

# ANNUAL RIDE SPECIAL EDITION MAGAZINE



CLASSIC RIDERS  
CLUB OF  
GOULBURN INC.

21, 22 & 23  
October 2022

## *In this issue*

Director's Message

This Year's Theme  
*Moto Guzzi - 100<sup>th</sup> Anniversary*

Meet and Greet  
*Friday 22 October*

Saturday Ride  
*Breakfast & Briefing  
Bungendore Pre-School  
Lunch & Judging*

Presentation Dinner  
*Goulburn Workers' Club Auditorium*

Sunday Ride  
*Breakfast  
Taralga Public School  
Taralga Historical Museum*

Photographs

Motorcycle Story - Rod Bowen

Acknowledgements



## DIRECTOR'S MESSAGE

My first year of working on the Annual Ride was in 2016 for our 25<sup>th</sup> Anniversary. It seemed to make sense, that in each year which followed, I would take advantage of the paperwork I had set in place, and keep going from there. A bit like an ever evolving and progressively refined recipe. I had thought, though, that at the time I had organised the 30<sup>th</sup> anniversary ride, it might be a good time to call quits. But the fact that I've just tidied up my papers after our 31<sup>st</sup> annual ride, is a fair indication that the 30<sup>th</sup> wasn't my last.

Those attending this year would have noticed a few changes – some because we expected rain, some because the roads were for the majority in an appalling state, and some because it had not been since 2019 that we were able to hold our event in full. Sadly, our 2020 event was cancelled – Mr Covid said '*no can do*', and our 2021 event was limited to members only, and moved to December, combining with our Christmas lunch - because Mr Covid said '*don't push your luck*'.

I guess it's a little bit of madness that pushes those amongst us to consider riding a motorcycle when the forecast for rain is 80% - 100%.

In my whole life, I've never seen a human being drop so much water, as the riders on Saturday did, when they moved from sitting on their bikes to standing beside them. They were 'fountains' and like a shower, the water kept coming. One said – I've been wondering if my wet weather gear was working, and now I know – there's a hole in my jacket.

... I'd rather think of it as bravery though, as record rainfall threatened to force another cancellation, but we soldiered on to a successful 31<sup>st</sup> Annual Ride. Captured here are the events of the weekend. For those in attendance to trip down memory lane – in the dry - and for those who weren't able to join us, to see what happened.

Your ride director – *Dale*

## THIS YEAR'S THEME

### MOTO GUZZI - 100<sup>TH</sup> ANNIVERSARY

Moto Guzzi celebrated it's 100 years of production last year, but they were unable to hold their official celebrations thanks to the restrictions imposed by Covid. To help out this year, we made their story our theme for the ride.

Moto Guzzi was conceived by two aircraft pilots and their mechanic, serving in the Corpo Aeronautico Militare (the Italian Air Corp, *CAM*) during World War I.

**Established in 1921** in Mandello del Lario, Italy, the company is noted for its historic role in Italy's motorcycling manufacture, its prominence worldwide in motorcycle racing, and industry innovations—including the first motorcycle centre stand, wind tunnel and eight-cylinder engine.

**Founder:** Carlo Guzzi; Giorgio Parodi; Angelo Parodi

**Founded:** 15 March 1921

**Headquarters:** Via Parodi 57, Mandello del Lario, Italy

**Industry:** Motorcycle manufacturing; Motorcycle distribution; Engine manufacturing.

### 1920 - 1940

On 15 March 1921, the company Societa Anonima Moto Guzzi, was constituted in the offices of the notary Paolo Cassanello in Coso Aurelio Saffi, Genoa, for 'the fabrication and sale of motorcycles, and all other activities pertinent or correlated to the metalworking and mechanical engineering industries. The partners in the company were Genoese ship owner Emanuele Vittorio Parodi, his son Giorgio and his friend Carlo Guzzi. Guzzi was a former comrade of Parodi's in the Italia Air Corps, as was another friend Giovanni Ravelli, an aviator – like Parodi – who died on 11 August 1919 during a test flight. It was in memory of this friend that the spread-winged eagle motif in the Moto Guzzi badge was chosen.

First motorcycle produced was the 8HP Normale. This was followed by the 1928 Guzzi GT (Norge) to commemorate the expedition to the Polar Arctic Circle and the Airone 250 in 1939, which remained Italy's best selling medium capacity motorcycle for over 15 years.

