

FOREVER YOUNG

CLASSIC RIDERS CLUB OF GOULBURN INC.

Our Magazine



Spring 2022 Edition

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EDITOR'S NOTE

By the time you get this issue, you will most likely be ready for Christmas. I'm running a little bit late because I joined in the Worn Out Wander which Julie Kneebone very kindly organised. There's a short report on what happened on the 'wander' in this issue, and a more thorough cover of events in a mini mag which will be available soon.

Since our last Forever Young, we have also had our club's first Tiddler Rally, another success thanks to organiser Ray Croker and his band of helpers.

... and the solemn farewell to four of our club members with a day of respect which began at the monument and went on to our place where the opportunity for story telling and memory sharing was made all the better, with good company, the warmth of sunshine and light refreshments.

It's been a busy year, and we have welcomed many new members. May your Christmas be with those you love and we see you all next year.

Meantime, stay positive everyone, look after yourselves, travel safe wherever you go and however you get there.

Dale

OUR CLUB

Classic Riders Club Goulburn (CRCG) was born from the idea to form a Motorcycle Club which catered for restorers and riders of old and classic motorcycles. Nurtured by Neil MacDonald and Richard Corbet, this idea very soon blossomed into 'our club'. Neil's under house area became the unofficial workshop for this enterprise and the official launch was on 13 August 1991, with the inaugural meeting held at Goulburn's RSL Club. CRCG commenced 'life' with 23 potential members, and today we have around 135 members and 120 motor cycles on Club Plates. We meet on the second Tuesday of each month at Goulburn Workers' Club, commencing 7.30pm.

New members welcome and information available at : www.classicridersclubgoulburn.com.au

CRCG COMMITTEE

Elected

President	Bruce Tinsley
Vice President	Gary Suddull
Secretary	Dale Towell
Assistant Secretary	Mischelle Lees
Treasurer	Charles Hillier
Public Officer	Ross Gilchrist
Club Captain	Ray Croker
Events Director	
Magazine Editor	Dale Towell

Appointed

Publicity Officer	Secretary
Regalia Officer	Ron Barton
Equipment Officer	Geoff Bland
Monument Warden	Celia Suddull
Assistant Monument Warden	Paul Fitzgibbon

Swap Meet Team

Geoff Bland
Bruce Tinsley
Charles Hillier
Mischelle Lees
Gary Suddull
Dale Towell

Rally Director 2022

Dale Towell

Machine Examiners & Registration Officers

Richard Corbet (Goulburn)
Chris Parlett (Goulburn)
Wayne Price (Goulburn)
John French (Bowral)
Craig Southwell (Gunning)
Ron Barton (Yass)

Club Patron

Paul Fitzgibbon

Life Members

Richard Corbet
Howard Kneebone
Ross Gilchrist
Mischelle Lees

Website Manager

Secretary

Full details and contact numbers on website

CLUB PATRON

Congratulations Paul Fitzgibbon

At our November Club meeting, we announced our new Club Patron to be Paul 'Fitz' Fitzgibbon.

At our Annual Ride Presentation evening, this honour was confirmed and officially bestowed upon the man pictured here to the right – our Fitz – the one who goes out of his way to make everyone feel happy.

... when you see this stance (captured by Charles Hillier's photo), you know that everything is well with the world. And given that he had, by this time, already travelled from Goulburn to Lake George lookout, in the driving rain and shielded only with sun specs in an open faced helmet, you would wonder why he looks so happy.

Passionate for our club and caring for our club members, Fitz is the perfect choice to preside as Patron.

*We look forward to all the
times we see your smile
Fitz.*



CLASSIC RIDERS RACE NEWS

Paul Parlett

On July 16, Paul Parlett raced at the 3rd round of the Post Classic Racing Association club championships at SMSP and managed to finish 2nd overall in the period 5 unlimited class on his XR69 Suzuki.

Paul had 2 bikes for the day, his Harris XR69 Suzuki super bike and his new (to him) Yamaha TZ350 GP bike, with the XR69 performing well, but the TZ350 presented itself with some teething issues.

'I was lucky enough to finish 2nd overall in the P5 unlimited, there were several faster guys there, but consistency got me to second place, slow and steady didn't win the race, but got me second.'

In the Period 5 350 class, Paul rode his TZ350, this gave him (and his father and uncle) some work and panic between heats.

'The TZ was totally untested, the bike is new to me, rebuilt and never used engine and also my first time using 18 inch race tyres, the ignition flywheel came loose and then the clutch slipped so bad I couldn't really ride it.'

Since then, Paul has been back to SMSP for a coaching day and had some better luck with the TZ350.

'On August 25 I went to SMSP and attended the Yamaha Riders Academy coaching day which was awesome, I managed to beat my best lap time by 3 seconds on the super bike and have 2 good sessions on the TZ350, the TZ is an amazing little bike which has great power and is going to be a bike I will enjoy, the raw power of a piston port 2 stroke cannot be compared to any other bike and the sound and the smell of a GP bike at 12,000rpm really opens your eyes and brings a smile to your face.'

Paul's next race is looking like the final round of the ASBK series in the classic superbike class which is supporting the ASBK at 'The Bend' in November.



Congratulations Paul!!



SOLLY'S RACE BIKE STAYS IN CRCG

Norton ESO Featherbed

Paul Parlett writes – *'I have been lucky enough to purchase the Norton Featherbed ESO P3 race bike that was owned by Peter, and have spent some time getting it to run and have had it going and running long enough to see where I am at with the restoration.'*

The base is there for a good race bike, but it needs some work to make it better, more rideable, more user friendly and more importantly, look better.

The engine is now out of the frame and is being checked and cleaned, the frame has been cleaned and stripped of all the 'original type' brackets, the tank is being paint stripped, and other parts are being bead blasted and Cerakoted.

I am hoping to have it on track before Christmas.'

We look forward to more news as Paul makes progress, and knowing just what this young man can do, the end result will be quite something to see. Thanks so much Paul, for sharing your project with our members.



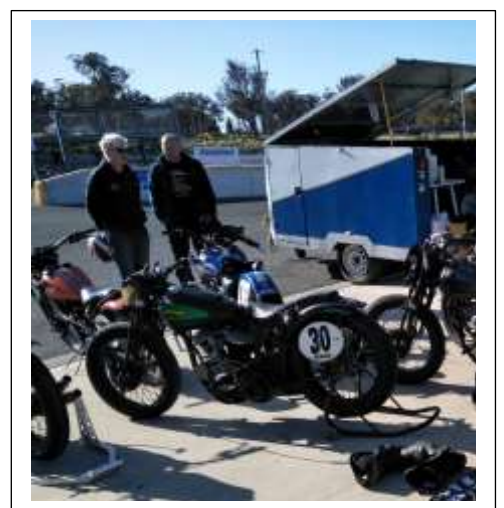
ALL HISTORIC RACE DAY PHEASANT WOOD

10-11 September 2022

Frank Donald attended the Pheasant Wood meeting held over the weekend of 10 & 11 September. He described it as *'a very well run event, with around 40 bikes and sidecars competing, plus a large array of historic race cars and a variety of other vehicles worth a gander'*.

