

FOREVER YOUNG



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Hi There Fellow Riders

Welcome to the Spring/Summer edition, the flowers are blooming, the fields are yellow and finally the weather has improved (sort of) and we can confidently get out on our machines without fear of being blown off the road or soaked to the core.

This past winter has been particularly brutal and the winds Goulburn is famous for persisted for a good two months longer than normal, but I can attest bikes are certainly out of hibernation, riders are clocking up the miles and the next 2 months should be fabulous from the riders perspectives.

This edition like before has something for everyone, but most importantly it marks a greater involvement of club members who have provided photos, stories and information to share, so a big shout out to all those who have been involved in this Spring/Summer Issue.

Maybe You Need an ADV

Why older riders may be best buying an ADV Bike

As riders age, priorities often shift from chasing lap times to comfort, confidence, versatility and low-stress ownership. Adventure (ADV) motorcycles being long-travel machines built to go from freeway miles to dirt tracks tick a number of boxes that make them an excellent choice for older motorcyclists. Here's why, you might choose to consider one.

1. **Comfort and ergonomics.** ADV machines are designed for long days in the saddle: upright seating, relaxed reach to bars, generous wind protection and roomy seats tend to suit older backs, especially those that have sustained injury at some time and never quite recovered. That upright posture reduces neck, lower back and wrist strain compared with aggressive sports bikes, which as we age almost force us into painful positions that are hard to sustain for more than a short ride.

Cruisers also present issues for older riders, the forward placement of feet and splayed arms tend to load the lower spine and as the velocity increases the effort required to just keep upright goes up exponentially. And then there is the limited travel of the rear suspension, with some offering a hideously small stroke leading to harsh impacts on poor roads.

In many ways the ADV is the modern version of the UJM, but with much more versatility for luggage and rough road capability. An ADV clearly isn't a machine ideal for trails, that's the dual sport category, but they are machines that generally have very limited highway chops.

2. **Versatility.** An ADV will carry you on highways, through twisty backroads and onto forest trails. If you like mixed-riding days — pavement in the morning, light trails in the afternoon — an ADV removes the need to choose one speciality bike and some pilots even "track day" them.

3. **Manageable power delivery.** Most ADV engines emphasize usable mid-range torque over peak top-end thrust, meaning easier, predictable throttle control which is helpful when reaction times or balance aren't exactly what they used to be.

4. **Practicality and lower stress.** Features like upright visibility, more compliant tires, ABS and traction systems and larger fuel tanks improve confidence and reduce the constant micro-corrections and older riders find tiring.



Contenders for Older Riders: CF Moto MT450, Honda CB500X, Royal Enfield 450 Himalayan, Kawasaki Versys 300X



Suzuki SX250 and the Suzuki DL650 are priced well and known for the reliability, good 2nd hand buys

Recommended engine capacity & power

There's no one-size-fits-all:

Light and easy (250–500 cc): If you want minimal weight, chuck ability and low running costs, small-displacement ADV machines are great. They're forgiving on dirt roads and the lighter weight and lower seat heights are a bonus for senior riders. Most will happily cruise in the 100 to 120kph range so if you're sticking to legal velocities they give little away to their larger stablemates.

Sweet spot (650–850 cc): This range is often the best compromise for older riders who want comfortable highway cruising and enough torque for two-up riding or loaded touring without excessive horsepower. Examples tend to offer good torque, comfortable ergonomics and modern electronics and most are supremely reliable. The only downsides are extra weight, many are in the 200 to 230kg range, and tall seat heights for those with truncated legs.

Big touring (900+ cc): These offer comfortable high-speed cruising and heavy-load capability, but at the cost of considerably greater weight and often crazy seat heights. Consider this class only if you're comfortable handling heavier machines or frequently carry a passenger/luggage.

The biggest practical downside is they can be quite a handful on dirt roads and they really dislike tight trails, oh and the price tags are generally on the high side.

Weight and centre-of-gravity considerations

Weight matters more than displacement. Aim for a bike with a **curb weight you can confidently handle** — ideally under **220–240 kg** for riders who want a mix of road and light trail use. If you plan serious off-road work or are worried about moving the bike at low speeds, target lighter machines (under ~200 kg).

A lower center of gravity (CG) is more valuable than raw weight so look for bikes with a compact engine layout and components (e.g., low fuel tank when possible) that keep mass low and central. Adjustable suspension that lets you raise or lower ride height is useful as is lower and higher seat options.

Don't forget in most cases you can lower the bike for easier foot reach or raise it for more ground clearance on trails, usually this requires a swap of the rear suspension linkage and maybe dropping the forks through the triple trees.

Trail suitability — what to check

Front wheel size: A 21-inch front wheel excels at rough, rutted terrain; 19-inch or 17-inch fronts favour stability on road and steer a little quicker. Choose based on where you'll spend most miles, for most older riders a 19 inch front wheel is the best compromise as the larger front wheel machines tend to be taller and of course harder to mount.

Ground clearance and suspension travel: More travel gives better off-road capability, but will also generally translate to a more compliant road ride, but long travel suspension increases seat height. Unless you are planning single track adventures even the lowest ground clearance models will be fine. Look for adjustable suspension you can tune to your weight as this can translate to superior ride comfort and of course handling.

Tyres and wheels: Tubeless tyres or tubeless-compatible wheels make puncture repairs easier in the field. Unless you plan a lot of trail riding cast wheels are fine and certainly strong enough for the normal usages.

Low-speed handling: A bike with a narrower seat/tank junction, light clutch, and predictable low-speed behavior is easier on technical trails, but the advantages disappear on normal dirt roads and tar where speeds are much higher and stability probably matters more.

Desirable Features and Accessories

Switchable ABS and off-road ABS modes (or rear ABS off): lets you ride dirt with confidence without losing the safety net on pavement, the first time you take the bike on loose gravel you will immediately see why.

Traction control with adjustable modes: prevents wheel spin but can be relaxed for soft surfaces, this gives older riders an extra level of confidence, especially for those machines with significant power.

Cruise control: Huge bonus for reducing fatigue on long highway stretches, where older riders find pain in the wrist, thumb and right elbow a very common condition. There are 3rd party options but generally a factory integrated option will both work better.

Heated grips and seats: small comforts that extend seasonality and reduce stiffness, these also reduce arthritis pain.

Adjustable windscreen: reduces fatigue from wind buffeting, this can be especially helpful for taller riders when often get buffeting around the top of the helmet. You can add a taller screen if this is not an option and they are usually quite cheap.

Low-maintenance final drive: shaft drive reduces chain maintenance and is cleaner for touring; chains are lighter and easier to repair off-road. For older riders the shaft can be a bonus as you can bypass all that bending and crawling around on the ground.

Center stand and easy-access service points: make touring and basic maintenance easier. However some centre stands are notoriously hard to use so check this in the bike shop first, most of the cheaper ADVs are not fitted with centre stands from the factory so you need to add an extra \$200.00 or so to bring them up to spec.

Comfort seat or lower seat option: improves reach and long-ride comfort, but there are plenty of custom seats on the market for the more popular models.

Soft panniers or low-weight luggage: soft luggage is lighter and less likely to catch while mounting/dismounting; good off-road.

Crash bars and skid plate: protect the bike from drops and make recovering from low-speed falls less expensive, in fact on some bikes the crash bars prevent any other part of the bike hitting the ground should you over-balance or have a low speed fall.

Hand guards: protect hands from branches, but the main advantage for older riders is they help considerably in keeping your hands warm in colder weather, especially when combined with heated grips.

Side-stand enlarger: prevents sinking into soft ground and makes parking safer, this should be considered a mandatory addition, we older chaps don't want to be lifting our machines out of muddy ground.

Auxiliary lighting: improves visibility in low light but more importantly they make you far more visible to errant motorists, especially on bright days when the bike is riding in and out of shadows.

Bluetooth intercom and phone/GPS mount: reduce stress by keeping navigation and communication easy. For most riders the phone will be enough, just look for a mount system that is easy to use and secure in all situations.

Lowering links or an aftermarket lower seat (installed professionally) if reach to the ground is an issue.

Portable tyre repair kit / small compressor: lightweight, useful for remote areas.

Final Note

ADV bikes are not a miracle cure: you still need to choose a model whose seat height, weight and ergonomics match your body and confidence level. But for older riders who value comfort, flexibility, and low-stress riding across tarmac and dirt roads with light trails thrown in, the ADV package — upright ergonomics, broad torque curves, protective bodywork and modern electronics — often makes more sense than a purpose-built sport or cruiser.

Tiddler Tour, It's a Wrap

We had a fabulous tour covering around 1000km, I had planned on around 900 but when I checked the log book on returning home the tour was longer than expected.

Julie Kneebone and Cherrie Thrower acted as our faithful back up team, fortunately the trailer was not required until the last 50km or so and then only because of a minor and easily remedied issued with Howards Jawa.

The scenery and roads were amazing and we were lucky enough to catch the countryside at its Spring peak, with particular high points being the area around Harden, the road from Harden to Jugiong and especially the back road from Jugiong that flows alongside the Murrumbidgee River. At a particular viewpoint, around 15 km from Jugiong, we were presented with stunning vistas along the river and the rolling hills that faded off into the distance set against perfect blue skies.

Laughs were the rule of the ride and Julie and Cherrie were treated to a constant show of daring techniques and attempts to outdo one another at 80 km/hr, especially on the long climbs, which were hard fought battles between Ross Luff on one of Howards Jawas and Chris Thrower on the mercilessly flogged Honda Postie.

Chris in particular developed an unusual riding style that involved riding one handed sideways whilst kissing the speedo, he claims the techniques allowed him an extra 10kph and gave him an edge over Ross Luff who was constantly trying to call his bluff.

Ross took it easy on the first day but Howard told him to flog the Jawa, "don't hold back" and so the full 11hp were unleashed on day two, with the Jawa touching 95 kph on one downhill section. That doesn't sound much but on a lightweight 1951 machine? I have no doubt the velocity would have been pretty frightening.



Likewise Howard brutally but gleefully flogged his Jawa, probably well beyond it's early post WW2 design limits, rather than protesting the machine took the full throttle running in it's stride and Howard ended each day with a smile. A smile that by the way broadened somewhat when he found his total loss ignition system still held over 13v at the end of a 230Km day!

Don's CB250RS proved to be a quiet achiever, firing once every second guide post as he said and never sounding stressed, starting with just 1 or 2 kicks and sipping at the fuel. Clearly that Honda "trail bike" based engine is a good thing even at around 42 years old. For Dons' part he proved conclusively that the saying that women have more words to use in a day than men is not in fact correct as he regaled us with stories, anecdotes, cooking exploits and more.

The biggest challenge for the bikes were the long climbs on the Snowy Mountains Highway, but I came away seriously impressed by the way the machines coped, unfortunately the Highway then tempted me to give the Spada a bit of spin, since these were the roads it was built for. ON the other hand the other riders got me back when we had to transverse the rough dirt road in and out of Yarrongbilly National Park, definitely not the Spada's preferred road type.

Ricky was sure he was going to be first on the trailer with the Yamaha DS7 but somehow as the ride progressed with some fettling, the bike performed better and found its legs. Of course the fettling involved new spark plugs, tweaks to the oiling system, prayers, kicks and making a hell of a racket in the motels before we departed each morning. We suspect he used more oil than fuel but at least he didn't seize.