Racing successes came in the Targa Florio in 1921, which marked the beginning of an impressive succession of victories. Up until its withdrawal from motorsports in 1957, Moto Guzzi accumulated a collection of titles, 14 GP championships and 11 Tourist Trophies.



100 years of Moto Guzzi  
15 March 1921 – 15 March 2021

*Above* - 8HP Normale – 1921 – first to be produced

## 1950 - 1960

The Guzzino 65 (Cardellino) followed WWII. This was Europe's best selling motorcycle for over a decade. The Galletto followed in 1950 and the Lodola 175 in 1956.

Moto Guzzi installed a state-of-the-art wind tunnel at Mandello del Lario, making it the first constructor worldwide to do so. The company's racing division was a team of brilliant minds, with engineers such as Umberto Todero, Enrico Cantoni and the Milanese Giulio Cesare Carcano, who would soon achieve legendary status for creating the 285 km/h Guzzi Otto Cilindri.

At the end of the 1960s, Moto Guzzi presented the 90 degree V-twin engine that was to become the very symbol of Moto Guzzi itself. This powerplant was used as the basis for models such as the Guzzi V7, the V7 Special and yet another icon, the Guzzi V7 Sport. It was also produced as smaller capacity V35 and V50 variants. The largest – the Moto Guzzi California, evolved to include electronic injection and a triple-disc brake system.

Models like the Le Mans, Daytona, Centauro and Sport 1100 kept the sports heritage of the marque alive. The unmistakable style and character of these bikes were brought right up to date in the 1990s with the new California, Nevada and V11 Sport series.

## 2000 – 2009

On 30 December 2004, Moto Guzzi became part of the Piaggio Group, the European leader in the two-wheeler market and one of the world's major constructors in the sector. Expressing the spirit of this renaissance was the Brevia 1100, presented in March 2005.

In September 2005, the Griso 1100, a bike boasting original engineering solutions and unique styling was launched.

In May 2006, the Norge 1200 marked Guzzi's return to the Gran Turismo genre: a bike offering total protection from the elements, the new 1200cc V-

twin and uncompromisingly generous standard equipment for devouring miles in complete comfort.

In March 2006 at the Daytona circuit, Gianfranco Guareschi scored a historic double victory by winning both heats of the Battle of Twins. On 6 March 2007, Guareschi repeated the performance and won the following year's edition with his Moto Guzzi. A new model was created in October 2006, to embody the sporting spirit of Moto Guzzi – the 1200 Sport.

The Griso 8V came at the end of 2006 – powered by a new 4-valve engine producing over 110 hp – and the Bellagio, a custom powered by an oversquare 940 cc engine.

In February 2007, a new Moto Guzzi was unveiled – a large street enduro named Stelvio.

On 26 March 2007, Moto Guzzi presented the definitive version of the Bellagio, while in the following September it unveiled the powerful Griso 1200 8V.

The Stelvio 1200 was presented in March 2008 and its abilities were tested on the streets of Milan in the following May.

Guzzi won the contract to supply 35 Moto Guzzi Norge GTs to the Berlin police, while 20 Moto Guzzi California Vintage bikes were delivered to the Corazzieri Italian Presidential guard corps the same year.

2009 saw the introduction of the V7 Café, a sports variant of the V7 to join the existing Classic, presented in Rome together with the Griso SE in March, and of the Stelvio NTX, which marked the introduction of ABS on the Guzzi's maxi enduro. This bike is powered by the first upgrade of the Quattrovalvole engine, with new camshafts.

At the end of 2009, during the 67<sup>th</sup> International Motorcycle Show in Milan, Moto Guzzi captured the world's attention with three futuristic prototypes designed by Miguel Galluzzi and Pierre Terblanch:

.... V12LM, V12 Strada and V12X, which received the Motorcycle Design Association Award for the best motorcycle design.

New Moto Guzzi models were also unveiled at the 2010 edition of EICMA Milan. The all-new family of large 1200 8V bikes with four valves per cylinder – namely the Stelvio 1200 8V, the Stelvio 1200 NTX and the Norge GT 8V – was presented at the show, while the press launch for the bikes was held on the roads of Tuscany in Spring 2011.

This year also saw the launch of the V7 Racer, a genuine production special with a 750cc engine inspired by the tuned specials of the 1970s, based on the V7 Sport.