The photographs here, are thanks to Frank.

Dave Mead went out for a look and reported back that it was a great day – his eyes were on the 5 sidecars 'in attendance'.





31st ANNUAL RIDE

21-23 October 2022

After two years of postponing our full Annual Ride, here we are in 2022, steaming ahead!! For full details, see our special edition Annual Ride 2022 Magazine.



Annual Ride
Photographs taken by
Charles Hillier





MONUMENT DEDICATION

6 November 2022

For those members who chose to gather at Belmore Park, the morning began at 9.30am with a ride to our club monument along Mountain Ash Road. Others, and family members and friends of those remembered, joined in at the monument for a 10.30am ceremony.

The weather was good to us, and Colin Jewell had the day before, taken time out to tidy up the gardens in and around the area. So, it was a welcoming landscape that greeted everyone when they arrived.

The ceremony – replicated here – was in honour of four club members, each with different stories, each inspiring different memories for those left behind.

Put together and presented by Secretary Dale -

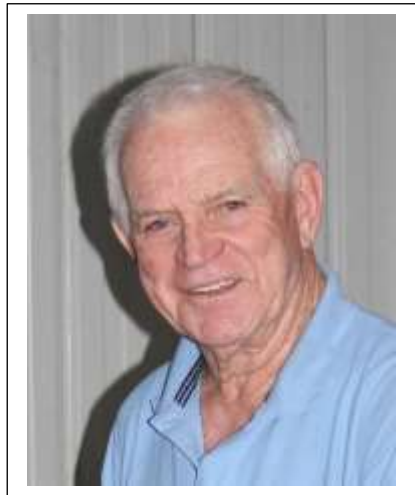
Hello everyone and thank you for coming.

Although a sad occasion, I hope that the end result today, will be to reflect on the times you spent with those honoured here and perhaps the chance to tell a tale or two about those times. Holding on to someone through those memories and by speaking of them often, can make such a difference in how we move along after we've had to say goodbye.

A special welcome to each family group here – I can see Solly's family, and Wayne's. And I've just met Wendy. Shell, I know you are here as family for Marj.

For previous times when we've unveiled plaques, I've had Wayne here, standing on a milk crate – so I'm feeling a little bit alone right now.

He would always have a story to tell Today my task will be to tell of his story.



I think I'll start with newest member Peter Solomons. Solly – and I remember very well, the first meeting he attended in 2019. I remember his laugh, his smile and that whenever he stood up to give us news, there was a good chance the news would last quite some time.

Solly was rich in history and I asked if I could do a member story on his life for our magazine. He came to our home – Braidwood at the time – we began with morning tea, talking through lunch – actually, Solly did the talking, I was writing madly to keep up – and with an afternoon tea top up, there was still so much he had to share. His affair with motorcycles and the world of racing, had begun when he was just 14 years old. But it was how he relayed his life's detail and the care he took to make it an honest story that pulled at my heart strings. A promise he had made to his mother, the determined effort he put into making things right, if he knew them to be wrong. He brought life to everywhere he found himself to be – and that white suit he wore to the police boys club reunion, spoke volumes. And he was brave – to pull on racing leathers at the age of 81 – and tackle the track at Wakefield. But it was at that race day, he became aware of pain in his shoulder. Again, his bravery shone through, as he was faced with a different kind of race. He had me convinced that he was going to win – and the last time I saw him, he had made Dolores (Solly's daughter) drive into Goulburn to buy cake with cream somewhere in it or on it, so he could share it with John and me.

Solly was a loyal and honest friend, he listened to what you had to say, and he possessed an innate ability to understand - everything. This understanding made the difference that was Peter Solomons. We didn't have him in our club for long enough, but in the time he was a member, he for sure, made a difference. We now unveil Solly's plaque, so his membership extends beyond the time we knew him.





Peter Casey and classic riders began with Peter's friendship of Wayne Adams – and it goes back 30 years by association, the last 10 of which he and wife Wendy, were club members. In those first 20 years, Peter and Wendy, when they weren't booked up for the weekends delivering children to wherever they needed to be, would be helping Wayne. Wendy remembers transporting whatever she baked that morning to whichever paddock stop had been organised, for the day. Then I think, the plan would be to

move it all along to another paddock, and so, those early days of club events, although quite different from now, held the same value of getting together and talking about motorbikes.

Peter was one of our best annual ride supporters – not missing our October runs – it was an event he very much looked forward to.

He rode a Kawasaki Z1R mark two which he bought in 1973 when the bike was just six months old. He tinkered with this a little, but not a lot went wrong, and pretty much for 15 years, it stayed in the shed until each October, when it was rolled out for the annual ride.

He had often ridden Wayne's bikes – he was in fact, Wayne's brother-in-law – I imagine those family gatherings were entertaining.

His cancer diagnosis six years ago was the beginning for him, of five years of chemo every two weeks ... and just two years into this treatment, he found he could no longer lift his bike. He gave it to Scott – his son - who had been only ten years old when Peter's life with classic riders first began.

Peter was a man close to his family, supported by them, and in return, he offered as much time as he could give, against the battle that was set before him – it was a battle he faced with his family by his side. Remembered here now, we unveil the plaque for Peter Casey.





Marj Speer was a Goulburn girl, a champion of this city and defensive against anyone who complained about the wind. I met Marj at the first club meeting I attended – her and Keith could have been well described as Mr & Mrs Classic Riders. Marj would always say 'it was up to her to fix any problems' and Keith would say 'she's a good sort' - and things would move along nicely from there. Always, they supported each other – in the world of motorcycles, she was his pillion companion. Beyond that, she was always there, helping to make club events a success – setting up for refreshments along the way, catering for meal stops, driving as back-up for our major events – and I remember a lunch we had at our place, it must have been close to ANZAC Day, when she pinned poppies she had carefully knitted onto our shirts. She shared her love of gardening with other members, and with that, she supported Keith for the time he was warden of this monument.

Marj loved a chat – and she would say it how it was – no filters. Reward for her contribution to Classic Riders, was the honour of Life Membership. She was a staunch advocate for preserving club history and never failed to collect what was available, if it held any meaning or significance to Classic Riders.

In some ways, she was as essential to our club, as the bees they kept were to life. A teaspoon of honey every morning solves every problem – she would say.

Her caring extended to many members, and if Marj took you under her wing, you were doing OK. She would refer to Mischelle as her daughter.

In losing Keith, Marj lost the need or the will, if you like, to continue. I don't think her plan was ever to go it alone, and so, we lost them both in a short time. Together again here, we unveil a plaque for Marj, all too soon after that which we unveiled for Keith.





Wayne Adams – as I mentioned at the start – should be here to get this job done today. But instead, it's me – and the nature of Wayne's accident, just makes it so difficult. Right now, I can see him having a conversation with

that cockatoo. If you're ever feeling low, I recommend you get hold of a video where Wayne holds audience with a head bobbing bird for the best part of a minute.