My Spada performed faultlessly, though the tank bag unfortunately marred the immaculate tank when some gravel got caught under it on the dirt road along the Murrumbidgee river. It reveled in the twisties and simply hummed along vibration free almost silent at the imposed 80kph limit giving no indication of it's 35yr heritage and providing an effortless riding experience.

Meals, in a word, fabulous, the highlight probably being a pub in a side street in Cooma that contained a Chinese Restaurant, we all agreed the meal was exceptional, but in general we ate well and had a fabulous time socially following the meal each night.

A special mention needs to be made regarding Chris Thrower and his navigation skills on day two when he was allowed to navigate us along the Murrumbidgee River to Gundagai. We were so impressed we actually gathered in the main street of Gundagai to award him a special dispensation for his previous navigational sins and promised to never mention them again.

Unfortunately he ruined it the next morning, when aided and abetted by Howard was unable to find his way out of Tumut, leaving me sitting on my bike at the end of the main street shaking my head. Howard it seemed wanted to go to Wagga instead of Cooma and Chris seemed to have no idea where he was going, just somewhere else, he hoped.

Chris has since led another new rider astray on a Sunday ride 2 weeks ago, mumbling something about texting on his phone when instructions were given, and this was despite the new rider protesting that he was sure he was going the right way as instructed, we now realize we made a significant mistake with the dispensation.

To sum up, it was a fabulous event, a great time was had by all and everyone has put their hand up for 2026. It appears at this point 26 has 9 starters and only 12 spots, so if you want to join the 26 Tour get in early.





Top: Ross filling the Jawa at Gunning.

Middle Left: Julie and Cherrie, team "back up".

Above: The mighty postie, off for a complete flogging!

Bottom Left: Pausing at the Gundagai Lookout.

My MZ Story

By Ray Croker

Not to be confused with CZ, the company that made MZ originated when a Dane Jorgen Skafte Rasmussen left Naskov in Denmark on the 30 7 1898. He formed the DKW group at the town of Zschopau in Saxony, East Germany. In 1945 with the end of WW2, this town then fell within the Russian sector.

In production the bike was rebadged as MZ, which stands for Motorenwerke Zschopau. Early MZs were DKW copies, however they soon came up with their own designs.

MZ had made huge successes in road racing from 1955 through to 1975 and also in 6 day trials from 1963 through to 1969. True MZ motorcycles ceased production in the mid 1980s. Unfortunately sales plummeted post the Berlin wall being pulled down, however MZ bikes continued production using Japanese power plants until 2013, when production ceased, marking the end of one of the oldest motorcycle companies in the world.

The MZ ETS 250 I own was sold by Max Conley (the importer) at Lithgow NSW in April 1973 to his cousin Bryce Conley at a price of \$600.00, its original rego plate being HB801. Bryce and the MZ were based in Canberra and he often took the bike on longer trips. Unfortunately on one of these trips he had the misfortune to seize the motor. The bike was then taken to Spooner Motorcycles in Balgowlah Sydney for repairs, Spooners were the other importers of MZ motorcycles for NSW.

The late Warren Willing of racing fame was the Spooners mechanic at the time. The only available engine was a competition motor, built by himself. After much haggling this motor was fitted complete with the competition exhaust, it went hard but was extremely noisy.

Eventually the bike was parked in semi dry storage, I then found it in 2010 at Bryces' home in Bonython ACT. It looked very sad but I realized it had potential. I mentioned to him, that if he should decide to part with the bike I would like the first offer. In 2012 the MZ became mine.

I needed parts but they are virtually non-existent for this model as they were only made from 1976 to 1977. In Australia I found a rolling frame at Cowra, all other parts were chased worldwide, and eventually thanks to my sympathetic wife Julie, I have an MZ ETS 250 on the road.

As the bike had been down the road, I had to locate several items including, the seat, handlebars, complete headlight, speedo and controls. Most of these parts came from Germany.

Once restored I found the bike very unreliable and parked it in my shed always with the plan to "Look at it one day".

A good friend in Goulburn persuaded me to let hm fix its problems. Great decision, and with the problems solved it has now done about 1500km, running like a top and not missing a beat.

Non-original parts fitted are a Mikuni Carburetor, carry cover, handlebars and blinkers, note that originally these machines were not fitted with blinkers.

According to the MZ registrar they only know of a 10 of this particular model including mine, with 4 currently on the road.

MZ ETS 250 Statistics			
Capacity: 243cc	Power: 21HP/5300RPM	Lubrication: Autolube	Torque: 27nm
Carburetor: BFV 30mm	Bore/Stroke: B69xS65mm	Forks: 35mm	Weight: 145kg
Fuel Cap:17.5L	Transmission: 5 Speed	Compression: 10:1	Brakes: Drum
Shocks: Twin Swingarm	Fork Angle: 63 degrees	0-100kph: 11 sec	Speed: 130kph



After much searching via overseas suppliers and also within Australia Ray finally got all the parts he needed and was able to complete the project. The end result certainly justifies the effort.



When purchased, missing a few parts and needing a lot of work.



The right hand side was a little worse than the left.





Emergency Tyre Inflation, Practical Options

A flat tyre in the middle of nowhere is more than a minor inconvenience, often fixing the hole is easy enough but re-inflating the tyre can be a drama without the right options. Knowing which emergency inflation options work for your motorcycle and the trade-offs between them might be highly beneficial. Below is a practical guide to the main choices: how they perform, how long they last, how portable and reliable they are, how much they cost, and how easy they are to use.

1) CO₂ cartridge + inflator (mini gas inflators)

What it is: Small threaded CO₂ cartridges (16–88 g) used with a hand-held inflator head to quickly fill a tyre.

Pros

- **Speed:** Very fast — a single large cartridge can bring most motorcycle tyres from near-flat to rideable pressure in seconds.
- **Portability:** Extremely compact and light; cartridges and an inflator head slip into a saddlebag or jacket pocket.
- **Ease of use:** Simple, attach to valve, release gas. No power required.

Cons

- **Limited quantity:** One cartridge will not fully inflate most tyres, larger adventure or rear road tyres will need multiple cartridges.
- **Cold/pressure issues:** CO₂ cools rapidly when released and can freeze the valve or shrink the tyre pressure reading; pressure will drop faster than with air.
- **Not for long-term:** CO₂ diffuses faster through rubber than atmospheric air — expect some pressure loss over days.
- **Cost over time:** Cartridges are single-use, but then flat tires are not exactly common everyday events.

Durability & reliability

- CO₂ cartridges themselves are robust but must be stored undamaged. Inflator heads are simple and can get jammed if low-quality.
- Reliable in emergencies if you keep spare cartridges.

Comparative cost

- Inflator head: AUD/USD ~ \$20–60. Cartridges: AUD/USD ~ \$3–10 each depending on size/brand.

Ease of use

- Very easy; beginners can use them with minimal practice. Take care to avoid freezing the valve stem and to control flow (some heads have bleed valves). Importantly wrap something around the cartridge when you release the gas as they become extremely cold to touch.

2) Hand (mini) pump — frame-mounted or portable

What it is: Small piston or telescopic pumps designed for bicycles and motorcycles.

Pros

- **Unlimited use:** As long as you can pump, you have air.
- **Durability:** Simple mechanical devices with few failure modes.
- **Affordability:** Relatively cheap and long-lasting.
- **No consumables:** No cartridges or power required.

Cons

- **Physical effort:** Pumping a motorcycle tyre (high pressure and volume) is tiring and time-consuming, especially for larger tyres. However it can be easier on the arm than bicycle tires as they generally need to be inflated to much higher pressures, for example 80-100PSI
- **Speed:** Slow — not ideal for on-road quick fixes, especially considering you will be sitting in an uncomfortable position
- **Size vs. power trade-off:** Very compact pumps may struggle to reach high pressure; larger, more capable pumps become bulky. It is best to get a pump with an attached hose rather than the head directly clipping to the tyre as access to rear tyres especially can be much harder on a motorcycle than a pushbike.

Durability & reliability

- Generally very durable. Quality pumps can last years with basic maintenance (o-rings, seals).

Comparative cost

- Cheap mini pumps: AUD/USD ~ \$20–60. Higher-quality high-pressure pumps: AUD/USD ~ \$60–150.

Ease of use

- Straightforward but can be exhausting. Best for short distances or topping up after a sealant/repair.

3) Portable electric compressors (12V / battery / USB)

What it is: Small powered pumps that plug into a bike's accessory socket or run on internal battery.

Pros

- **Low effort:** Minimal physical work; inflate to target PSI automatically if they have presets.
- **Speed:** Faster than hand pumps for many tyres.
- **Versatility:** Can often be used for inflatable gear, etc.

Cons

- **Weight/size:** Bulkier than CO₂ or mini pumps, though many are compact.
- **Power dependency:** 12V models require the bike's power or an external battery; battery models need charging.
- **Mechanical failure:** Motor and electronics can fail, especially cheap units.
- **Noise and heat:** Can get hot if used continuously.

Durability & reliability

- Quality brands are robust; cheap models may fail after repeated use. Water/dust ingress can be an issue on dirt.

Comparative cost

- Budget units: AUD/USD ~ \$30–80. Mid to high-end (good brand, higher flow): AUD/USD ~ \$100–300.

Ease of use

- Very easy: attach, set target pressure (on smart units), start. Monitor temperature and fuse for 12V use.

4) Aerosol tyre sealants (fix-a-flat style) — instant seal & inflate

What it is: Pressurised canisters that inject a foamy sealant into a tyre and provide some inflation. Many are made for tubeless tyres.

Pros

- **Instant temporary fix:** Seals small punctures and provides enough inflation to ride to safety or to a repair point.
- **Extremely portable and light.**
- **No tools required:** Quick and simple.

Cons

- **Temporary:** Seal is usually short-term; professional repair or replacement is still needed.
- **Messy & corrosive concerns:** Some sealants gum up the tyre and wheel; can complicate later repairs.
- **Not for tubes:** Most are not suitable for inner tubes and will ruin some tube repairs.
- **Shelf life:** Sealant can dry out inside the can.

Durability & reliability

- Cans expire — sealant shelf life is typically 2–4 years. Effectiveness depends on puncture size and type.

Comparative cost

- Single can: AUD~ \$15-30.00

Ease of use

- Very easy: screw to valve (or remove valve core), inject; follow product instructions. Best for tubeless tyres and small punctures.

5) Don't forget the Plug/patch repair kits (tire plugs for tubeless; patches for tubes)

What it is: T-handled reamers and plugs for tubeless tyres, glue patches for inner tubes, plus small hand tools.

Pros

- **Effective for small punctures:** Can restore tyre enough to reach a mechanic.
- **Lightweight and low-cost.**
- **Permanent-ish on inner tubes (patches).**

Cons

- **Requires skill:** Plugging correctly takes some practice; patches require removing the tyre or using a tube patch kit.
- **Not guaranteed:** Large gashes or sidewall damage cannot be fixed.
- **Time:** Takes longer than inflating methods; you may still need to inflate afterwards.

Durability & reliability

- Plug kits are reliable for small punctures in the tread. Patches, when correctly applied, are durable.

Comparative cost

- Plug kits: AUD/USD ~ \$10–40.
- Tube patch kits: AUD/USD ~ \$5–20.