The V7 Racer celebrates Moto Guzzi's traditional styling cues in a savvy mix of technology and exquisite craftsmanship. Details such as the chromed tank embellished with an elegant leather strap, and metal accents in the Moto Guzzi badge colour-matched with the red frame capture the attention at first glance.

Boasting a small block engine of the same capacity is the Nevada Anniversario, which celebrates twenty years of the 'baby' Guzzi with a new sports custom to join the ever popular Classic.

## 2010 – 2017

2011 – 90<sup>th</sup> anniversary of Moto Guzzi – prototype for the new California, powered by an all new 1400 cc transverse 90 degree V-twin, saddle and tank sculpted around the cylinders.

2012 – the new V7 range, new engine, revamped design, new equipment – V7 reaches its highest expression yet. More powerful, faster.

The new California 1400 is a bike of firsts, from the 1400 engine, a record engine size for a V-twin motorcycle engine in Europe. The best of modern, cutting-edge technology with the classic style and elegance of the Moto Guzzi brand : multimap ride by wire accelerator, cruise control, MGCT traction control system and two-channel ABS. Hand built in the Mandello del Lario plant, where Moto Guzzi bikes have been turned out without interruption since 1921, the California 1400 models stand out for the attention to craftsmanship with

which each single component is assembled.

A level of care that makes every Moto Guzzi California a unique piece with the power to match and accentuate the strong personality of a passionate and exclusive clientele.

Thank you to all of the Moto Guzzi owners who joined in the spirit of this year's theme and congratulations to Ross Gilchrist who won best theme bike award for his 1971 Guzzi – which he has owned since new – a great way to recognise the anniversary of this motorcycle marque.



1928 Norge – driven 6,400 kms to Arctic circle in 1928



Guzzi Otto Cilindri 500cc V8 Racer



Airone 250



Guzzino 65



Guzzi 1973 V7 Sport

Moto Guzzi  
Daytona Centaura



California  
1400 Custom  
2012-2013



# MEET AND GREET

FRIDAY 21 OCTOBER

Once, there were three bikers who went out to buy supplies for their motorcycle club's annual ride meet and greet.

Geoff, Charlie and Bruce.

Geoff drove the car and the shopping trolley. In the quest to find a carpark, Geoff added generously to the government's fuel tax by circling around many times, vying for a carpark right outside the front door of the markets. In the supermarket, Charlie and Bruce were confounded many times at having lost sight of Geoff and his trolley.

Geoff continued regardless, talking to himself, busily referring to his list and changing direction without notice or indication.

... when they were done ticking off items on their list, the battle for the quickest checkout operator began. They went to one and then another, eventually choosing one. This one, turning out to be operated by a newbie on 'L' plates.

They were the last ones to leave.

Outside, and on their return home, apparently, their conversation was so enthusiastic, that Geoff looked like he might miss the turn into our ride headquarters. He was in the wrong lane along the road. On the command that he should be turning, he swung across two lanes of traffic and rocketed into the gateway.

Curiously, there was no conundrum at the liquor store – from where they all exited unharmed, in good spirits ('yes') and with more beer than the list had indicated as required.

Those waiting for the food to arrive were consoled with the fact that they returned at all.

And so began the preparations for our Friday evening meet and greet.

Pictured here, are Bruce and Charlie – Geoff was far too busy to have his photograph taken.



... and below, Bruce having lost his onions.



That dustpan is the craziest invention I've seen, and please, for all those who joined us for the meet and greet, rest assured these onions were not recycled for the evening sizzle.

Very nice apron Bruce.

Huge thanks to these club members - for setting up, shopping, bar tending and BBQing.

Geoff Bland  
Bruce Tinsley  
Charles Hillier  
Barry Walding  
Allan Lees  
Mischelle Lees  
Romona Price  
Paul Fitzgibbon  
John Towell  
... and visiting from Moss Vale,  
Graeme Bruce.

But the accolades for all things to do with fashion, go to Shell, not just for her style, but for her smile.

Self-titled keeper of the bar, equal to Colonel Sanders being placed in charge of the chickens.



With the noted addition of coleslaw to the menu, this team was brilliant.

I registered more entries during the Friday evening than ever before, which indicates the growing popularity for our meet and greet.

Special mention to Mick Battiste at Woolaringa Meats Goulburn – suppliers of our steaks and sausages enjoyed at the BBQ.