Being a member since the club's beginning, and being the person he was, somehow managing to be everywhere at once, and know everyone - I'm sure - who ever rode a motorcycle, there's too much to say. I know for a fact, that what was revealed in his funeral service, hardly scratched the surface in telling of the man that he was, and the life he had lived.

So, I'm going to say very simply - he was good to me. He gave no criticism, he was encouraging no matter what was going wrong, he never fussed over what didn't matter. I could rely on him to say - I think we can try that!! - when an idea was too wild for others to consider. At the last dedication ceremony - that is after his moment on the blue milk crate - he had the job of collecting the sandwiches from trappers. He arrived at our place with an all over smile and said - *I took that last corner a bit quick, so I'm not sure if the sandwiches survived.* At our mini ride last December, we briefed everyone to leave at a particular time - Wayne hopped on his bike and was the first out the gate. His smile never left him that day - it was the last time I saw him, the last time many of us did.

His knowledge was vast, not just of the motorcycle world, but beyond, reflecting of all the different segments, which together was his life. Here was a man who touched the world - wherever I go, and if the word motorbike pops into the conversation, Wayne's name follows very quickly.

For the time he gave to this club, for the knowledge he retained, the

friendships that rippled to every corner of the country, we now unveil the plaque for Wayne Adams. It's possible he should have had an entire post - but he would have said, what he told the cockatoo when it visited him that day - *oh, don't be silly.*



When sometimes we feel these goodbyes come around too often, or when we think we can't manage the loss, we are reminded by moments like these, that the opportunity to simply take time out to remember, is food for the soul.

As a club, these days are important - for our members, and also for the family and friends of those we have lost. We have the opportunity to reflect, and we have the opportunity to meet our member friends' family, sometimes for the first time. Two worlds are brought together and it's a wonderful chance that might otherwise not be granted.

A huge thank you to everyone who attended the monument dedication, for your company and good grace.

Thank you Trappers of Goulburn for the sandwiches, and Charles for collecting them on the day.

Thank you to each family who took the time, some travelling quite a distance, to join us ... and for your appreciation of what we do as a club ... with a reminder to everyone, that whenever past member families or current member families would like to join in our club events, we welcome the chance to catch up with absolutely everyone.



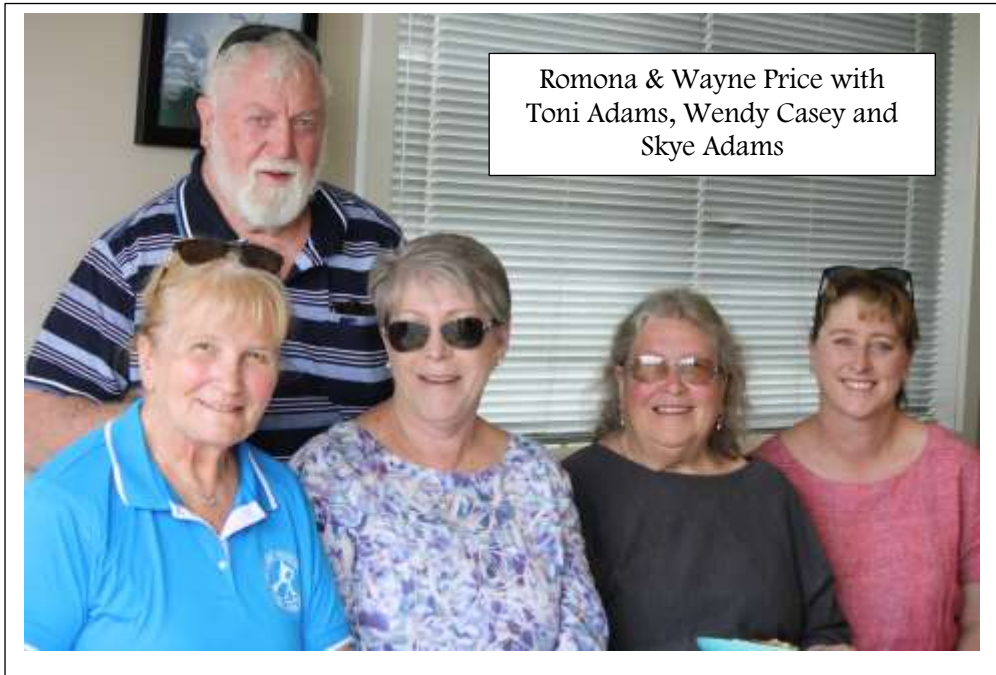






Solly's family

Solly's daughter Dolores (fourth from left – back row) has expressed her gratitude for the welcome we offered her Dad when he joined CRCG. She has worked hard to see Solly's bikes placed in the good hands of club members.



Romona & Wayne Price with Toni Adams, Wendy Casey and Skye Adams

Toni Adams expressed the sentiment that her best memories of club life will always be the friendships she made. Those friendships continuing for the years to come.



Photographs this page compliments of Charles Hillier





Photographs this page
compliments of Frank
Millwood



INAUGURAL CRCG TIDDLER RALLY

12-13 November 2022

When Julie & Ray Croker returned as members to our club, they brought with them, enthusiasm and talent for organising the Tiddler Rally.

Headquarters was located at the Goulburn Caravan Park up near the big sheep, from where everyone gathered for a Friday night feast. Julie put on her chef's hat and produced food sufficient for everyone – and cookies!!

On Saturday morning, riders left Goulburn, guided along the way by a team of marshals. They travelled via Kippilaw/Gurrundah Road, Grabben Gullen Road to Crookwell

At Crookwell, riders gathered at the Showground, where lunch was catered for by Crookwell CWA. Visitors were welcomed – encouraged – in support of lunch offered by the CWA.

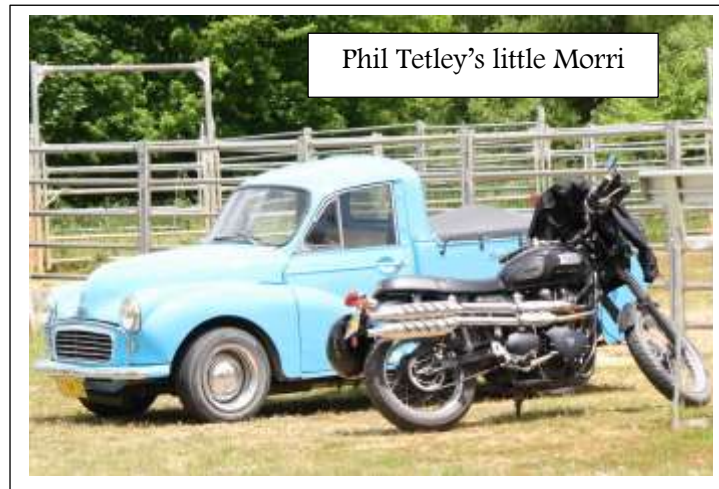
One trophy was on offer, time given for judging whilst the group came together at Crookwell showground, and following a vote of thanks to all involved, Ray launched everyone for the return to Goulburn - via Kialla Road and Range Road.

Back at the caravan park, a presentation for best bike of the day was made and afternoon refreshments paved the way for dinner at the Workers Club.