Ease of use

- Moderate: practice on a spare tyre/tube first. Combine with a hand pump or CO₂ for re-inflation after repair.

Choosing what to carry (practical recommendations)

- **Everyday street rider:** A compact CO₂ inflator + 2–3 cartridges *and* a small plug kit. Fast, lightweight, and enough for most urban punctures where you are probably close to a service station.
- **Long-distance / adventure rider:** Portable 12V compressor (or a battery compressor) **plus** tyre plug kit and at least one aerosol sealant intended for tubeless tyres. Cartridges as a backup are useful. Bring a robust hand pump if space allows.
- **Off-road riders:** Plug kit, sealant pre-installed in tubeless tyres, and a small high-volume hand pump or a battery compressor. CO₂ works but may be less effective on high-volume off-road tyres.

Final safety tips

- Know whether your tyres are tubed or tubeless — some methods (sealants) aren't suitable for tubes.
- Practice using your chosen tools at home before relying on them.
- Remember that many emergency fixes are temporary. Aim to reach a proper repair shop as soon as practicable.
- Store consumables (sealant, cartridges) per manufacturer instructions and check expiry.
- * If you are using a battery pump make sure you keep the battery charged, something easy to overlook.

Video Links

<https://www.youtube.com/watch?v=72SyjaHxBhI>

<https://www.youtube.com/watch?v=Qm6fTWaj3QE>

<https://www.youtube.com/watch?v=SrbjkZgVueo>

<https://www.youtube.com/watch?v=8KE7RBE3c8I>

Top 5 Motorcycle Videos



Each Quarter we will bring you a list of 5 great motorcycling videos from across the globe, if you have any suggestions for future newsletter let the editor know. This season we are looking at cosmetic restoration of your machine on a budget, ideal for those who just want to tidy up a bike without going through a full restoration.

How to get a factory finish using spray paint/rattle cans!!

Straightforward video, US based but we can get similar products in Australia, demonstrates that the results can be more than good enough for a nice tidy up of a non-show bike.

<https://www.youtube.com/watch?v=a1quazfc7I>

Get a Mirror Finish In Your Freshly Painted Motorcycle Tank. Fix Orange Peel and Dust Nibs.

A good paint job will always involve post paint polishing, this is a very informative video on the processes, it uses mechanical polishers, but these are available cheaply these days from Supercheap and other auto parts suppliers and they make the job easy.

https://www.youtube.com/watch?v=oTWqVYPL_h4&t=315s

How to make Old Faded Plastic look NEW!

Restoring an old trail bike with lots of plastic parts, or maybe you just need to make the plastics on a road bike look better, this vid takes you through the process of getting the items looking close to factory fresh.

<https://www.youtube.com/watch?v=8qQoPkGFgac>

How To Soda Blast Parts at Home

Soda blasting is cheap and ideal for dealing with softer alloy parts where you don't want to damage the surface, safe too.

<https://www.youtube.com/watch?v=U1e3uNWeoWU>

How to Zinc Plate Bolts and Hardware | DIY Zinc Plating Tutorial

One aspect of motorcycle restoration that is both frustrating and expensive is finding replacement fasteners and brackets that were initially zinc plated, maybe you can restore them to their former glory, There are many plating kits available.

<https://www.youtube.com/watch?v=admOIJL-TDU>

The History of Honda Prior to the CB750

The Road to Domination

A company driven by one mans philosophy

Origins: Soichiro Honda's Vision

The story of Honda Motorcycles begins with one man's relentless curiosity and engineering passion — **Soichiro Honda**. Born in 1906 in Hamamatsu, Japan, Soichiro was the son of a blacksmith and bicycle repairer. From an early age, he was fascinated by machinery and motion and by his teens, he was repairing and tinkering with engines.

In 1928 he opened his own automotive repair shop, Art Shokai. His innate mechanical ability and fearless experimentation laid the groundwork for what would become one of the world's largest and most respected motorcycle manufacturers.

After World War II, Japan was in ruins, the economy shattered and transportation infrastructure crippled. As is often the case, necessity is the mother of invention and fuels innovation, across Japan, often at a local level motorcycles manufacturers were popping up to fill the demand for cheap fuel efficient transport, Sochiro Honda was one of them. In 1946, Sochiro began fitting surplus military generator engines to bicycles to provide cheap motorized transport for the Japanese public. They weren't sophisticated or ground breaking, reliability was average at best, nonetheless the project's success led Honda to formalize his ambitions.

In 1948, together with financial backer **Takeo Fujisawa**, he founded the **Honda Motor Company** — a partnership that would blend Soichiro's technical genius with Fujisawa's excellent business acumen. The two shared a vision of affordable, reliable mobility for everyone — and they pursued it with unmatched determination and vigor.

First Steps: The Model A and Dream Series

Honda's first complete motorcycle was the **Model A**, launched in 1947. It used a simple 50cc two-stroke engine mounted on a bicycle-style frame, much like the completion. The model A was neither elegant or powerful, but it was reliable and simple to produce — crucial traits in a time of scarcity, soon after came the **Model B**, which improved comfort and design. These early efforts gave Honda essential experience in production, design, and quality control.

By 1949, Honda took a major leap forward with the **Dream D-Type**, the company's first fully in-house motorcycle. This machine used a larger 98cc two-stroke engine and a pressed-steel frame — innovative for the time, when most motorcycles used tubular steel. The Dream name would become synonymous with Honda's ambitions. The D-Type's success in Japan established the brand's reputation for durability and value.

However, Soichiro Honda quickly grew dissatisfied with two-stroke engines, which were noisy, smoky, he felt was less refined than ideal. He firmly believed that four-stroke technology, despite being more complex, won out by being cleaner and smoother.

In 1951, Honda unveiled the **Dream E-Type**, a 146cc four-stroke single-cylinder machine. It was a major advance, setting Honda apart from the numerous small manufacturers who still relied on smoky two-strokes. The E-Type's success marked Honda's emergence as Japan's leading motorcycle maker.



Left: Original
Honda D Type
Dream

Right: Honda
SA250 Dream

Engineering Innovation and the Early Twins

Throughout the 1950s, Honda relentlessly pursued engineering excellence. While other Japanese manufacturers were content to copy European designs, Honda sought to surpass them through innovation and precision manufacturing. By the mid-1950s, Honda was producing increasingly sophisticated four-stroke singles, but it was the introduction of **parallel twin-cylinder engines** that really signaled a new era.

The dry sump **1957 Honda Dream C70**, with its 250cc four-stroke twin, represented the company's first true performance motorcycle. This was followed in 1958 by the **C71** and **C76**, featuring an overhead camshaft (OHC) design, pressed-steel frames, and electric starters — a luxury unheard of on motorcycles of this size. The use of electric start demonstrated Honda's belief that motorcycles should be practical, accessible, and easy to live with — not intimidating machines reserved for enthusiasts, importantly the electric leg removed a major pain point for those interested in becoming motorcyclists.

In 1960, Honda launched the **C72 (250cc)** and **C77 (305cc)** models, known collectively as the **Dream series**. These were robust, smooth, and beautifully engineered machines that showcased Honda's advanced production techniques. The OHC twin engine, enclosed chain, and reliable electrics gave these motorcycles a level of refinement that few competitors could match. At the time British and European bikes often leaked oil and required too frequent maintenance, where as Hondas started easily, ran cleanly, and rarely broke down.

In some ways the Dreams were a little old fashioned in that they used leading link front forks and pressed steel frames but the execution was superb and they became popular in their home market and overseas as well.

The commitment to user-friendly reliability became a cornerstone of Honda's philosophy: motorcycles for everyone, not just the mechanically inclined.

The Super Cub Revolution

No account of Honda's early history would be complete without the **Honda Super Cub C100**, introduced in 1958. The Super Cub was a 49cc four-stroke step-through motorcycle designed to be affordable, easy to ride, and virtually indestructible. It featured a pressed-steel monocoque frame, semi-automatic transmission and leg shields that kept riders clean, all features that appealed especially to non-traditional motorcyclists, including women and urban commuters.

Soichiro Honda personally oversaw its design, insisting it should be practical yet stylish. The Super Cub's slogan — **"You meet the nicest people on a Honda"** — captured the company's revolutionary marketing approach. Rather than targeting tough, rebellious riders, Honda aimed to make motorcycles a symbol of friendly, everyday mobility. The strategy worked spectacularly. In Japan, the Super Cub became an essential part of daily life; in Southeast Asia, it transformed transport; and in the United States, it redefined the image of motorcycling.

By the mid-1960s, Honda had sold millions of Super Cubs. Its reliability was legendary — engines routinely ran tens of thousands of miles with minimal maintenance. Simple to build and cheap to run, the C100 became the backbone of Honda's global expansion and remains, to this day, the **most-produced motor vehicle in history**, with over 100 million units built.

One significant aspect of the C100 was the efficiency of the engine, it was a 50cc pushrod design that revved to 9000 rpm and put out 4.5 horsepower, which sounds unimpressive but in those times most 50cc machines were lucky to peak at 2.5hp and none revved to 9000rpm. The 50cc unit was later joined by 55cc, 65cc, 70cc and 90cc versions.



Honda SS90, there were 3 versions the 50, 70 and 90. The engine was the same as the Cub but gearbox was a 4 speed manual. Built between 1964 and 1969

Racing: The Crucible of Innovation

While Honda built its reputation on reliability and accessibility, Soichiro Honda's true passion lay in **racing**. He believed that competition was the ultimate test of engineering excellence and also a powerful marketing tool. In 1954, he famously declared his intention to "enter the Isle of Man TT and win." At that time, no Japanese manufacturer had ever competed internationally at that level. The idea was audacious, even absurd to many, but Honda was determined.

By 1959, the company made its debut at the **Isle of Man TT**, fielding 125cc four-stroke twins. While they didn't win that year, the machines were noted for their precision and advanced engineering. Honda's engineers returned to Japan and improved the designs relentlessly. Just two years later, in 1961, Honda swept the **125cc and 250cc classes**, taking the first five places in both. It was an extraordinary achievement that announced Japan's arrival as a world power in motorcycle racing.

Through the 1960s, Honda's racing program became the envy of the world. Their bikes were marvels of technology — multi-cylinder, high-revving four-strokes producing remarkable power for their size. The **RC143, RC162, and RC166** six-cylinder 250cc racers demonstrated Honda's unmatched mastery of precision engineering. These machines routinely exceeded 17,000 rpm — an astonishing figure at the time and impressive even today. Honda secured multiple World Championships with these high revving 4 strokes beating out the 2 stroke competition.

Racing not only brought glory but also accelerated Honda's technical development. The lessons learned on the track — in metallurgy, lubrication, and combustion efficiency quickly filtered into production models. More importantly, the success established Honda's credibility in Western markets, showed that Japanese engineering could rival or even surpass the best from Britain and Europe. Indeed the British industry was now on notice and sadly failed to learn the lessons, hence the rapid demise throughout the 60s and 70s, but that's another story.

Expansion into Global Markets

Honda's first step toward international expansion came in 1959, when it established **American Honda Motor Co.** in Los Angeles. The timing was perfect. Postwar America was enjoying prosperity, and young people were looking for affordable, fun transportation. Honda's small, clean, and reliable motorcycles were a revelation in a market dominated by large, intimidating machines from Harley-Davidson and Britain.