Graeme Bruce and Paul Fitzgibbon below ↓



Thank you to absolutely everyone who joined us for the evening.



Clockwise from top left – John helping Bruce; John & Charles helping Bruce; John & Bruce; Graeme from Moss Vale arrives.

# SATURDAY RIDE

## BREAKFAST & BRIEFING

Breakfast was a feast thanks to Goulburn CanAssist – egg and bacon rolls, a selection of cakes, slices and scones served with jam and cream. It was a perfect start to the day.

The Workers Arena was a buzz as everyone arrived to enjoy the conversation and the fact that, after last meeting up for this event in 2019, we were finally able to be together.

At 9.30am riders set off for their ride to Bungendore Pre-School.

The route taking in part of the Federal Highway was necessary because all other roads leading to Bungendore were strewn with potholes, broken surface and in places, no surface at all. The only way to keep men and machines as safe as possible, was to direct them along the highway. ... and with all the rain, Lake George was a picture worth seeing.

But in the time it took to reach Bungendore, the rain fell. Lead rider Colin Jewell rested everyone for a re-group at the Lake George lookout where the intention was to take a group photo. With the rain came mist and restricted visibility, so after just a few photos and a very quick stretch of the legs, riders got back on their bikes and continued in the rain to Bungendore.

What was waiting for them there, was another feast. Starting with morning tea offerings of cheese platters, biscuits and sweet home made baking, followed by the most amazing lunch – selections of sandwiches, party pies, sausage rolls, sushi, dips, savories – with slow cooked brisket, bread rolls and gravy. Topped off with a celebratory birthday cake to mark the 40<sup>th</sup> birthday of Bungendore Pre-School – post their birthday year because due to restrictions at the time, imposed on them over the covid period.

Voting took place at the pre-school. An interesting juggle of water logged voting slips and wet lead pencils. It was a day to remember.













Photographs at the Workers Arena and leaving for Bungendore.







Photographs (this page) at Lake  
George Lookout for re-group

Compliments of Garth Poppo - President of the  
Indian Harley Vintage Club.





Bungendore Pre-School









L-R - Garth Popple, Mick Bostock, Richard Czereba, and his son Matt Czereba, and Raymond Day - photos this page compliments of Garth Popple



# PRESENTATION DINNER

## GOULBURN WORKERS' CLUB AUDITORIUM

With the weather a concern this year, and the condition of the roads, there was the promise of one reassuring factor - that we would be having a party on Saturday evening. .... under shelter and with minimal potholes to negotiate on the way to the venue.

That promise was honoured in full – great food and fabulous company. Plus, the chance to share results of voting for each motorcycle category offered this year.

Rally Director Dale, got it all started with –

*Hello everyone and welcome to the 31<sup>st</sup> Classic Riders Club Annual Ride. To our ‘after covid party’ which seems to have taken a very long time to get here.*

*For all those interested, I do have a shed story. One which came about after my husband John and I attended the 2021 swap meet. I knew he was looking for a few motorcycle parts – as you all know, you can never have enough tools, or spare parts.*

*Anyway, it was a given that we would be buying something and I just presumed whatever it was, would fit on the back floor of our car.*

*But, sometime during the morning, I was hovering in the café at Wakefield Park and I looked towards the door. There he was – husband – with his hands cupped in prayer and it wasn't difficult to read his lips as he said ‘please, please please!’*

*At the end of that weekend, there was another motorcycle parked in the shed.*

*I'm sure you all have a shed story to share, and that's one of the reasons we are all here – to talk about motorbikes, or where you have been on a motorbike, or where you would like to go. ... and to catch up on all the news that has been on hold during what has been unusual times.*

*It's really good to see you all here, I hope the weather today wasn't too uncomfortable (well, yes, I know it was) in which case this evening is even more welcome because of the roof over our heads and the promise of food.*

*This annual ride is a little step back from our usual, you will have noticed some changes, it's been a more simple event with reference to the amount of paper flying around my office.*

*But, we are here, and to start things off, we are drawing the lucky door prizes - containing samples of local produce and Goulburn related things – like sheep. Not actual sheep, but things made from wool.*

The lucky door prizes this year were a collection of purchases made at the Goulburn Tourist Information Centre, chocolates donated by Shell Lees and wine from our 30<sup>th</sup> Anniversary celebrations.

