

## The Middle of Schleswig-Holstein

Who or what is Schleswig-Holstein you may well ask. It is the northern region of Germany bordering on Denmark. Not remarkable per se but the name of its centre is, see the picture our Old Boys Group member Ralf took with his Norton in the background. The fact that "Norton" as a name is so rare in Germany my Norton Motors GmbH is pestered with calls from people having problems with their software all the time you will understand this is a bit of a sensation!



## 99.999km on a Commando

I had an email from my old customer Uli last week who sent this picture and cited Volkswagen's slogan in the old "Beetle" days "And runs, and runs, and runs!"

From my files I see he spent about 3k € since 1992 with us so that makes an average of about 300€ (£255) per annum. I'd say this tells he never had a major disaster and he obviously had good value for money out of his 850Mk3, always assuming the money was spent on only that bike, many of my customers have more than one classic British bike!



## How to fit an exhaust pipe to a cylinder head: Norton

In case you thought you'd escape my technical lesson this time, forget it! I am going to bore you with methods to get an exhaust pipe fastened to a cylinder head.

On 750 Commandos, and all other Norton Twins but the 850s, this is easy enough. First you put the sealing washer 06.3995 in the cylinder head. In early days these were a copper-based thingy that squashes to paper-thin and isn't all that good. These beasts are found in pattern gasket sets even today. ANIL have used the better steel variety for decades:



***Above: Old & cheap variant on the left, the good stuff on the right. The good ones you put with the flat towards the exhaust valve into the cylinder head exhaust port.***

On all non-850 Norton twins the fitting of the exhaust pipe to the head is now straightforward. You put the exhaust locknut threaded part forward over the rear end of the exhaust pipe, shove it to the front end where it then rests against the thicker end, and thread it into the exhaust port thread. Watch how the exhaust pipe sits on the bike, ideally the silencer should be loosely fitted to the pipe and its mounts so when the exhaust nut is tightened down it is in a position that fits the whole system to the bike with no stresses or tension.

On 850s with the balance tube the whole operation is far more complicated. Firstly, the 850 exhaust nuts have a shorter thread on them:



***750 nut with longer thread on the top, 850 with shorter on right.***

Why is this so? Easy, the 850 needs to go over the bellmouth end of the pipe, so unless something then goes inside the nut the exhaust pipe will easily fall off. Hence the 850s have an internal diameter reduction part, called the “retaining collet” (part# 06.5260) that reduces the internal diameter of the nut so it can press on the “bellmouth” end of the pipe.



***850 exhaust nut (part# 06.3988) and retaining collet (part# 06.5260)***

In order to keep that bellmouth in shape that then takes the “spherical seating” (part# 06.5259) which forms a gas seal at the same time. This then presses on sealing washer (part# 06.3995) and thus fully seals the exhaust pipe.



Several things to watch if you buy a Commando with exhaust pipe fitting problems:

1. The 750 nut is longer than the 850, so if someone used the 850 nut on 750 pipes the nut will not tighten the 750 pipe down properly. Some try to compensate with a number of exhaust sealing washers. The only proper way to fit the non-balanced pipes is to use either the exhaust lockring 06.2464, or the 1973 only exhaust nut 06.3555 which looks like the 850 lockring 06.3988 but has the longer thread.

2. Exhaust threads are often damaged to the point of being virtually non-existent. In my young days of blissful ignorance I managed to ruin an exhaust port thread within a few miles when the exhaust nut came loose and I decided to take no notice. There are basically two proper ways to repair these threads, helicoil or welding in material and re-cutting the thread. All other attempts to repair the threads I have seen were amateurish in the extreme and bodged jobs.

3. To make sure the exhaust locknut doesn't come loose first fully tighten it with the engine hot. The cylinder head is the warmest part of the engine, and original exhaust locknuts were made of steel. Thus their rate of expansion is far lower than that of the aluminium head and they become loose simply through the different expansion. Our exhaust nuts now are cast in brass so the rate of expansion relation is far better than it was.