The success of the **Super Cub** in the U.S. was nothing short of phenomenal. By 1963, Honda had become the **largest motorcycle manufacturer in the world**, and by 1964, it accounted for more than half of all motorcycles sold in America! The clever "You meet the nicest people on a Honda" campaign, launched by Grey Advertising, transformed public perception of motorcycling from a subculture of rebellion to a symbol of freedom and friendliness.

At the same time, Honda was expanding across Europe, Asia, and South America, with factories being were established in Taiwan, Thailand, and Belgium. Honda's blend of performance, reliability, and affordability gave it an edge in every market it entered. While British manufacturers like Triumph and BSA struggled with outdated designs and inconsistent quality and antiquated tooling,

The Authors 1966 C77 Dream



1960 CB92, a very sophisticated 125 twin



Electric Start and the Push for Accessibility

In an era when most motorcycles required a firm kick to start, Honda's decision to fit **electric starters** to relatively small motorcycles was revolutionary. The 1957 Dream C70 was among the first to feature it, and the 1961 **Honda CB72/CB77 "Super Hawk"** carried on the innovation. The Super Hawk's 305cc twin with OHC produced an impressive 27 horsepower, while the electric start made it appealing to riders who might otherwise shy away from motorcycles.

The focus on user-friendliness, quiet operation, smooth power delivery, electric start, and clean running reflected Honda's core belief: motorcycles should empower ordinary people, not exclude them.

Soichiro Honda once remarked, "*We do not make motorbikes for the few; we make them for the many.*" This philosophy guided every design decision, from the smallest Cub to the most advanced racing machine.

Production Methods and Quality Control

Behind Honda's meteoric rise was a revolution in **manufacturing and quality management**. Soichiro Honda and Takeo Fujisawa invested heavily in modern production techniques, long before "lean manufacturing" became a buzzword. Their factories emphasized precision machining, meticulous inspection, and worker involvement. Unlike many competitors, Honda didn't rely solely on craftsmen to correct flaws — it built processes that **prevented defects from occurring** in the first place.

Honda's plants used advanced tooling, automation, and standardized components that ensured consistency and efficiency and easy assembly. This approach not only reduced costs but also guaranteed reliability — every Honda, from Tokyo to Toronto, would perform to the same high standard. By the late 1950s, Honda's Hamamatsu and Suzuka plants were among the most advanced motorcycle production facilities in the world.

Reliability became Honda's most powerful marketing tool. While British bikes were fast but fragile, and Italian machines eternally temperamental, Hondas simply started every morning, idled smoothly, and rarely leaked oil. Riders soon learned that "it just runs" was not a slogan but a fact.

Philosophy: The Spirit of Challenge

Central to Honda's success was Soichiro Honda's unique philosophy of "**The Joy of Creating**" (**Monozukuri no tanoshimi**) and "**The Power of Dreams.**" He believed that technology should serve humanity, and that innovation came from passion, not conformity. His management style encouraged experimentation and risk-taking, even failure was seen as a step toward improvement.

Honda also cultivated a strong sense of teamwork and pride among his employees. He famously said, "*If you hire only those who are good enough, your company will never grow. Hire those who have potential and give them the freedom to develop.*" This human-centered approach built a culture of continuous improvement that would later become synonymous with Japanese industry as a whole.



Here we have a 1962 Honda CB77. The CB was the sports version and used a tubular frame and telescopic fork as opposed to the C77's leading link forked and pressed steel monocoque frame. The CB used twin carbs and produced 27hp, which for the time was very respectable, gearbox was a 4 speed with a notoriously large gap between 1st and 2nd.

Soichiro Honda was never content to rest on success. He saw the motorcycle as a vehicle for progress — both technologically and socially. Under his leadership, Honda pursued every new challenge with vigor: racing, global expansion, and eventually, the move into automobiles. His guiding principle was simple: *“We will not be second to anyone.”*

By 1968: A Global Powerhouse

By the end of 1968, Honda Motor Company stood at the pinnacle of the motorcycle world. It had built over 10 million motorcycles, won multiple world racing championships, and established a presence on every continent. The lineup ranged from the tiny **50cc Super Cub** to the muscular **CB450 “Black Bomber”**, the latter featuring a DOHC engine — an engineering marvel that foreshadowed the superbikes to come.

The CB450, introduced in 1965, was perhaps the clearest expression of Honda’s technological dominance. With a 444cc double-overhead-cam parallel twin producing 43 horsepower and an electric start, it rivaled much larger British machines while offering superior refinement and reliability. It was the first hint of Honda’s coming revolution — one that would culminate in the giant killing CB750 of 1969, a machine that would redefine the motorcycle industry entirely. But even before that watershed moment, Honda had already transformed global motorcycling from a niche pastime into a mainstream mode of transport.

Legacy

Up to 1968, Honda’s journey was nothing short of miraculous. From a postwar workshop in Hamamatsu to the world’s largest motorcycle producer in just two decades, the company’s rise was built on innovation, perseverance, and a profound respect for quality. Soichiro Honda’s blend of engineering brilliance and humanist philosophy created not just great motorcycles, but a new way of thinking about mobility.

The early twins showcased Honda’s technical mastery. The Super Cub democratized motorcycling, the racing program proved that Japanese engineering could conquer the world. Electric start and refined production methods made bikes more accessible and dependable than ever before. Through it all, Honda’s reliability, precision, and belief in progress set new standards for the industry.

When Soichiro Honda reflected on his life’s work, he said, *“Success is 99% failure.”* Those words encapsulate the spirit that carried Honda from humble beginnings to international dominance by 1968 — a spirit that continues to define the brand today.

Honda
Super Cub
スーパーカブC100
1958年10月30日

SUPER CUB C100 1958
The first general purpose model of SUPER CUB series which have been the favorite of customers around the world. In addition to the outstanding economical gas mileage and durability, the design on which everybody can get easily was pursued thoroughly.



Original model C100 Supercub, released in 1958 and the start of a revolution, it went on to become the World’s most sold motor vehicle and is still in production in updated form.



The OHV 50CC engine put out 4.5 hp at 9000 rpm! It could propel the machine to 42mph, that sounds puny by today’s standard but for the class in 1958 it was a revelation.



Incoming- Distinguished Gentleman Ride 2026

The Classic Riders Club of Goulburn voted at the November meeting to conduct the local Distinguished Gentleman's ride for Goulburn in May 2026.

This is a worldwide event and is conducted on the same date across the globe, first let's delve into a little information regarding the event.

The event will be held on the 17th May and 2026 will be the 15th year of the event and it is conducted through the well known November Foundation. The primary aim of the event is to raise funds for prostate cancer research and mens mental health.

Triumph Motorcycles is the global partner of the event, other sponsors include Quad Lock, CMSNL Elf, Hedon Brett and Brummell. Prizes include Triumph motorcycles, custom Hedon Helmets, Quad Lock gift vouchers, Brett sunglasses and Brummell Blazers and CMSNL Superbike VIP experiences. In addition there are DGR Patches and Pin rewards.

Since 2012 the event has raised \$60 Million dollars US, involved over 500,000 riders and been conducted in 121 countries, so its fair to say this is most likely the biggest international motorcycling event outside Racing.

There is a clear Australian linkage as the inaugural event was conducted in Sydney in 2012 and involved another 63 cities. The initial event was started by Mark Hawwa who created the event to challenge the negative stereotypes of motorcyclists after seeing a photo of Don Draper (John Hamm) looking dapper on a motorcycle. From the start the combination of Dapper Attire and Classic Bikes was intrinsic to the event and this became the encompassing theme. The events success led to the early sponsoring of Prostate Caner Foundation of Australia. The tie in with November occurred in 2014.

The general idea is to dress up in all your fine clothes, for example suit, tie, waistcoat etc and parade through your local city on a Vintage, classic or classic inspired bike. Bikes could include Cafe racers, Bobbers and other modified vintage inspire machinery. Remember that a key purpose is to break the traditional stereotype of motorcyclist being involved in socially undesirable activities.

Distinguished Gentleman Ride, Rome 2016, utterly amazing to see such a large crowd gathered in the Colosseum Precinct.



So why have CRCG decided to conduct the Goulburn event?

There are several reasons, but first and foremost the club feel that the causes assisted by the event are vitally important, with many current and past members being victims of prostate cancer and additionally many members originally turned to motorcycling in later years due to the recognition that it was great for their mental health. In other words it is a perfect fit for our club.

Beyond that we have a strong desire to promote motorcycling to the wider Goulburn Community and encourage riders who otherwise go it alone to become involved with like minded folk, inn short we see it a brilliant community event and also an excellent vehicle for promoting our club and its focus, especially to people in the sub 50s age group.

And of course we are a club focused on Classic and Vintage Motorcycles, it's right there in our name after all.

What are We Planning?

Official registration is not until March but we have pre-registered so we can get the activity well under way before hand. We are intending to promote the event to the other significant motorcycling groups in our region and have already had discussions with some of them, and of course we will promote the event to the wider community through local radio and newspapers and businesses that have an affiliation with our great pursuit of motorcycling and the aims of the event. This will include, motorcycle shops, repairers, clothing supplies, barbers, accessory suppliers, coffee shops, pubs and more. Additionally we are looking towards support and assistance from our local council and tourist centre.

At this point the route for the ride has not been set, although the committee has disused some options, basically the theme is to stick to a distance of around 30-40 kilometers within the city or very close to the boundaries and for this reason the club will provide assistance with traffic management and control.

As far the start and finish, we are are considering several options, but the organising group feel that Belmore Park/Courthouse is the best start option, but we are investigating a number of finish points.

More news and details to come in January 26.



Museum Visit Wrap Up

Historic Herberton Village

Australia's timber, farming and mining history lives again at this authentic and award winning 100% family owned attraction. Spend the day exploring the collection of more than 60 original buildings complete with shops, a functioning tearooms, antique motor vehicles, small engines, fashion, John Deere tractors and more.

Thanks to Howard and Julie Kneebone for providing the fabulous pics for this Museum Wrap Up. Julie and Howard took a day to explore the village as part of their trip to Far North Queensland earlier this year.

Herberton Historic Village is located on the Atherton Tablelands around 90mins from Cairns, it was originally established as a mining town and is now effectively a working museum, with over 50 restored buildings and is without doubt the most significant Museum in Queensland.

There are literally thousands of antiques, Australian collectibles, vintage machines and motor vehicles, so in effect there is something to please every member of the family regardless of their interests, which is handy when your partner is not exactly delighted by tractors or vintage motorbikes.

The village is owned by Craig and Connie Kimberly and the collection is largely the result of Harry and Ellen Skinner. The village had been closed in 2002 and Craig and Connie came across the village in 2008 which led to enquires and the eventual rebirth of the village. It has since become one of the most respected and highly regarded tourist locations in Australia.

The town was originally established by John Newell in 1880 to capitalize on the discovery of tin on the site, by the end of the year the town had grown to 300 men and 27 women.

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





Although tin was the main metal mined, tungsten, copper and silver-lead-zinc plus bismuth, antimony, molybdenum and gold were also part of the bounty.