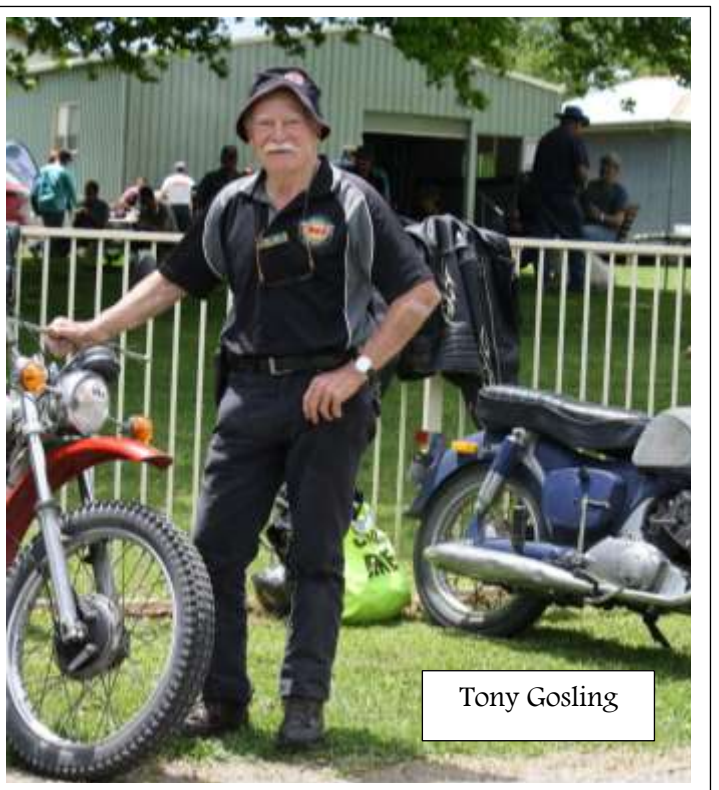
Plans for a next day ride were doubtful, given the weather coming in, and the decision was made on Sunday morning, not to continue. So, it was a quick pack up and back home for participants, before the wet weather set in.

To Ray, Julie and everyone sitting on the organising committee, Mischelle Lees for the administration and Allan Lees for marshal direction, to all the marshals, Crookwell CWA and the staff at the showground – sincere thanks for making this first Tiddler Rally for CRCG, a success!!





Phil Tetley's little Morri



Tony Gosling



Bruce Burgman



Julie Croker



Peter Conlan & John Rispin – Griffith friends









Tiddler Rally 2022, People's Choice went to the Motobi pictured above- congratulations to Bruce Burgman, recipient of this trophy. Also pictured above, is Ray, all smiles after a successful rally.

Next page – photographs compliments of Dave Edgar.



WORN OUT WANDER 2022

Sunday 27 November –
Friday 2 December

Written by Julie Kneebone

About 18 months ago I thought it would be nice to resurrect the Worn Out Wander, a motorcycle ride that was started by Graeme and Sue Cramp in the early 2000s. Back then it was a leisurely ride by a group of about 6 to 10 riders with no particular format or planning other than being away on a random ride from 3 to 5 days and stopping at pubs or cabins overnight. One year it was down the south coast with a lot of meandering up and down mountains and staying somewhere different every night. There was no backup in the early days, it was just a matter of carry your own stuff and fix your bike if you broke down, with lots of help of course, verbal and otherwise. Also, the bikes were all on club plates and a fair bit slower than the modern historic bikes of today.

As the years went on, Sue and Graeme moved to the coast and the WOW (as it became known) was added to the annual ride calendar to coincide with summer coming but always just before Christmas and holidays. It also became a little more organised as more people were interested in coming along.

We had turns at booking cabins, motels and hotels depending on what was available for a group, and a back-up vehicle was added. Sometimes it was run like a hub where you travel to one place and stay 2 to 3 nights and do local day rides out and back, other times it was a circuit with a different place to stay each night.

After our exit from Goulburn to Newcastle for work, the WOW continued in various formats. Howard and I really missed this annual catch-up, hence with our return to Goulburn we hoped it would become a regular annual event again.

With some covid hiccups in the last few years, this year looked like it might actually happen. With much discussion at home earlier this year and Howard's reminders that we

needed mountains and corners, a plan was put in place, incorporating his familiar stomping ground of the Snowy alps, both in NSW and Victoria as well as lots of winding roads.

Echuca was added as an interesting place to visit because of the Port and the Paddle Steamers, a place as a riding group we have visited before.

In April/May feelers were put out for any interest and accommodation was tentatively booked. With a great response and a little bit of toing and froing, there was an eventual total of about 16 people by the time we headed off on Sunday 27 November.

Many calls were made to book a variety of motels and hotels at Jindabyne, Wangaratta, Echuca and Tumbarumba, with a view to provide a mix of affordable accommodation that was biker friendly, keeping all our riders in generally the same place and not too far for drinks and food.

Julie

OVERNIGHT STOPS

DAY ONE

Jindabyne

DAY TWO

Wangaratta

DAY THREE

Wangaratta

DAY FOUR

Echuca

DAY FIVE

Tumbarumba

DAY SIX

Return home

BIG BIG thank you to Julie & Howard for putting it all together



Lined up at Trappers in Goulburn, ready to head off Sunday 27 November

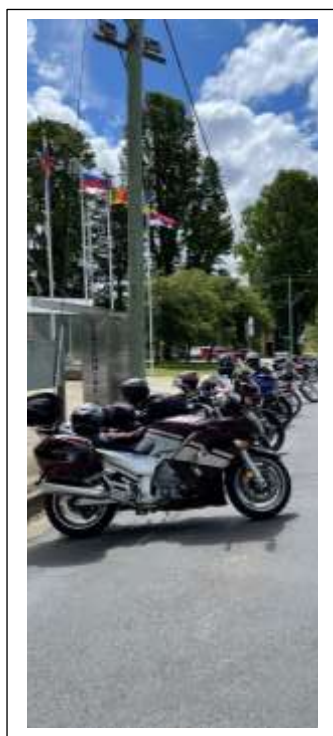
Julie's Worn Out Wander (WOW) began with 16 participants – Julie & Howard Kneebone, Mischelle & Allan Lees, Deb & Laurie Jones, Cherrie & Chris Thrower, Tracy & Ross Luff, Eric Weston, Peter Grady, Charles Hillier, Bruce Tinsley, Dale & John Towell - 11 motorcycles, one back-up vehicle and a 17th rider/12th motorcycle – Dave Fletcher - who joined on day four at Echuca. Six days and five nights on a busy schedule, many stories to tell, and hundreds of photographs, is much too much information to fit into our regular Forever Young publication.

So, for now, here are some pics to whet the appetite. ... 'more' will be coming during this week, in a separate 'mini mag' filled with happy snaps and information about where everyone went and what they got up to.