A new trophy was presented for this year – summarized by our director –

*Since we last gathered for our annual ride, our club has farewelled with much sadness, many members.*

*Tonight, mention of one in particular is promoted by the inaugural presentation of our next trophy. Donated by Robbie Wallace of Goulburn Engineering, this trophy is in honour of Wayne Adams, the lovely man we knew as our treasured friend. His enormous contribution to classic riders is second to none, and as we learned, his contribution to life was extraordinary.*

*This award was created, not for best, fastest, or any category which might distinguish one motorcycle from another for any reason, but for a noteworthy incident over the course of our annual ride. An incident which might draw a smile. Something Wayne so often managed to do.*

*For instance, the times he forgot something, or when things fell off his bike – like the horn, bits and bolts. Forgetting to put his car in park and having it go on ahead without him.*

*So, although our hearts are heavy, and we are missing him badly, it's not*

*difficult to recall his happy face and to hear him say ‘isn't this great?!’*

*Now, with much gratitude to Robbie for this trophy, and enduring gratitude to Wayne for absolutely everything – everything he gave to our club, the hand he extended to fellow members, his careful gathering and embrace of us all along the way - it's time to announce the first recipient of the Wayne's World Memorial Trophy. Titled as such, because, in the world of Wayne, things didn't always go as planned.*

*For instance, it was my plan to ask Wayne's very good friend Geoff Bland to present this award. But that in itself turns out to be a plan which needs to change.*

*The reason for this, I will let our President Bruce explain.*

... and the evening continued with Bruce presenting the inaugural trophy of the Wayne's World Memorial Award to Geoff Bland.

To follow, the Club Service Award ....

*Over the years since our club began, there have been countless members who have undertaken huge amounts of work. We began recognizing these members at our 25<sup>th</sup> annual ride in 2016. Slowly but surely, we are working our way through our list .... And it's not an easy task, because the hardest workers, by choice, lie lowest and tuck very cleverly under the radar.*

*For this year, I'm pretty sure our nominated recipient will start tonight's conversation with ‘no’ and maybe some other words I can't repeat – but, I'm going to chug along regardless.*

*This gentleman very simply, always shows up when there is work to be done. Weekend wanders, day rides for his area, advice on what best to do, an open and honest response when no one else is necessarily brave enough to offer the cold hard facts. Manager of our apparel and quartermaster detail and happily taking on the role of machine examiner when there was a need for one in Yass.*

*I can see by the look on his face, that some of that cold hard truth is about*

*to pop out, but as I said, I'm going to chug along regardless ....*

*.... with the announcement of our 2022 Club Service Award going to Ron Barton.*

*Finally, Ronny, we have the chance to say thank you!!*

Lastly for the presentations, our appointment of a new Club Patron. This position has been vacant since we lost our mainstay Jack Glisson. Again, words offered by our ride director, best summarise.

*We now have the important task of filling our vacant office position of Club Patron.*

*By definition, a patron is one who encourages or helps, a promoter, protector and who gives support, defending, advocating – a person under whom our club is confident to be placed, and someone who the members of the club holds with respect.*

*At our last club meeting, a nomination for Club Patron was put forward, accepted and unanimously supported. A man who signed as a member at the 10 September 1991 meeting – 31 years ago. This was the second meeting ever held of Classic Riders Club.*

*His all-embracing care and friendship to other club members has been offered in sincerity and has been enduring. His willingness to help absolutely everyone, many times when he may have needed help himself, but would never ask, has made his happy face, a most welcome addition to club events .... A member who somehow, makes you feel like you are doing a great job, and that's what we all need on occasion.*

*So, we'd like to make him feel good too, to show our appreciation, and to help with this, we are pleased to announce Paul Fitzgibbon as our Club Patron.*

*Congratulations Paul*

Which brought the evening to a close, allowing for more chatter and the completion of a terrific meal, thanks to Sandy and her team at the 'Workers' Club Functions'.