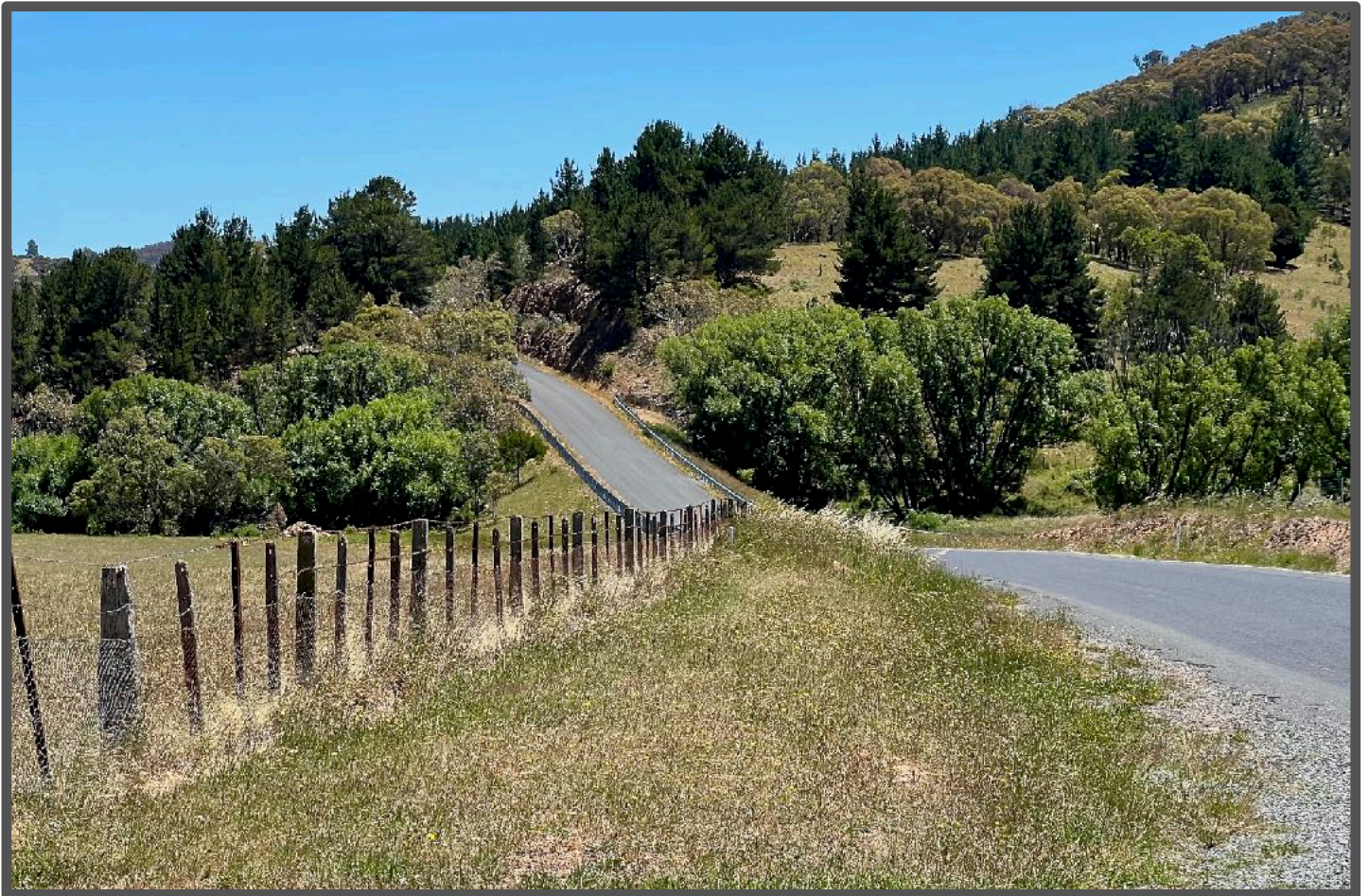
The site covers 16 Acres, and among the displays you will find a coach, livery stable, ANZ bank, presbytery, telephone exchange, blacksmith shop, garage, dress shop, toy store, grocery store, farmer's supplier's store, butcher, pub, dentist, doctor, clothing store and jail.

The village is open year round and the entry fees start from \$44.00 which considering all on offer is more than reasonable.



Ride Route Review

The Dirty Golspie



Got an ADV or UJM that's happy on the dirt roads? Want to add a little more adventure to your ride? Goulburn is blessed with an incredible array of options but this one will take you into the lesser traveled parts, the scenery is wonderful and the traffic will be light.

Things to note before you depart:

You will encounter three longish dirt sections, all in fair to good condition, take it easy and you are unlikely to have any issues.

You will not be on any highway sections.

One section of dirt around on Middle Arm Road is tight and narrow with limited forward vision stick to 60kph and you'll be ok.

Distance: 143km

Time: Ride time is approx 2hr 30min, allowing for a little break in Taralga.

Road Conditions: Variable, but nothing terrible

Suitability: Great ride for bikes in the 250cc range and up, especially ADVs, not great for sports bikes, cruisers with limited suspension travel and older vintage machines.

Fuel: Available in Taralga on **Week Days** only, or detour into Crookwell from Laggan on any day.

Let's go..

Most local riders are very familiar with the fabulous Goulburn- Taralga- Crookwell - Goulburn loop, it contains a perfect set of roads that are generally in good condition, sweeping curves, mixed with some tighter corners and more. The section between Laggan and Taralga is especially loved now that the road has been repaired and upgraded.

But what if you want to get a little more adventurous and don't mind the dirty stuff? Yep there is an offering for that too.

This ride combines tar, tight dirt, open dirt and wonderful scenery, it's a little longer than the standard route and will take more time due to the slower dirt sections. For the most part you will not encounter much in the way of road traffic, though Kangaroos, wombats, sheep and cattle might pop up along the way.

Start Your Engines:

Like always we start from **Belmore Park** in the middle of **Goulburn**. Turn **left** onto **Sloane St** and proceed along **Sloane Street** which will become **Grafton St**, follow this through to the traffic lights at **Lagoon St**, proceed through the lights and along **Union St**. At the T intersection **turn right** and follow **Chantry Street** out and over the Bridge and then **turn left** onto **Middle Arm Road**. Proceed through the roundabout and follow **Middle Arm Road** out of town, you are now in the wide yonder.

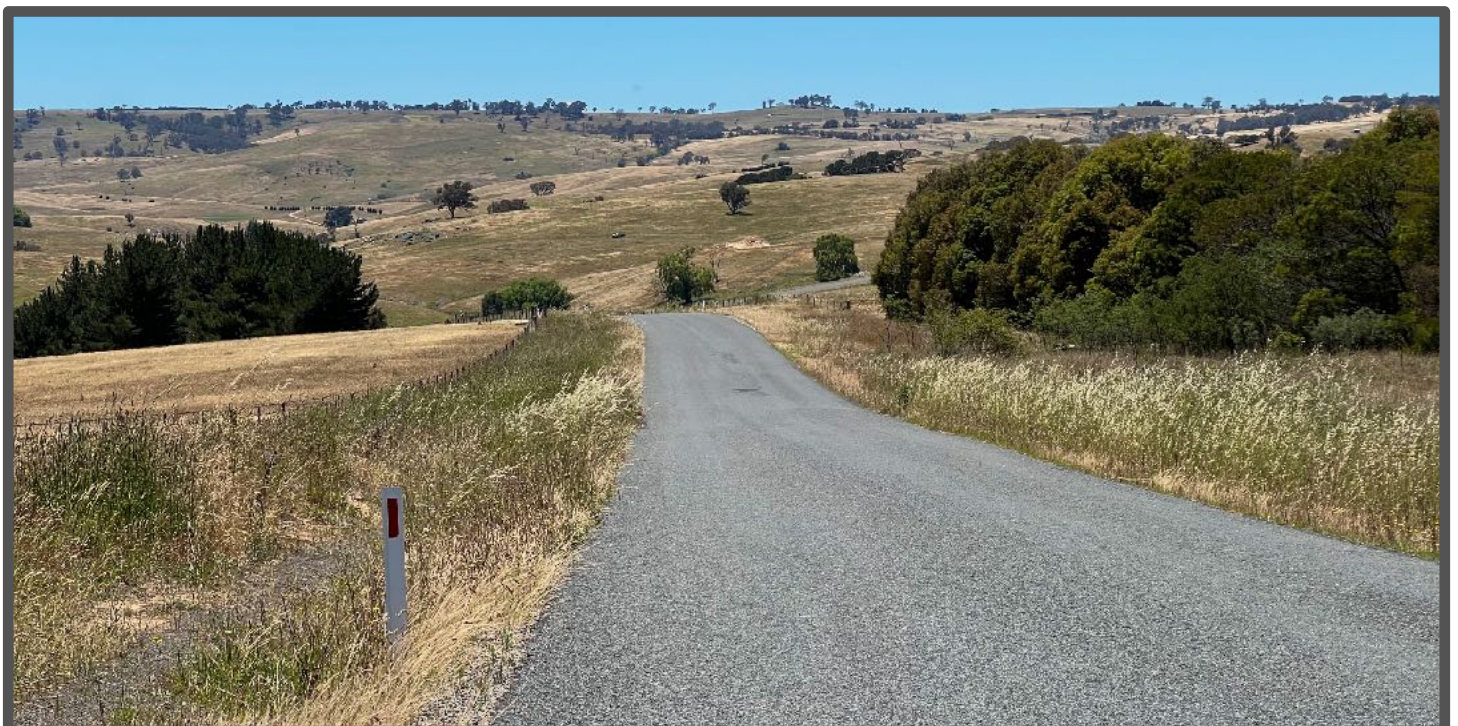
Middle Arm Road is tarred for the first 20 Kilometers or so, with a good surface, the road gradually gains elevation until you reach the Fire Shed on the intersection of **Ryanna Road** and **Middle Arm Road**. If you pull up at the Fire Shed and look back towards Goulburn the view is rather nice. **Ryanna Road** is nice journey as well and maybe we'll leave that on another ride article.

Proceed along **Middle Arm Road**, which now enters a hilly section, just be careful of other oncoming traffic as there are many people living on smaller allotments in the area and it's also a popular road for cyclists who ride to the end of the tar before returning to Goulburn.

You will cross a narrow and rough bridge once the road opens up beyond the hills, be careful there's a tight turn following on from this, soon you will proceed to the dirt section about 3km further ahead.

At the dirt, slow right down, the road narrows quite a bit and the surface is somewhat loose and hasn't seen a grade in long time. This section contains several low creek crossings that often have water flowing and are at as minimum rough and muddy. Some parts see the odd motorist going way too fast for the conditions and on the wrong side of the road.

Stay safe and you will be rewarded with some stunning views along valleys, you'll probably want to stop to soak in the vistas.



Eventually the road opens up into a less wooded area where it straightens out, but watch out for a couple of 90 degree bends that contain loose gravel. As you come up to **Carrabungla Rd** on the right the road becomes tar, you'll then cross the remnants of the old **Goulburn -Crookwell rail line** and on your right will be the old remains of the **Roslyn rail station** followed by the intersection with **Woodhouselee Rd**, at which point you **turn right**.

Approximately **3 km** along the road you'll find a left turn onto **Roslyn Rd**, **don't turn**, continue on towards **Laggan**, the road instantly returns to dirt, however this section is good quality, generally nice and wide with a smattering of local traffic.