Secondly, people wire exhaust nuts up. This means drilling nut and a fin in the cylinder head. Not good, in my opinion (and the late and great Mick Hemmings hated it, too!) so I use the exhaust lockwashers 06.2412 on my Commandos.



***Part# 06.2412. Again, these are only bent into the exhaust locknut with the straight "tongue" when the exhaust pipe has been on for a while and the exhaust nut is in the final position. The bent tongues embrace a cooling fin.***

## How to fit an exhaust pipe to a cylinder head: Triumph

Triumphs were much simpler than Nortons in the exhaust department. The traditional Triumph method was the “push over” variant that my 1937 Speed twin I owned for many years had and that the last Harris Triumphs in the mid-eighties still, or rather again, had.

A steel sleeve is screwed into the threaded exhaust port on the cylinder head and the pipe then pushed over it (hence the name) and is clamped on with a steel clamp.



Web shop order questions or  
Retail sales, Trade Sales, Delivery  
queries:

[sales@andover-norton.co.uk](mailto:sales@andover-norton.co.uk)

Technical advice, parts queries:

[technical@andover-norton.co.uk](mailto:technical@andover-norton.co.uk)

***Above: push-over arrangement on late 650 & 750s used bolt part# 70.6744, conical washer part# 70.8860, clamp part# 71.0216 and sleeve part# 70.9516.***

This arrangement actually works very well and was suitable for single downpipes as well as downpipes with balance tubes. Triumph became part of BSA and in 1971, with the new "Oil in Frame" chassis developed in "Slumberglade Hall", the BSA/Triumph R&D centre, some clever accountant had the idea Triumph could adopt BSA's cheap and nasty method of fitting pipes to a cylinder head. This was the "push in" method:



It is easy to see why it appealed to the number crunchers. A cheap ally "design" clamp held on by a norm part (thus again cheap) bolt and nut masked the atrocity of an exhaust pipe just pushed into the head, relying on the balance pipe to keep the exhaust pipes, forming the top ends of an "A", in the head and hoping this arrangement would not become sloppy with wear through vibration within the then very short warranty period.

Comparing the push-over picture with the push-in variety makes it crystal clear why the accountants thought it was brilliant. Instead of casting, polishing and chromium plating the push-over exhaust clip, having the special bolt and the special washer made and plated, making the steel exhaust sleeve and cutting a thread into the cylinder head they just bored a plain hole into the head and cast a cheap ally decoration.

Apparently they weren't too sure at first if this was really viable which is why 1971/72 models had the push-in and the push-over variant fitted. From 1973 on, however, the cheap way was used exclusively till 1978/9 when, with the introduction of the T140E, things got back to normal, i.e. to the push-over method.

The 1979 T140D, famous for being so unsaleable some of them crossed the big pond twice looking for a buyer, and also for still cropping up new in the original crates, had a different arrangement again that was to keep the push-in pipes in the head. A threaded stub pressed a cutting ring into the pipe thus locating it. Parts for this variant are N.L.A. however.



### What To Expect

On the 27th of November 2021 the Goulburn Car and Motorcycle Show is on again!  
The show will be held at the Goulburn Showgrounds, Braidwood Road, Goulburn NSW.  
All proceeds of the day go to the Goulburn PCYC Rise Up programs for youth.  
All cars and motorcycles are welcome to show and enjoy the day. All entries are \$20 and each category will be judged by a peoples choice vote. Show entries are between 8am and 10am and general admission is between 8.30 and 2. There are 33 trophies on offer for cars and bikes and all entrants have the chance to win 1 of 3 \$500 prizes.  
A new addition for this years show is a street parade from 5pm in Auburn Street.

RISEUP is a strategy developed by the NSW Police Commissioner, connecting young people to workplace opportunities.

RISEUP incorporates job ready programs, mentoring and vocational training for young people aged between 15 and 18 to build their engagement with education, employment opportunities and the community. The initiative aims to partner with employers across NSW to create meaningful workplace opportunities for young people who've embraced positive change in their lives.