Geoff Bland – winner of the inaugural Wayne's World Memorial Trophy



Trophy Title	Sponsor 2022	Recipient		
Best pre 1931	Charles Hillier	1926	Super Squirrel	598cc
		Adrian Nell 727		
Best 1931 – 1940	Gary Suddull	1935	Harley D	VLD 1200
		Michael Smith 693		
Best 1941 – 1950	CRCG	1948	Indian	Chief 1200
		Raymond Day 729		
Best 1951 – 1960	Jewell Builders	1956	BSA	Road Rocket A/10
		Peter Conlan 681		
Best 1961 – 1970	Mick McCarthy of MJM Custom Motorbike seats	1969	BSA	A65 Firebird
		Bruce Tinsley 673		
Best 1971 – 1980	John Towell	1976	Suzuki	GT750
		Brian Nairne 676		
Best 1981 – 1992	Bryan Sheehan of Totally Hammered Building & Carpentry	1990	Kawasaki	KR-1S 250cc
		John Sample Jnr 701		
Best Modern	Roy McNair	2004	Kawasaki	W 650
		Eric Weston 674		
Best British	Bruce Tinsley	1983	Triumph	Thunderbird
		Bonwyn Temple 723		
Best European	Mick Battiste of Woolaringa Meats	1985	BMW	K100 1000cc
		Dave Mead 684		
Best American	CRCG	1948	Indian	Chief
		Jeffery Barr 692		
Best Japanese	Jewell Builders	1973	Kawasaki	Z1 900
		Paul Darderi 725		
Best Outfit	Gary Suddull	1985	BMW	K100 1000cc
		Dave Mead – 1985 BMW K100 684		
Best Trike/Spyder	CRCG	2018	Boom	Mustang ST 1
		Graeme Bruce 722		
Best Unrestored	Paul Parlett of The Institute of Traditional Karate Goulburn	1948	Indian	Chief
		Jeffery Barr 692		
Best Theme Bike	CRCG	1971	Moto Guzzi	757
		Ross Gilchrist 703		
Youngest rider, oldest bike combo	Paul Parlett of The Institute of Traditional Karate Goulburn	2020	Harley D	
		Jaykeb Bauerhuit – (21 yrs of age) 780		

Oldest rider/bike combo	CRCG	Adrian Nell – 161 total – 1926 Super Squirrel 598cc		
Queen of the Rally	CRCG	1983	Triumph	Thunderbird
		Bronwyn Temple 723		
Club Choice	Perpetual	1926	Super Squirrel	598cc
		Adrian Nell 727		
First on Trailer	Bruce Tinsley	1967	Bultaco	Metrala 244
		John Somerville		
Keith Speer – ‘give a go’ trophy		2021	Honda	Rebel CMX SE
		Roy McNair 704		



L – R Raymond Day, Jeffery Barr, Jaykeb Bauerhuit  
 Great to see the Harley Davidson, Indian contingent !! ....and thank you  
 Garth Poppo for the photos 😊

Congratulations to the recipients of our trophy presentations and a big big thank you to our trophy sponsors, to Southern Highlands trophies and our president Bruce for organising.  
 ... and congratulations to absolutely everyone who braved the weather and the roads to join us, and to each rider who willingly shared the results of much hard work and ‘shed time’ in preparing their machines for the weekend.



Top left clockwise – award recipients Bronwyn Temple; Ross Gilchrist; Eric Weston; .... Bruce Tinsley presenting & Dale Towell announcing.

Photographs compliments of Julie Croker



L – R : Julie Kneebone, Mischelle Lees, Bronwyn Temple, Dale Towell, Julie Croker, Lois Jewell

Photograph taken by Bruce Tinsley, permission to share.



Morning peace which greeted our ride director at the start of Sunday, when it came time for the doors to open up for our second ride day.

CanAssist waiting with another amazing breakfast. Riders on their way if they managed to sufficiently dry out from the day before.

# SUNDAY RIDE

## BREAKFAST & RIDE TO TARALGA

### TARALGA PUBLIC SCHOOL

Our Sunday for riders began with fog and the promise of rain. The route was adjusted accordingly to relieve riders just a little in regard to distance travelled in the wet. Rather than head to Taralga via Crookwell, the change was made to go directly along the Taralga Road and return the same way. The option of a mini bus was added for those who wished to join in the day's fun, without the drenching that looked like providing riders with another chance to test the effectiveness of their wet weather gear.

Special mention goes to Graeme Bruce, our visitor from Moss Vale, who agreed to drive the bus. ... and to Goulburn Workers' Club for making the bus available to us for the weekend.

Not to be disappointed, riders did indeed, get wet. A little less so than the day before, but – not dry as everyone might have preferred.

Scrumptious morning tea and lunch was provided by the wonderful Taralga PS P&C, and the bonus for CRCG, was that we could offer school Principal Martha Graham, a little extra funds to add to whatever might be required for her school.