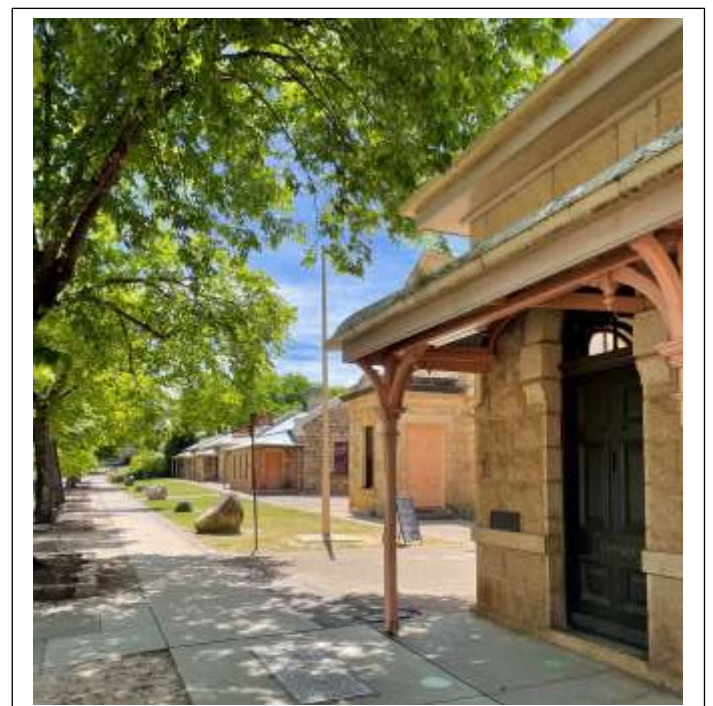
What shone through, was the wonderful experience this wander offered. Not only in the places ventured, but in the friendships created. At the beginning of the ride, introductions were offered with a handshake. At the end of the ride, hugs were exchanged and promises of catching up around Christmas and during the year. New friends, and for me an appreciation for the work of Mick McCarthy –for whatever magic he created when he fitted a new seat on the HD, making it possible for a pain free six day motorcycle ride.

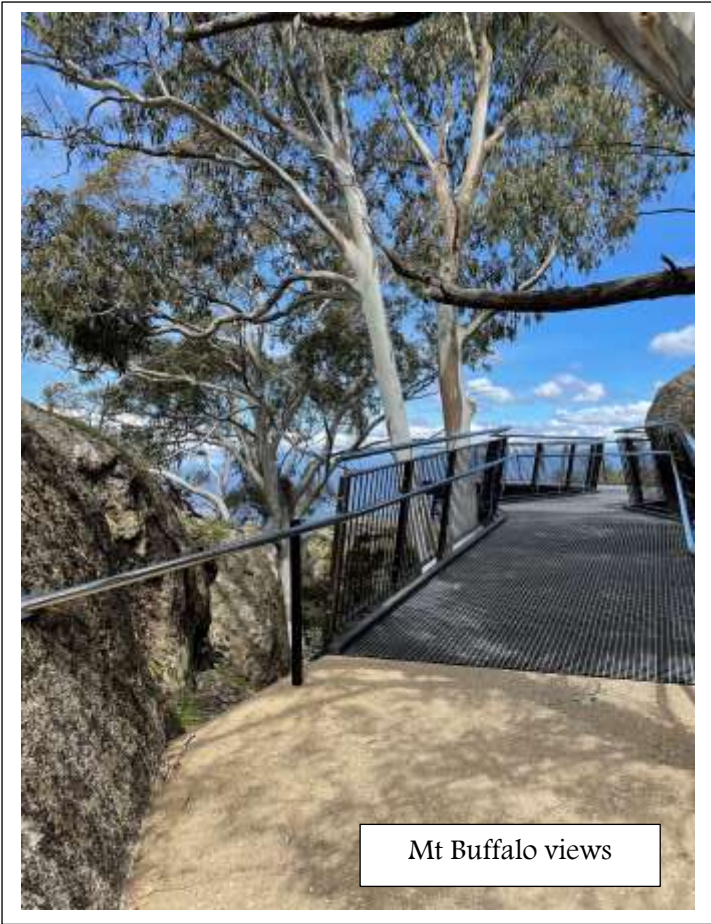
The weather was kind, everyone returned home safe one bike spent some time on the trailer.

For all the details, our mini mag will be available to everyone who joined in the wander – and shared with club members as a pre-course for what may well become an annual event. Enjoy the photos!!