The foundations of the initiative focus on early intervention to prevent youth disengagement and the related problems that this causes. It is a collaborative approach with Police Citizens Youth Clubs (PCYC) NSW and industry leaders to achieve positive outcomes for young people and help them into education and employment.

The final stage in RISEUP is the opportunity for participants to be connected to employment or further opportunities to enhance employment capability. This is the stage which will give purpose to the entire journey the young person has progressed through, as it provides them with a strong sense of achievement, pride, ownership and the ability to contribute to a team and their community. Most importantly it breaks the less fortunate cycle they may have otherwise been on.



# Motorcycle Entry Form

Saturday 27 November 2021

Name:

Email:

Make:

Year:

Model:

Rego:

Category: Tick **ONE** Box Only

Best British

Best European

Best Japanese

Best American

## IF YOU WANT TO BE JUDGED:

\* Attach Completed Entry Form to the Motorcycle Between the Seat & the Tank

*Remember to hold on to your Golden Ticket – Prize Draw for Toolboxes will occur after the Trophy Presentation. You MUST personally present your Ticket to Claim the Prize.*

## Goulburn Car and Motorcycle Show Indemnity Agreement

The entrants, contractor and/or sub-contractors shall indemnify the Goulburn Car and Motorcycle Show from any claims arising out of the entry, for bodily injury, loss of life, property damage and accident to third parties. Goulburn Car and Motorcycle Show accept no responsibility for loss or damage to personal property or injury to personnel associated with the entry.

The undersigned has read and voluntarily signs the indemnity agreement, and further agrees that no oral representations, statements or inducements apart from the foregoing written agreement have been made.

Sign: \_\_\_\_\_ Print Name:

Date:



AJS & MATCHLESS  
OWNERS CLUB

11-13 March 2022

## 2022 Jampot Rally – Ruby Anniversary – Goulburn NSW

### 2022 Ruby Anniversary Downunder Jampot Rally 11- 13th March

The Jampot rally has been booked for the weekend of the 11-13th March 2022 at Goulburn, with the central location at the South Goulburn Caravan park, 149 Hume Street, Goulburn, 2580.

Entrance forms may be requested from  
david.delapp1@gmail.com.

Closing date for entries is 23 January 2022

It should be noted all entrants will be required to comply with any applicable COVID19 safety rules.



# 99 NOT OUT MOTOR BIKE RUN

19 March 2022

Our friends in Cootamundra have set a new date for their '99 Not Out Run', and with everything crossed for these plans to 'hold tight', CAMC invite our members to join them.

Here's the information and an entry form for everyone wishing to register, plus a very helpful list of accommodation options to help make it a great weekend.

## Cootamundra Antique Motor Club

### "99 Not Out Motor Bike Run"

#### *Information Sheet*

The "99 Not Out Motor Bike Run" to be held on Saturday 19 March, 2022 will be approximately 150 klms on sealed roads mostly through country areas with some hills. Check in time will be 7.15am to 8.15am at Cootamundra Show Ground with the start time at 8.30am for vintage bikes (built to 31 December, 1930) and pre 31 December 1947 entrants starting at 8.45am.

All entrants and visitors will be required to sign in under the COVID safe regulations.

The run will have vested officials approximately 100 metres before each corner. Back up trailers will follow the ride and fuel will be available at Murrumburrah and Young. Morning tea is at Harden Showground and lunch at Young Racecourse (approx. 7klms from town).

In the case of a breakdown, it is the responsibility of the rider to secure their bike on a trailer. Backup vehicles will assist where possible, however due to time constraints the backup vehicle will have 10 minutes to get the stranded motorcycle underway. Failing that, the entrant can either load their motorcycle on the backup trailer or make their own transportation arrangements.

The booking and payment for accommodation is the responsibility of the entrant.

Dinner on Saturday evening will be at the Cootamundra Services Club starting at 7.00pm with the bar opening at 6.30pm. A courtesy bus will be available.