You'll come to a stop sign at **Laggan**, proceed across the road to go through **Laggan**, you are now on **Peelwood Rd**. If you want a break you can stop at the **Laggan Pub** or maybe the **Laggan Pantry**, depending on the time, both have excellent reputations.

Laggan Mill is located down **Mill Road** on the right and has been set up as Whisky Distillery.

Continue on through **Laggan** and head out of town on **Peelwood Rd**, approximately 4 k down the road you will find **Golspie Rd** off to the right, take this. Be extra vigilant for the first 2 kilometers as the road is narrow and the tar is in poor condition with some really nasty defects, after that things improve. This road will take you through open country side with lovely views to the north and north/west. There is a nice view just before you cross the **Bolong River** looking northwards, the countryside in this area is mostly rolling hills. Not far beyond the left hand turn onto **Leighwood Road** you'll come onto dirt, for the most part it is wide and in good condition but some corners are corrugated and covered in loose gravel, so caution is advised, you can comfortably sit on 70-80kph.

The section between the **Tyrl Tyrl/Cockatoo** cross road and **Yalbrath Rd** is the most challenging due to a combination of loose gravel, rough surface and road lining trees casting shadows making pothole identification difficult, but at say 60-70kph you'll be sweet.

Be aware that when you get to the **Scabbed Flat Road** intersection take the left option which is the continuation of **Golspie Road**, it's easy to get confused here as the right one looks more like the main road option, just beyond this point the road reverts to tar.

You'll now flow downhill through a fabulous set of bends, the scenery is great but I suggest you just concentrate on the road and enjoy the fun. There's a one lane bridge across **Woolshed Creek** but you get adequate warning and before you know it you're climbing into the hills above **Taralga**, you have a few more twisties and then you coming into town via **Hillas St**.

If you feel inclined take a break in Taralga, you have two primary options, the Taralga Pub, which is very popular with bikers, or the Taralga General Store, which has a variety of snacks and takeaway foods and also does a good coffee.

You now have the ride back into **Goulburn**, this is actually a nice road and quite scenic on the **Taralga** end. The road surface is generally good, however there are a few sections around the midway point that have been pothole infested now for around 4 years and seem to evade all efforts to correct, some are signposted as "Rough Surface" they are not kidding.

If you want a detour that is nicely scenic but partially dirt you can take a right turn at **Parsons Lane**, approximately 10km from **Taralga** and then pick up the **Ryanna Rd** which will take you through to **Middle Arm Road**, joining it at the **Fire Shed** you rode past on the way out of **Goulburn**.

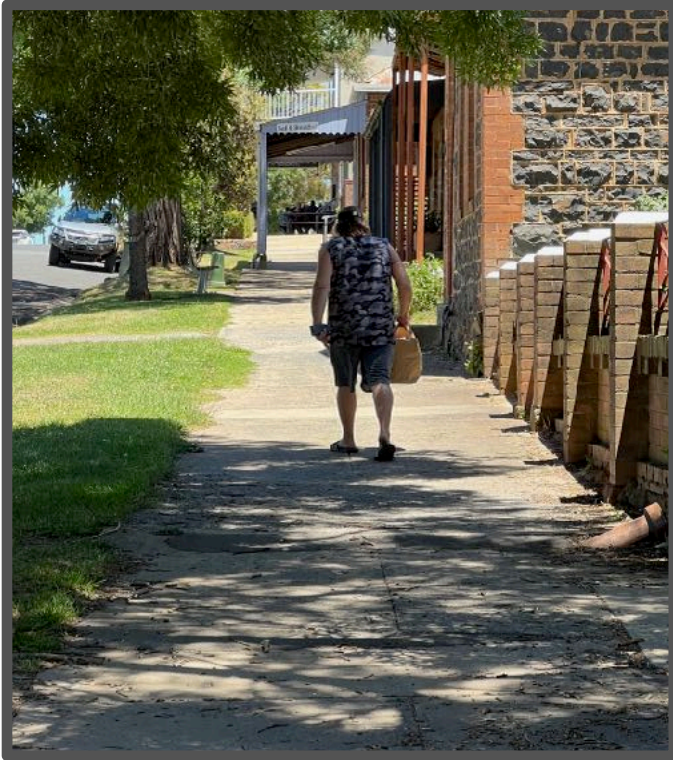
You will find several small roads off to the left along **Taralga Rd**, all of these are dead ends, however they can be worth taking a short wander along as the views towards the **Cookbundoon Ranges** are rather lovely, good options are **Hillcrest Road** and **Chapmans Lane**.

As you come into **Goulburn** the road is signposted **60kph** from a fair way out, **don't disregard this** as it is often patrolled. Approximately 3 km from the 60kph signs you will find yourself at the intersection on your right for **Middle Arm Road**, so from here on into town it just a case of retracing your steps on the way out of town.

There you have it, a wonderful mixed surface ride with great scenery, little traffic, nice bends and plenty of fun. Take your time, stop along the way to take it all in and stick to a moderate pace and you will have a top time.

One last note for those who are not local, don't do this ride in Winter, you won't get snowed on, well you might like I did once, but more likely you will find the weather and wind bitterly cold and challenging out on the **Laggan to Taralga** section, especially around **Golspie Locality** which is very open and exposed to westerly winds. Ultimately this is a perfect early to mid Autumn and late Spring ride.

Happy Riding



Above: Taralga is a pretty little town and well worth taking a wander around.
Below: Great scenery along the way.



Above: You have the choice of two key food stops in Taralaga, the Pub at the top on the main street or the General Store.



2025 Goulburn Motorcycle Annual Toy Run



Each year local identity Robert Whitaker conducts an annual toy run to provide much needed Christmas cheer to those children who miss out on presents. Assistance is also provided by Councillor Daniel Strickland and this year the Goulburn Bowling Club via the manager Scott Cooper who have joined forces to expand the event and provide assistance on the day.

The event was held on Sunday 30th November with the start blessed by clear skies and warm sun to the relief of the organisers who were well aware of the interperate conditions in the week prior.

This year the participants gathered at the Goulburn railway Bowling Club carpark from 9.00am and by 9.30 the crowd had overflowed onto both sides of Sloane St, with riders representing several groups from the motorcycling community and even attracting a few learners and P platers. In short the event was easily the biggest that has been conducted and a fabulous demonstration of the generosity and community spirit of the local and regional motorcycling community.

A coffee van was on hand for riders and did a brisk trade, with riders milling around inspecting bikes, chatting to friends and striking up conversations with new participants. At 10.00am Robert provided a welcome message and run down of the ride plans for the day, with some extra input from Scott Cooper.

Our club was represented by 7 members, and the club donated a bike, scooter and helmets in addition to the presents donated by each of the members.

The ride route was changed at the last moment due to an accident on the highway near Gunning. The changed route was out of Goulburn along Gurrundah Road, then down to Breadalbane via Mullens Creek Rd. From there the group proceeded to Gunning via the Old Hume Highway and turned onto the Gunning Crookwell Rd, stopping for drinks and mateship at the Grabben Gullen Pub. After this the group proceed through Crookwell, out to Laggan and Across to Taralga for Lunch at the Taralga Pub. From there riders proceeded back to Goulburn.

Over 90 motorcyclists took part and quite a few pillions came along for the ride. All in all a fabulous event.

CRCG Annual Ride Report 2025

By Chris Thrower

Overview

The Annual Ride was enjoyed immensely by those who attended, providing a great opportunity for members to connect with and share their passion for motorcycling. It was great to see one of our founding members, Richard Corbett, at the annual rally on Friday night and again on Saturday enjoying himself. However, with the attendance numbers being impacted by conflicting events, there are also valuable lessons to be learned to ensure the ongoing success and growth of our club.

Club Engagement and Participation

President Brad highlighted the importance of proactive involvement from all members and committee representatives. The strength of the CRCG depends on everyone contributing—not relying on others to take initiative. Members are encouraged to adopt the attitude of “I can contribute, I can lend a hand, and I will help.” This collaborative spirit was clearly demonstrated during the Annual Ride. To continue building momentum and move the club forward, we need even greater member participation and shared responsibility.

Event Observation and Findings

1. Attendance and Club Spirit

Members who did not attend missed an excellent event. Being part of CRCG means enjoying the camaraderie of likeminded people who share a love of motorcycling. The annual ride once again reflected the positive atmosphere and community values that define our club.

2. Marshalls and Signage

A sincere thank you to those who volunteered as marshals. Their efforts ensured the event ran smoothly and safely. However one area for improvement is the visibility of directional signage. Current signs were difficult for many riders to see. Future signs should be larger and made with fluorescent materials for enhanced visibility, with careful consideration given to their placement.

3. Cost Efficiency and Marshal Arrangements.

There is potential to reduce costs by relying more on signage and less on external marshals. This would allow more club members to participate in the ride itself rather than being assigned marshaling duties. While this reduces the subsidies for non-members, it also means fewer opportunities to involve members of the wider community. The inclusion of external volunteers at this year's ride was positive and helped foster goodwill towards the club.

Acknowledgements

Special thanks to the following for their generous contributions:

Mick Batiste: (Kinghorne St Butchery) supplied sausages for the Friday night BBQ at no cost.

Chris Weeks: Donation of Tie Downs for the Yamaha themed best bike of the event award.

Colin Jewell: For manufacturing of our unique trophies.

Howard and Julie Kneebone; For the donation of motorcycle book awards.

Julie Kneebone: For her valuable support as back-up vehicle driver and provider of the trailer, which was thankfully not required.

Can Assist: Provided breakfast on Saturday Morning.

Bigga Gold Club: Hosted a fantastic meal and provided excellent hospitality on Saturday for the lunch.

Goulburn Golf Club: Delivered a very enjoyable dinner for the 20 attendees, with visitors praising the venue and service.

Grabben Gullen Albion Hotel: Supplied delicious bacon and egg rolls for the Sunday brunch before the group returned to Goulburn ahead of the rain.

Goulburn Workers Club: for the in-kind use of the Workers Arena for our annual event, which is always appreciated. There was a change to our annual dinner arrangements where the Workers Club were unable to cost effectively to host it, thus the alternative arrangements made with the Goulburn Golf Club.

Communications and Promotion

A key area for improvement is the pre-event communication. We need to focus on promoting upcoming events before they occur rather than reporting only afterwards. It is recommended that the club website include a prominent banner or feature section advertising the next scheduled event to attract greater participation and awareness.

Let's continue to have unique must-have trophies and earn a reputation for their quality in the community. The trophies that Colin Jewell produced were on point and raving about by those at the event.

Conclusion

The annual ride was a great success and a testament to the enthusiasm of our members. With the improved communication, enhanced signage and continued member engagement, CRCG is well positioned to strengthen its community and deliver even more successful events in the future.



Incoming - Worn Out Wander 2026

Friday 27 March to Tuesday 31 March. **"Mountains, Coast and Corners"**

The original Worn Out Wander was a leisurely tour organised by Sue and Graeme Cramp in the early 2000's. Sue was club president of CRCG for a couple of years before she and Graeme moved to the coast. Typically, the tour was for Classic bikes on club plates and was usually over 3 - 5 days in the first week or weekend in December. Originally it started with 6 or so riders, no bookings were made, there was no backup car or trailer and we just meandered around the countryside, stopping when we felt like it or if someone broke down and all the experts came out to help. It was the wrap up of rides for the year before the Christmas holidays started.