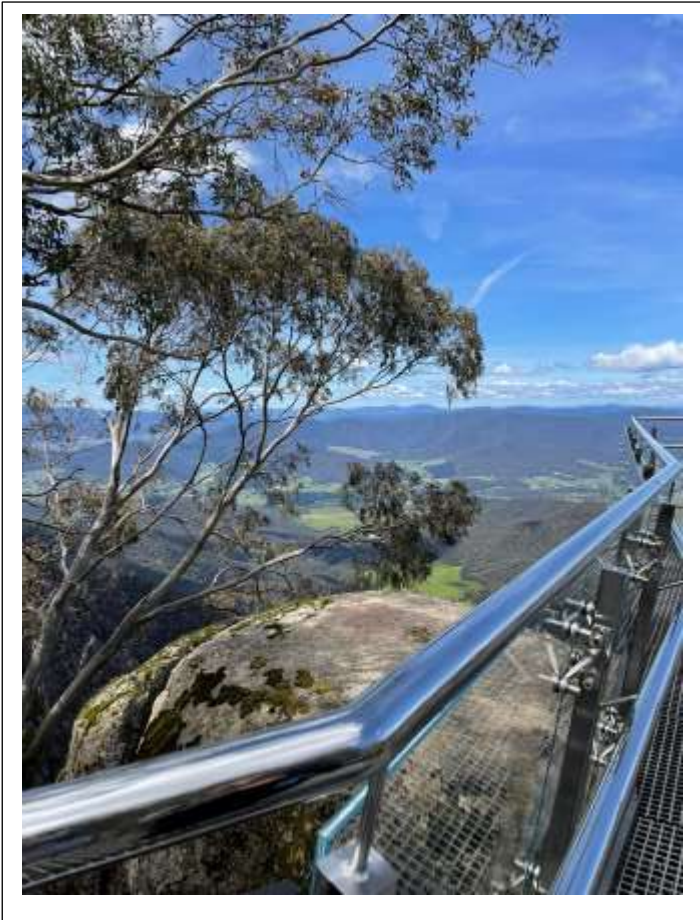








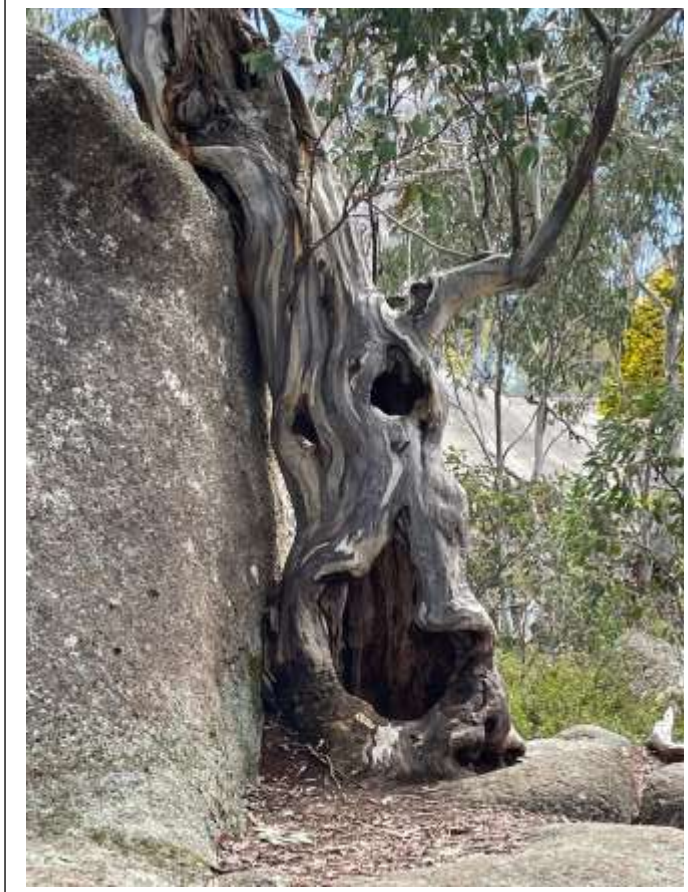
Mt Buffalo views





Top left & clockwise – Mischelle & Julie; Allan ; Peter, Howard & Laurie; Julie, Cherrie & Mischelle – at Mt Buffalo

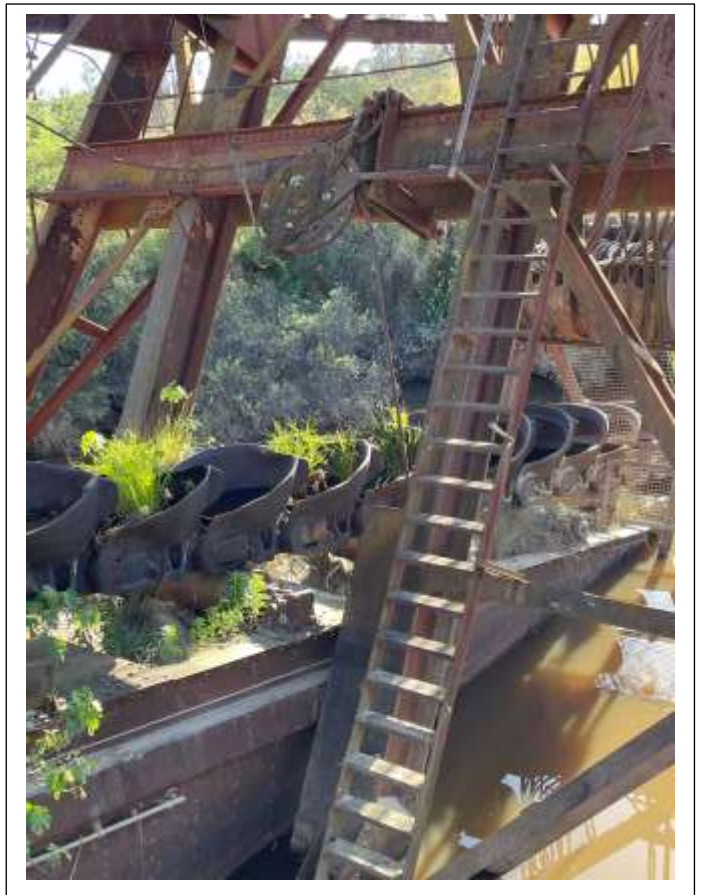
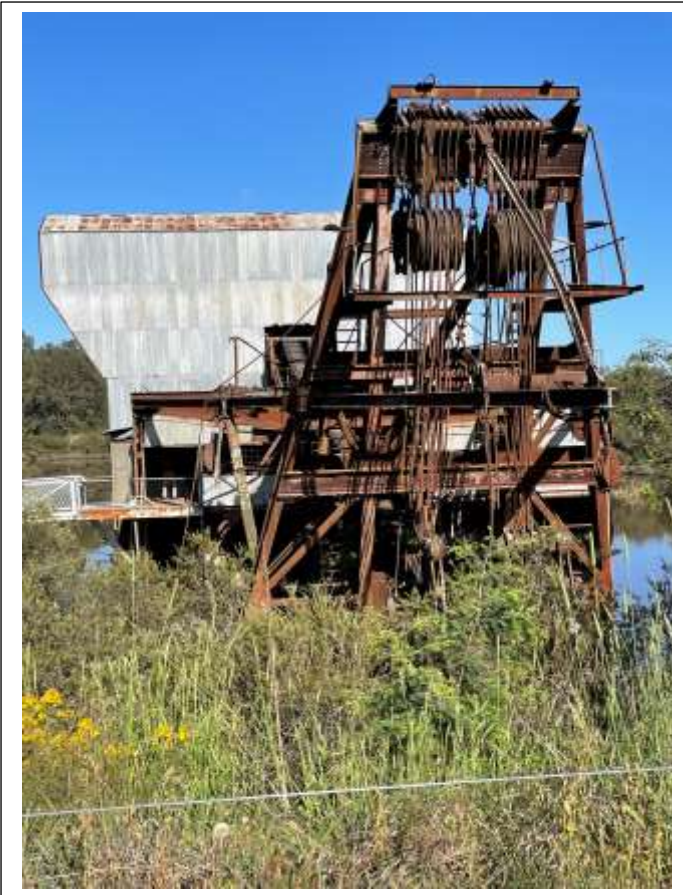