Huge thank you for the inclusion of amazing home made soup to warm all of our ride participants, and the country baked sweets before and after. Our members received first class attention. Country born hospitality has a unique substance, and to see schools like Taralga Public, involved in the community and working intently to maximise their student experience, is a comfort – not just in the care they offer, but in holding onto the basics of good character and the opportunities they provide for our little ones as they make their way through the many challenges life sets before them.

## TARALGA HISTORICAL MUSEUM

Added to this, was having the Taralga Historical Museum open its doors for our group. Such a bonus, and one which gave our visiting participants a chance they may not have had before, to look around.

It's an amazing 'store' of history which is painstakingly maintained and continually updated by a dedicated group of volunteers. With the time and work required to have the grounds in order, their workload is huge.

Our club very much appreciates everything Taralga did for us that day, and we look forward to returning whenever we have the opportunity.

It seems like the best way to sum up our Sunday is with more photographs. So, enjoy those posted, and if you have any you would like to share, please send them along for our Spring Forever Young Magazine.

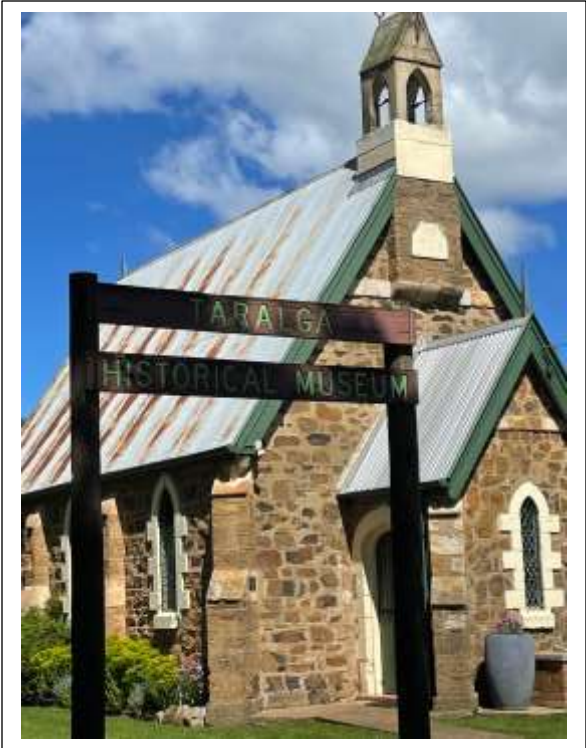


The challenges of wet weather – captured here in the faces and effort of 'task'.  
Is this trousers on? Or trousers off?

















Photographs of our  
Annual Ride  
compliments of Frank  
Millwood





# MOTORCYCLE STORY

## Rod Bowen and his refugee motorcycle

Entry number 678 is described by owner Rod Bowen as his refugee motorcycle. Rod, a member of the NSW Norton Owners Club, has been a regular supporter of our Annual Ride.

This year, he brought along his 1941 Norton 'Big 4', 633cc.

.. and the Big 4 comes with a story of its own. In the time during covid lock down, it was the centre of Rod's attention – in the shed that is.

The English Norton factory/club records the outfit as a 'refugee bike'.

In 1941, it had a sidecar with machine gun strategically attached. On a ship destined for Singapore, it was diverted to Melbourne when the Japanese invasion took place.

Rod's neighbour's father – Len Doble - purchased it in 1945 and in 1950, Len and his wife rode from Melbourne to start a new life in Sydney.

The bike's last record of registration was 1953.

In 2018, it was unearthed, having sat rusting under Len's house for 70 years.

Coaxed back to life in 2019/20, in the good hands of Rod and his wife Jane, it ventured to Goulburn for our Annual Ride. According to Rod, it runs along nicely, was built for 30mph maximum, but he's happy to say *'it is a bit quicker now and hopefully reliable enough not to be nominated for 'first on trailer''*.

Well, we are pleased to report it wasn't 'first on trailer' and as always we loved having Jane and Rod visit Goulburn for the Annual Rally.

Rod's story next page – photographs from top – Big 4 in 1941, then after 70 years under a house and now, back to life.



# An interesting Norton built for the Second World War

*Written by Rod Bowen*

My neighbour's father Len Doble purchased a Norton WD Big 4 Outfit in the late 1940s from the army.