Details of a Sunday morning social run will be made available at the dinner on Saturday evening

#### **Accommodation Details at Cootamundra**

Bradman Motor Inn 02 6942 2288  
Cootamundra Gardens Motel 02 6942 6656 (mob 0406 667 225)  
Cootamundra Heritage Motel 1300 130 172  
Southern Comfort Motel 02 6942 3366  
Wattle Tree Motel 02 6942 3177  
Rusty Table B & B 02 6942 2769  
Woodies Cottage Contact Ann on 0419 234 417 or 0439 990 024  
Cootamundra Caravan Park 02 6942 1080  
Cootamundra Show Ground (Camping) 1300 059 689  
Central Hotel 02 69421346



## Cootamundra Antique Motor Club "99 NOT OUT Motor Bike Run" 20 November, 2021

Eligible Bikes are to be manufactured pre 31 December, 1947

**Entrants Application Form - entries close 11 October, 2021 (no late entries)**

Entrant's Name ..... Tel. no .....

Residential Address: .....

Passenger Name (pillion/sidecar) .....

Club Name and Email Address .....

Emergency Contact Details .....

**Details of Machine Entered (NB Must be pre 31 December, 1947)**

Motorcycle Make	Model/Year	Capacity	Solo/Outfit	Regist.no	State

**Please confirm that you hold current insurance and registration ( tick box ) :**

Full Road Registration :  Historic Registration:

**Fees:**

	Cost	No	Total
Entry Fee (per motorcycle)	-	-	\$ 25.00
Morning Tea (per person)	\$ 10		\$
Lunch (per person)	\$ 20		\$
Dinner Sat Night (per person) *	\$ 32		\$
Polo Shirt "99 Not Out"	\$ 35		\$
<b>Total Payable</b>			\$

\*Please advise any dietary requirements  
**Size: Small, Medium, Large or X Large**

**Payment:** by Cheque payable to "Cootamundra Antique Motor Club" PO Box 27, Cootamundra. NSW. 2590  
or by EFT to Commonwealth Bank, Cootamundra : **BSB 062 526 Account No 1015 7161**  
(please identify your payment with your name and/or registration number).

**Indemnity Statement:**

- 1) I undertake not to hold the Cootamundra Antique Motor Club (CAMC) or any of its representatives, affiliated organisations or sponsors responsible for any damage or theft of machinery or possessions, or bodily injury sustained during the event.
- 2) I declare that I am the holder of a current motorcycle licence and that the motorcycle that I shall be riding in this event is roadworthy and registered.
- 3) I understand that the event organisers reserve the right to prevent motorcycles not complying with the above conditions from entering and participating in the event.
- 4) I will be responsible for securing my motorcycle on the backup trailer if a breakdown occurs and acknowledge the backup trailer will provide assistance for a maximum period of 10 minutes.

Signature ..... Date .....

**Return Form to event coordinator:** John Simpfordorfer PO Box 27 Cootamundra NSW 2590  
or email to: [jmsimpf@bigpond.com](mailto:jmsimpf@bigpond.com)

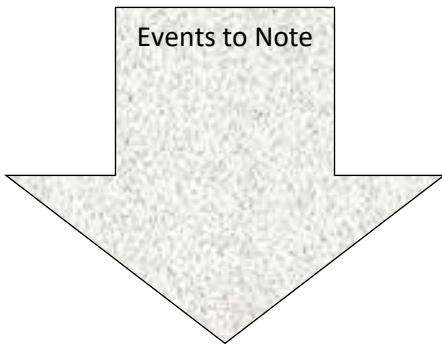
**Please Refer to the attached information sheet for Run details**

Space available 'here' for  
more business notices – let us  
advertise your business.



Complimentary to members of  
CRCG.

Events to Note



## SUNDAY RIDES REMAINING FOR 2021

December 5 - CRCG Christmas lunch

December 19 - Open Ride - decide on the day

*Meet at Belmore Park opposite Court House  
9.30am September-May  
10.00am June - August  
Phone Club Captain  
Frank Millwood 0439 604 153*

# 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](#)

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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.