In the following years it got bigger, and more organised with accommodation pre-booked in hotels, motels or cabins in caravan parks as well as a trusty backup vehicle and trailer. For a while it had waned, so around 2021 I thought it would be nice to resurrect it once we were free of the covid curfews, hence the ride in December 2022 and also last year in 2024.

- The 4 nights and 5 days away will be over a weekend, not too far from home, members may just come for a few days if they wish.
- No limit on age or size of bike, however older and/or classic bikes are encouraged.
- Average daily distance will be 300 - 400km per day with plenty of stops.
- Accommodation is currently being pre-booked for Hotels or Motels. The aim is to book a mix of doubles and twin rooms up to 10 rooms.
- Interested parties if traveling singly may share if they wish to cut costs.
- Julie will provide back-up vehicle, bike trailer and 1st Aid. There will be space in the car for one carry on bag each.
- An esky with refreshments will also be available for our frequent stops.

The routes will be flexible and dependent on accommodation availability.

DAY 1 - (Friday) - Goulburn to Nowra

Goulburn, Bungonia, Tallong, Bundanoon, Robertson, Macquarie Pass and lunch stop at Albion Park and a tour of the HARS Aviation museum. Then Albion Park, Jamberoo, Saddleback mountain, Jamberoo pass, Wilde's Meadow, Kangaroo Valley to Berry, Seven mile Beach, Shoalhaven Heads and Nowra. **(270km)**

DAY 2 - (Saturday) - Nowra to Bega

Nowra, Braidwood Rd, Nerriga, Braidwood, Clyde Mountain, Nelligen, Batemans Bay, Moruya, Narooma, Old highway to Central Tilba, coast to Wallaga Lakes, Bermagui, Tathra and Bega. **(350km)**

DAY 3 - (Sunday) - Bega to Omeo

Bega, Kameruka, Candelo, Wyndham, Mt Darragh, Bombala, Delegate, Bonang Road, Orbost, Bruthen, Omeo. **(420km)**

DAY 4 - (Monday) - Omeo to Batlow

Omeo, Mitta Mitta, Tallangatta, Granya Road, Murray River Road, Jingellic, Mannus, Tumbarumba, Batlow **(335km)**

DAY 5 - (Tuesday) Batlow to Goulburn

Batlow, Adelong, Tumblong, Eurongilly, Illabo, Cootamundra, Harden, Boorowa, Rugby, Crookwell, Goulburn, **(350km)**

A total of about 1725km of winding roads, mountain scenery, and amazing ocean views

Numbers will be required by December meeting, further information will then be provided as to accommodation, bookings, and places of interest we may visit.

CONTACT: Julie on email: jkneebone50@gmail.com or Phone: 0412 684 548

Incoming - Tiddler Tour 2026

Yes, here it is, our 2nd annual Goulburn Classic Riders Tiddler Tour to be held over 21-24 September 2026.

We'll be limiting the tour to 12 riders, club riders first but if by chance there are left over spaces for 2026 we can invite riders from other clubs or our friends. Due to the current interest we advise you need to get in early as it looks like there are currently just **3 places** left.

You don't need a highly strung 250, even a mild 125 or 250 can be perfect, or why not wheel out that 125 Postie or even a road tyre converted chook chaser. For 26 we are even opening the ride to vintage sub 500 cc machines, Variety is the spice of life on tiddler rides.

You won't be carrying any gear, that's what support vehicles are for, in fact the support vehicle will even be loaded with cool drinks and snacks for everyone so we can stop at roadside rest spots, smell the gum trees and tell lies about our bikes incredible performance.

We'll be riding along quite country roads for the majority with a few busier transit sections thrown in and some short sections of good dirt to test your skills.

The emphasis is on fun, more fun and then even more fun! The daily ride length is approximately 250km and the speed limit is set to 80kph so you can expect to be in or on the saddle for around 3-3.5 hrs, but of course there'll be plenty of stops along the way to rest your bones, wrists and machines and grab some snacks.

Accommodation is in Motels and you are encouraged to bring your partners along in their own vehicle, cause two up tiddling is not really a fun option.

We'll be doing a town ride at each of our overnight stops to get a feel for the location and see the sights, and along the way there'll be lookouts etc to visit.

Day 1 Goulburn to Oberon, via Crookwell, Gunning and Wombeyan Caves

Day 2. Oberon to Mudgee

Day 3. Mudgee to Orange

Day 4. Orange to Goulburn

How Much?

Accommodation is to be paid for on booking in, at this point it will be around \$120-\$140.00 per night, so allow for around \$350-\$400.00.

Fuel? Considering the speeds and engine capacities will be in the range of \$60.00

Morning Tea /Lunch Levy \$80.00 per rider to be paid up front

Fuel levy for Tiddlers who run dry. \$5.00 per rider

Food, well up to you but allow \$80.00 for breakfasts and \$140.00 for evening meals

Incoming - Christmas Ride and BBQ

Come Celebrate

The Classic Riders Club of Goulburn 2025 Christmas Ride and BBQ is almost upon us and we want you there.

Let's celebrate a busy year and spread Christmas cheer, the club is providing the food, alcohol is BYO. Please let Brad know if you will be attending by **Sat 6th December** so we can plan for catering.

The meal will be a BBQ with salads and desert and will be funded by the club. You can drop your drinks off off at Brad's place before the ride and it will be kept cool in the fridge.

If you can only come for the ride that's fine, just turn up on the morning.

The route is attached it is 80kph limited and is suitable for any motorcycle, this is your opportunity to ride you smaller capacity or vintage machine and give the ride a different Character.

When: Sun 14th December

Where: 17A Mary Martin Drive, Goulburn.

Time: Ride starts at 10.30

BBQ is from 12.30 to 3.30

Other: The party will follow a local loop Christmas Ride,

Book with Brad

041 969 2451



Incoming - CRCG Swap Meet 2026

It's time to start organising the 2026 Annual Swap Meet and to bring readers up to date on where we are currently.

Swap Meet 2025 was a great success for the club but like all events there are ways of making it even better for the future. The Swap Meet Committee had a post Swap Meet meeting earlier this year and discussed how we could refine processes and in particular make the event better for both exhibitors and lookers.

The main take-aways were that the toilet facilities needed to be greater and there needed to be a more diverse offering of refreshments and food on both the Saturday evening and the Sunday. The committee also felt following discussions with exhibitors that we could look at some refinements on site layouts and size options. We also see a need to add extra attractions at the event and are considering an integrated "Show and Shine".

The final details will be released following our AGM in August, once the new committee have had time to work through the options, but importantly we are looking at a bigger and better event for 2026.

Committee reps have already met with management at the Recreation Area and booked the site for **21 and 22 March 2026** and discussed our needs and options for the weekend. Keen observers will note this date is around a month later than the 2025 Swap Meet. Again the date was an issue that came up from our investigations, fundamentally early February to late February is the hottest time in Goulburn and the weather can be quite unstable, on the other hand late March is about as perfect as weather gets in Goulburn with very comfortable temps, low humidity and stable weather patterns. Exhibitors in the sheds will find it much more tolerable and external exhibitors should benefit as well.

We will also be refining the entrance gate arrangements for the Sunday morning and have again discussed this with Recreation Centre Management.

We will be following up with exhibitors after August to inform them of the improvements and changes and look forward to another successful event in 2026.



The 2025 Swap Meet team taking a break after the event.

Club Website:

<https://www.classicridersclubgoulburn.com.au/wp-content/uploads/2022/11/2022-02-28-Summer-Issue.pdf>

Facebook

Classic Riders Club of Goulburn

Instagram

Classic ridersgoulburn

Email

secretary@classicridersclubgoulburn.com.au

Club Phone Number

044 838 6362

Club Meetings

The Classic Riders Club of Goulburn meets on the second Tuesday evening of every month at the Goulburn Workers Club at 7.30 PM. We have post meeting drinks in the front bar of the club.

2026 AGM

11 August 2025, 7.30, Goulburn Workers Club

Join Our Club

Classic Riders Club of Goulburn was formed to cater for restorers and riders of old and classic motorcycles. Initial members driving the formation were Neil McDonald and Richard Corbet, with the club officially launched on August 13 1991.

Since launch the club has grown from 23 members to almost 150 today with around 130 motorcycles currently on club plates.

The club offers a wide array of expertise to assist with restorations, great organized rides, annual ride and display events and much more. You don't need a vintage machine to join the fun, riders of all types and ages of road machines are welcome, many riders have several machines ranging from veteran through to modern bikes.

GP Memorial Working Bee

CRCG conducted the annual working bee on the memorial site on Sunday 7th December. It was fabulous to have so many hands on deck (14) and it made the process quick and easy for everyone.

Importantly our Vice President Colin brought his Bobcat along which meant we were able to move mulch and pick up plant loppings with ease, no doubt it would have taken at least 50% longer without the heavy machinery.

So what did we do? Trees were trimmed of dead branches, shrubs were pruned, weeds removed, leaf litter raked, mulch installed and the fences repainted, so quite a lot was achieved.

The group started at 8.00am to beat the heat and everything was wrapped up by 10.00am, brilliant!

Next time we will likely have to replace some plants that are coming to the end of their life, trim the bottoms of the trees that line the rear of the site and replace the signage with new panels, most likely we will do this around June/July 26. In the interim the site looks spic and span for the coming Memorial Ride Event in February.

A big thanks to all those members who came to lend a hand, bring along trailer, chainsaws, ladders and all the other items needed to get the job done efficiently,.

The group regathered at the Tatts at 11.00 for Brunch and a drink or two.



Meet a Member...Ross Luff



When and why did you join CRCG?

I joined in 2001, I'd just discharged from the RAAF and wanted to get into biking more consistently, at the time I was looking for another project and came into contact with Wayne Adams, who actively promoted the club to me.

What did you do beforehand?

I joined the RAAF from 17yrs old, but I was then posted OS to Butterworth Asia, so up until my leaving the RAAF I'd basically spent my entire working life with the organization and filled many roles as I progressed up the ladder. I was avionics technician, and later technical instructor, prior to becoming a Warrant Officer Engineer. The later was a terrific job, I basically got to run the maintenance hanger with 18 Hornets.

Did You Continue Motorcycling whilst in the RAAF

Well before leaving Australia I had a 1982 Honda 250 XL-R, which I bought new, but I had to sell it cheap before departing our shores, which was a little sad because it was a good fun bike. Whilst in Asia I found 2 BSA B 40s in the jungle, I suspect they were civilian models that had been brought into the country by the British Army. I paid just 25 Ringgit for the bikes, which is basically \$10.00 AU! I brought one of the bikes back to Australia with me.

Tell us about your first bike.

I had a 1978 Yamaha SR500 which I restored in the living room while my wife was away for a month, it needed freshening up, some seals, painting etc but basically an easy restoration, I sold it in 2000. I also had the BSA B40 at the same time which I kept. Moving around in RAAF meant I was always limited for space although at the time I had a garage there was no space to work in it. I was always interested in what made things work, something I feel I inherited from my parents and this curiosity led me into vintage bikes, in addition I was always fascinated by the "olden days" as told by my parents and wanted to explore the earlier technology.

What bike or bikes do you currently own?