It is easy to recognise a sidecar-drive outfit by the rear end, without seeing any numbers. I contacted Richard Payne - Norton Historian England for his opinion and conclusions, as his research is invaluable to the Club. Richard confirms the Big 4 comes under contract No.C11297 and the Inspectors stamp of M^223 fits. Delivery commenced during September 1941, but this machine computes as late as 1941. Richard goes on to say there was an extra charge to crate 144 of the outfits for export. It is quite possible this one arrived in Australia as 'Refugee' cargo when Singapore fell in early 1942, so any ships carrying military equipment were diverted to Australia.

First of all, this is a summary on what I know about the Big 4 and like many of us (none of us are going to live forever), I consider myself as only the custodian on the bikes I ride, until its next adventure. But before I go into my neighbour's Big 4 a little about my own family history. My wife tells me I can have a bike for each grandson (four) well I have a Hesketh Vampire, three Nortons, a Matchless G80 and a 1956 Venom. I am a mech. engineer and come from a motoring background, my dad immigrated from Pontardawe in Wales in 1925, when only six months old. Dad growing up, fell in love with motorcycles, he said he thinks it started with the family butcher delivering his sausages with a pommy outfit.

In 1947, after doing an apprenticeship with a Sydney bike firm Hazell & Moore dismantling crates of military Harleys, re-painting them in civilian colours, he later started his own business; Sutherland Motorcycles.

## The Big 4 Story

The Big 4 was built in 1941 and found its way to Aus, my neighbour's father, Len Doble, purchased the outfit in the late '40s. The bike by now was in civvy colours. Len had lowered the seat and cut the rear subframe to fit his stature. He then fitted a Dusting sidecar (Melbourne Company) to the Big 4 frame. So, a trip of some 700 miles was planned with his wife and belongings. They rode the 700 miles north from Melbourne to Sydney. From the photo below you can see the NSW /Vic border near Eden the main Princes Highway is a dirt road. There were no helmets and loaded with luggage and a hessian water bottle hanging on the rear extension of the chair, which cannot have been very comfy with the rigid frame (photo top on previous page). Len and wife moved with all their belongings to a new life in





This year, we were lucky enough to have Sue and Jim Scaysbrook drop in to visit us over the weekend of our annual ride.

If you look carefully through the photographs, you'll see Jim sitting in a spot where he was able to take his own shots of riders as they headed out on Saturday morning. Also, a photograph of their bikes parked on the trailer.

Sue and Jim are preparing an article for Old Bikes Magazine on what they saw over the time they were with us and we very much look forward to seeing the end result.

Until next year everyone, when we'll do it all again!!

## ACKNOWLEDGEMENTS

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

Phill Collins - *driving the courtesy bus*

Can Assist – *Saturday and Sunday breakfast*

Kim and all the staff at Bungendore Pre-School – *Saturday morning tea/lunch*

Martha and all the staff and P&C members at Taralga Public School – *Sunday morning tea/lunch*

Maureen, Tim, Bob and Chris – *Sunday opening of the Taralga Historical Museum*

Southern Highlands Trophies – *Presentation Awards*

Integral Embroidery – *Ride Insignia Polo Shirts*

Old Bike Australasia Magazine – *headlight stickers, advertising*

Sponsors listed for trophies

Bruce Tinsley – *trophy orders*

Charles Hillier – *accounts, ride briefing and vote tally*

Marshals – Mark James, Phil Tetley, Dave Mead, Namtan & Leon Williamson, Allan Lees, Roy McNair, Len Kanowski, Gary Suddull, Peter Seymour, Julie & Ray Croker, Geoff Bland, Fran & Dave Mead, John Towell

Lead rider Saturday – Colin Jewell

Lead rider Sunday – Mark James

Geoff Bland, Mischelle & Allan Lees, Romona Price, Barry Walding, Charles Hillier, Bruce Tinsley – *Friday evening meet & greet BBQ and bar*

Road checks - Leon Williamson & John Towell

Ride Director Dale's 'go to' for advice and sanctions – Mischelle Lees, Geoff Bland, Gary Suddull, Ron Barton, Charles Hillier, Bruce Tinsley and husband John for countless jobs that needed to be done.

\*\*\*\*\*

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

OR

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

please contact Dale via secretary's email address

[secretary@classicridersclubgoulburn.com.au](mailto:secretary@classicridersclubgoulburn.com.au)