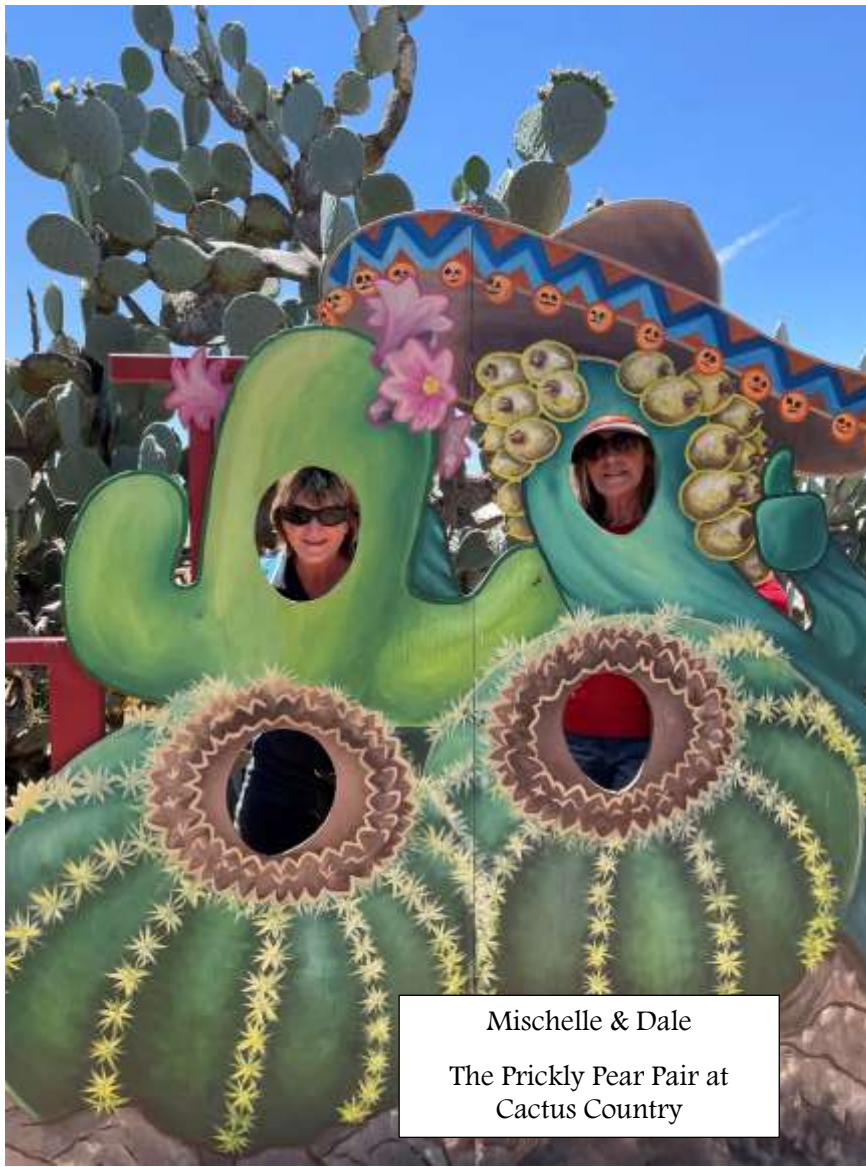


Charles & Bruce – Mt Buffalo



Charles & John





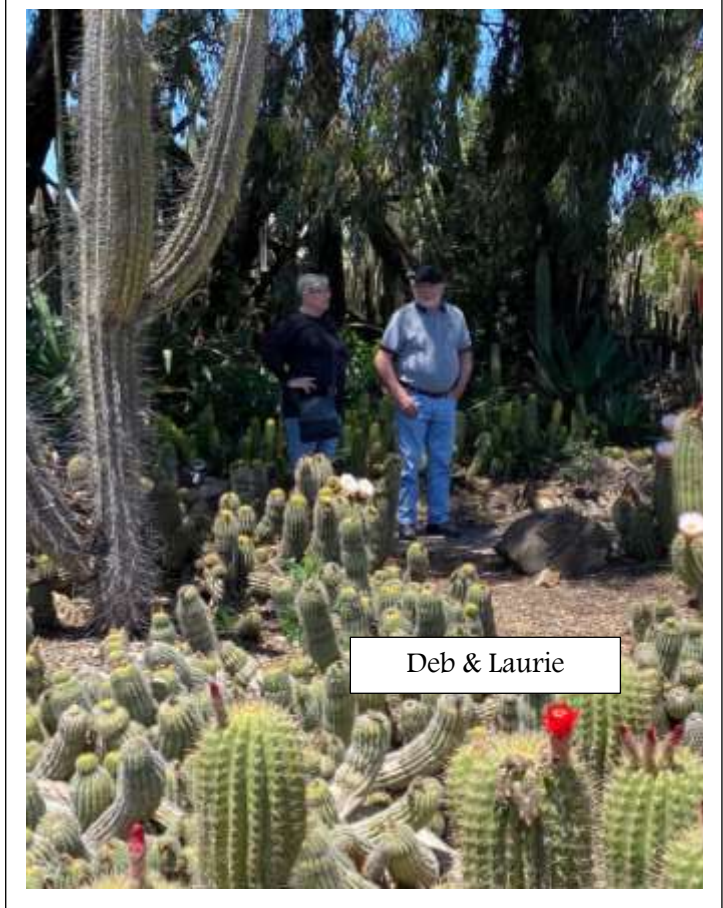
Mischelle & Dale
The Prickly Pear Pair at
Cactus Country



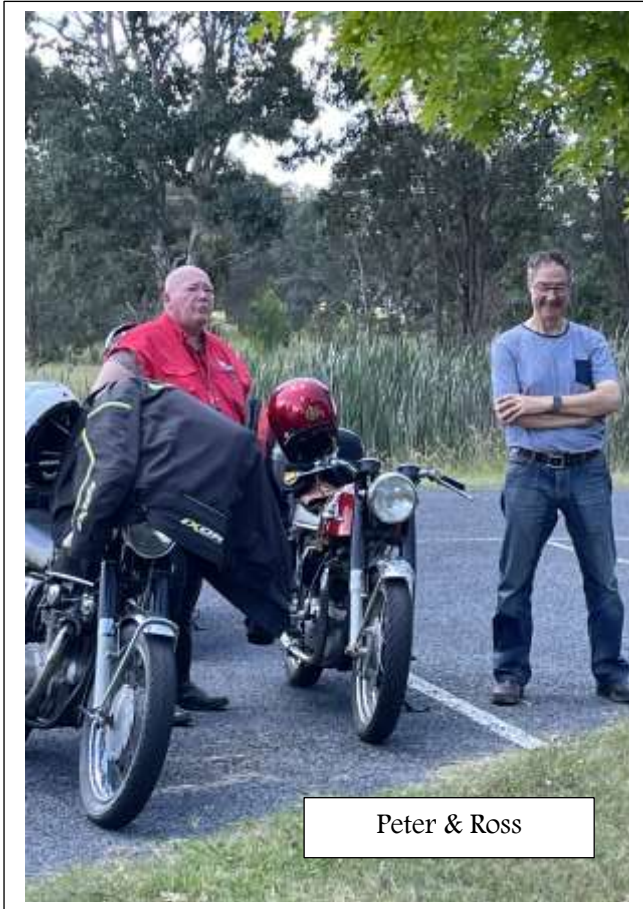
Dale, Mischelle & Julie



Cherrie



Deb & Laurie



Peter & Ross



Dale & John

Much more to come in the mini mag, including a report from Howard on the detailed engineering work essential for the ski tube construction project. .. and further points of interest as he shares the problems and triumphs involved in that project.

THE IMPERIAL CUP

Story from Jeremy Knight

Here is a story from Goulburn, early, of motorcycling days. 'The Imperial Cup' was given to Wayne Adams a few years ago, the significance of which wasn't realised. It was given to me by Geoff Bland and I have had it placed in the Motorlife Museum at Dapto for people to see along with their epic collection of bikes and cars.

The Goulburn Motorcycle Club held its first club run in November 1911. During the early years of motorcycling in Australia, many reliability runs were made to nearby towns in the district, hill climbing and speed trials being popular.

In January 1914, The Imperial Cup Reliability Motorcycle contest was held from Goulburn to Braidwood and return, for a donated trophy called "The Imperial Cup". The start was from Goulburn Town Hall. Nine riders were to take part leaving at two minute intervals.

There were control stations at Tarago (23 miles), Braidwood (53 miles), with the return journey to Goulburn finishing at the Town Hall (106 miles).

Riders taking part were P Denham, F Miles, J Brown, R Sands, W G Thompson, Dr Turner, L Walker, C Sheeky, T Hall (winner).