Currently I own some new Imperials, Ariels, Nortons, and a Lilac, obviously I now have the shed space. The New Imperial would be the rarest and were only made in small numbers, the New Imperial B9 was one of only 30 made in the year, which is why I chose to properly restore it to original spec, this took about 2 2/2 yrs.

My current focus is on the Lilac, it had been in the shed for 10-15 yrs and I had done some chrome etc. The impetus to finish it was the Tiddler Tour. I have recently built the front and rear wheels and joined the Murusho Lilac Facebook page to get more information and subsequently discovered a wealth of knowledge and spares for the bike, it seems everything is available. It is a Model LS18-2 and came from Malaysia, I felt it looked unusual which got me interested, this model is improved over the original and Murusho made about 8000, it was never imported to Australia. Initially I thought it was ugly, but not now, sometimes bikes are a step ahead of public opinion and this I feel is a great example of that.

What is your most memorable motorcycling event?

The first Classic Riders Club , Worn Out Wander which took us through snowy mountain and down to Echuca for 2 days, we also went through Albury and several other Victorian towns, I took Tracy on the back, of my Norton ES2 500 single. Roughly 10 folk, attended and we covered well over 1000 kilometres.

What would be your dream bike and why?

In the past I would have said a Brough Superior, but my feelings have now changed about bikes and motorcycling in general. These days I don't have a preference, I've come to the conclusion the camaraderie is so much more important than the machine between your legs. Now it's just the desire to ride with friends and revel in the enjoyment, of the journey. I love the restoration challenges and the process of getting it done.

There are many bikes I'd like to ride just once, but nothing I really crave after. I love my Red Norton and the ES2, which I enjoy for the nostalgic feel and unique riding characteristics. Frankly I'm happy to be fixing and fettling on the side of the road, it's all just part of the fun and adds to the journey.

What do you feel is the best motorcycling road in Australia and why?

Snowy mountains in general, but I think the roads around Mudgee, Hill End would be wonderful. Closer to home I have always enjoyed the road to Tuena and a past ride with our club founder Richard Corbett out around Milthorpe was particularly enjoyable, I think the fact I was riding my 68 Mercury, also greatly added to the experience and my current preferences.

What is your favorite local ride?

Taralga Rd, going to Taralga and Back, like the Hills and Bendy bits.

Any Messages for the Club

I was club secretary for a few years and Rally Director and vice president for a year, the secretary was full on and at the time I was very busy working. I think the overall message is to be involved, take an active role.



Ross Luff - Extra

I'd like to take the opportunity to add to Ross's story.

Back on the 9th September meeting Ross gave a presentation to the club on his restoration of the 1926 New Imperial 250, which is a very rare machine and one of only a handful of the model still in existence. Ross had decided that due to the machines rarity and place within motorcycle history he needed to undertake a full restoration to return the machine to its original condition. This took around two years because there was the need for considerable research to be able to create the missing components, which included the forks and portions of the frame and various other parts.

Ross explained that he sought to keep the bike true to the finishes originally applied to the machine, for example the original paint was not super glossy, the plating is not the same as modern machines etc.

Ross showed the members several patterns that he created for the frame lugs, and forks along with other parts, these patterns were made using MDF, which was used to create moulds that were ultimately used for casting of the final bits. A particular challenge was working out the dimensions on the patterns, which had to be largely done from photographs as no blueprints were available.

At the time Ross felt he still had a little more mechanical fettling to do to have the machine performing at his best, but knowing Ross that will soon be finalized.

The club greatly enjoyed the presentation and we thank Ross for the effort he put into the preparation and getting the bike into the meeting location.



Rides and Events Calendar 2026

Club Captain:

Peter Grady. 0422 292 406

Club Address: PO Box 415, Goulburn 2580

Club Meetings: Second Tuesday of each month

All rides meet at Belmore park opposite the Courthouse, 9.30 for departure at 10.00 am all year round.



Sunday Rides

January	11th Collector	25th Laggan Pub
February.	8th Memorial Ride.	22nd Bungendore
March	8th Crookwell to Gunning	22nd Sutton Pie Shop
April.	5th Berrima	19th Robertson
May	3rd Boorawa	17th Gentleman's Ride
June.	14th Bungendore	31st Decide on Day
July	12th Crookwell	28th Bundanoon
August.	9th Sutton	26th. Grabby Pub
September	6th Oberon	23th Decide on the Day
October	4th Highlands Way-Albion Park	20th Majors Creek
November	1st Murrumbateman	18th Crookwell/Taralga
December	13th Christmas Ride and Party	15th Gunning

Tuesday Rides

January	6th Crookwell- Gunning	20th Kangaroo Valley/Nowra
February	3rd Bungendore	17th Robertson
March	3rd Bungonia/Windellama/Loaded Dog	17th Taralaga to Crookwell
April	14th Tuena.	28th Highlands Way to Exeter
May	12th Jamberoo Pub	26th Komungla to Bungendore
June	9th Gurrundah to Crookwell	23rd Decide on Day
July	7th Grabben Gullen/Crookwell	21st Crookwell to Taralga
August	4th Sutton Pie Shop	18th Tuena
September	1st Yass 15th Batemans Bay	29th Boorawa
October	13th Bathurst	27th Robertson
November	10th Gunning - Murrumbateman	24th Highlands Way Berrima
December	8th Bungonia via Windellama	22nd Decide on the Day

Christmas In July Ride and Lunch 26 July 2026

Annual Memorial Ride 8 February

Annual Swap Meet 21-22 March 2026

Worn Out Wander. 27 March -31 March 2026

Distinguished Gentleman Ride 17th May

CRCG Tiddler Tour 21- 24 Sept 2026

Classic Riders of Goulburn Annual Rally. 23/24/25 October 2026

CRCG Tiddler Rally. 2026 TBA

Current Life Members

**Richard Corbet, Ross Gilchrist, Howard Kneebone, Michelle Lees,
Dale Towell, Charles Hillier (2025)**



One day we'll ride your Goldwing Poppa

For Sale

Suzuki Boulevard C50 Cruiser - FOR SALE -



2017 VL800 Cruiser with under 15K on the clock
Crash bars, Cruise, Driving lights & Phone charger fitted

Serviced (plugs, air filter, oil filter, etc)
New rear tyre
Registered till MARCH 2026

Harry Lok - 0438664166 or iharrylok@gmail.com
\$8,200 or best offer

Youtube Videos on the C50

<https://www.youtube.com/watch?v=dAXih-VI1Pg>

<https://www.youtube.com/watch?v=FrBrJbAF4g0>

<https://www.youtube.com/watch?v=d9lvGOCVb-4>

<https://www.youtube.com/watch?v=xG3MuQFwpHg>



Racing Lines

Broadford Victoria, Historic Racing Titles Nov 13-16 2026

On the November 13-16 my father Chris, uncle Steve and I went to Broadford, Victoria for the Australian Historic Titles.

The Thursday was open practice to test our bikes and give them a good shakedown before the Friday qualifying. Both the bikes ran great and I was lapping the same times as I was doing earlier in the year at the state titles.

The Yamaha TZ350 was doing everything right and handling way better after having Christian Rossi rebuild the forks and shock and lifting the rear of the bike. The Harris XR69 was also handling great with its new suspension.

Friday was qualifying and round 1. On the TZ350 we only had 3 laps and the session was stopped due to another rider falling off, as I was on my way back to the pit area the engine stopped, after dad and uncle Steve looked at it, they discovered that I had blown the engine up and caused a lot of top end damage. They both worked efficiently and had it rebuilt before the first race.

I qualified 6th on the grid from the 3 laps I completed.

The bike ran faultless for the remainder of the weekend and the only time we worked on it was to put new tyres on for race

3. I was lucky enough to place 3rd in the title, which is my best result to date.

The Harris XR69 ran great all weekend and I finished 5th in the Period 5 unlimited class, this class was a full grid of the fastest bikes and riders in the country.

On both bikes I lapped the best times I have done at the Broadford track, which was good to see some improvement.

My next race is at Sydney Motor Sport Park on the Harris XR69 at the Summer Night Series hosted by the St George Motorcycle Club, which I will be racing in the Retro Superbike class.

This will be some good track time before the Festival of Speed which is in February next year, which I will be racing 3 bikes at, the Harris XR69 in the Period 5 unlimited class, the TZ350 in the Period 5 350 class, and our newest purchase which is a Rex Wofenden T-Rex CB750 period 4 superbike which I will be racing in the Presidents Cup.

Regards
Paul Parlett



Above: Paul Parlett knee down at Bradford on the nightly Yamaha TZ350.

Right: Chris and Steve Parlett sorting out the blown engine on the TZ post qualifying, everything was beck together and running in time for the main event.



Mystery Machine?



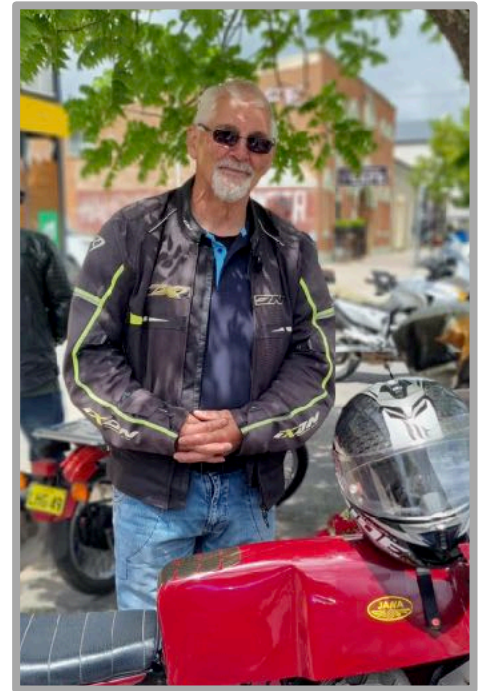
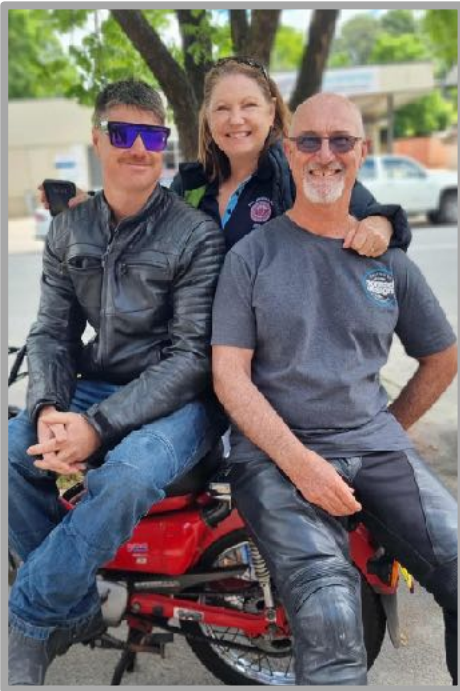
Factory Special? Home Made? Production Model?

I have no idea about the origin of this machine, what I can say is that it was located in the back of a nostalgic goods store in Omaru NZ a couple of years ago. The license plate seems to indicate it was once registered and the fuel tank looks factory. The one oddity, well there were more than a few, but the owner had grafted a modern Shimano generator/drum brake hub into the front wheel. Regardless it looks like a fun machine

Photo Gallery

A selection of bikes and riders for 2025 CRCG Events





Merry Christmas have a fabulous New Year and may 2026 bring many great journeys.