This candid photo below was taken by J Brown, a photographer for the Goulburn Penny Post newspaper, showing the machines leaving the Town Hall in Goulburn.



The dirt roads were in a very bad state and several riders had punctures and one crashed into a ditch, buckling his sidecar wheel.

This reliability race was mentioned in the Goulburn Penny Post in February 1914. The first motorcycle TT was held in Goulburn in April 1914, making this cup one of the earliest motorcycling awards in NSW.

MOTOR RELIABILITY CONTEST.

FRIDAY AFTERNOON'S RUN.

On Friday afternoon the Goulburn Motor Club held a motor reliability contest from Goulburn to Braidwood for the Imperial Cup, donated by Mrs. McDonald, and trophies. There were nine competitors, and some very creditable rides were put up. The start was made from the Town Hall soon after one o'clock in the presence of a number of spectators. The names of the starters and their times of departure were—P. Denham 12.58, F. Miles 1 o'clock, J. Brown 1.2, R. Sands 1.4, W. G. Thompson 1.6, Dr. Turner 1.8, L. Walker 1.10, J. C. Sheekey 1.12, T. Hall 1.16. There were four controls, one at Tarago (23 miles), Braidwood (53 miles), Tarago (return journey), and Goulburn (106 miles). Sheekey retired about three miles from the start with tire troubles. The riders who reached Tarago without loss of points were—M. Miles, Dr. Turner, L. Walker, T. Hall, Denham, and Thompson. Sands had five punctures between Goulburn and the first control, and J. Brown retired at Tarago. At the Braidwood control (53 miles) the competitors to arrive to time and without loss of points were—Miles, Thompson, Denham, Hall, and Dr. Turner. L. Walker met with an accident at Doughboy Hill, where the road was in a very bad state, being covered with loose blue metal. Being unable to see properly through the dust Walker rode his machine into a large rut and buckled the rim of his side-car wheel. At the third control at Tarago the men to arrive without loss of points were—Miles, Thompson, Denham, and Hall. Dr. Turner lost points at this section through tire troubles. The order of the competitors' arrivals and their times at Goulburn were—Miles 6.11, Thompson 6.16, Hall 6.24, Denham, 6.43, all of whom were on time and covered the journey without loss of points. Dr. Turner and L. Walker arrived later in the evening. Mr. E. W. Leddam rode out some distance and gave valuable assistance to Dr. Turner and Walker.

The most creditable performance was put up by Denham, who did remarkably well in covering the 106 miles on a 3½ h.p.

The roads were in an awful state between Braidwood and Tarago.



This cup has been donated to the Motorlife Museum at Dapto from the estate of Wayne Adams, author of "The Racing Boys", for the appreciation of current and future motorcycle enthusiasts to enjoy.

CLUB CHRISTMAS LUNCH

4 December 2022

This year's Christmas get together was held upstairs at the Astor Goulburn in the Attic.

An opportunity to chat, be with friends and bid farewell to 2022.

Thank you to everyone who came along to enjoy the Christmas cheer, and thank you to treasurer Charles for the cash input to what was a very pleasant meal.

Have a beautiful Christmas/New Year with family. Thank you to members who have helped make our club a happy place to be and to all of you who have made a difference to others during the year.

Stay safe and well.



BUSINESS REGISTER

*A listing of business contacts within our Club
Please give your details to Dale if you would like your business added*

MJM Custom Motorbike Seats

Mick McCarthy
02 4821 6166

[Motorbike seats/upholstery](#)

Can Assist Goulburn & District

Ian McMurdo
0419 147 099

[Cancer Assistance Network](#)

Wombermere B&B Goulburn

Leon Williamson & Sasithorn Prasert
0412 060 655

[Short Term Accommodation](#)



Jewell Builders

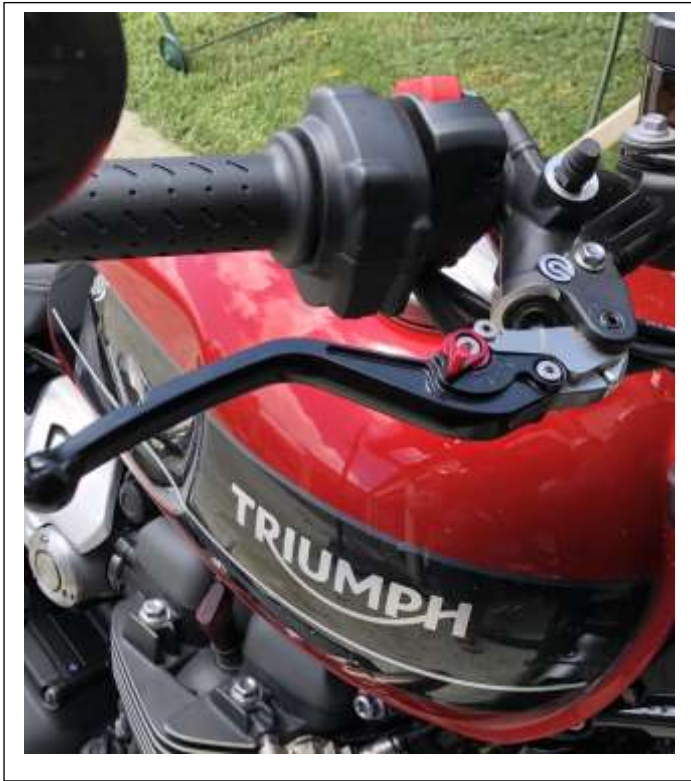
Colin Jewell
0418 482 630
(02) 4821 1459

[Green Smart Professional Licensed Builder](#)

R&B Abrasive Blasting

Rob & Bronwyn Temple
0428 214 653

[Surface Preparation Specialists](#)



Mal Ross sent in a little hint of what's in his shed.
It was also good to see Mal at the Wakefield Park support
meeting last month.
Thank you Mal!!



SAVE THE DATE

THE GREAT SOUTHERN **MOTORCYCLE ONLY** **SWAP MEET**

Sunday 5 March 2023

Gates open 6.00am

Uncovered Sites - \$25

Covered Sites (bookings required) - **FROM \$35**

Shoppers and onlookers - \$5

VENUE

4770 Braidwood Rd,
Tirrannville NSW 2580



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



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

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

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

**Stall Holders set up from 12.00noon (not before) on
SATURDAY 4 March 2022**

Prices include Saturday overnight camping for vendors
For Buyers and visitors, entry permitted from 6.00am
SUNDAY 5 March 2022

Cabins available at Wakefield – bookings directly to the
Raceway

NO DOGS ALLOWED, NO OPEN FLAMES/FIRES



The Editor invites club members to contribute to our Magazine.
Please send articles/information of interest to Dale via her email address
doey8@bigpond.com
and include **Magazine Article** in the subject line.

Events and Outings

Projects

New purchases and the story of a new motorcycle
arrival

Rebuilds and Restoration – step by step progress

Photographs

Details also welcome for our Business Register to which all members can refer.
We have an immense collection of skills and talent within our club - please
share your business name and your preferred contact with Dale and we can
include this in our next and each future issue.

