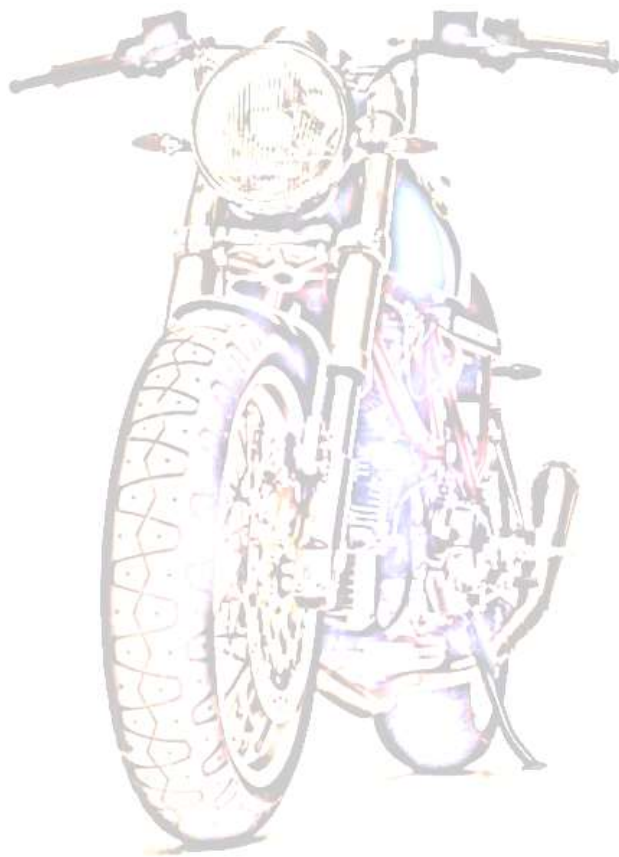


FOREVER YOUNG

CLASSIC RIDERS CLUB OF GOULBURN INC.

Our Magazine



Winter 2020 Edition

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*Like normal Grandmas
only much cooler*

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EDITOR'S NOTE

Just lately, with the restrictions on our movements around the countryside and the added incentive that winter brings to keep us close to home, there has been an abundance of time to think.

For me, this translates into updates of everything I can put my hands on – as many of you may have noticed if you look at our forms and website details.

My filing system has been turned 'on its head' and although it still won't stop me from struggling to find whatever I'm trying to locate, everything does look really pretty.

News for our club is the cancellation of our Annual Ride this year. A sad but necessary progression in the wake of our health situation continuing to worsen. Each year, our Annual Ride carries a risk – the risk of accident, bad weather, ill health – but for 2020, the weight of Covid-19 was just too great. So we put our plans on hold until next year and wait with the promise that our 30th Anniversary Ride 2021 will offer a wonderful weekend of motorcycling and the chance to reunite with our 'ride friends'.

Membership renewal notices have been posted – a first for me – and a task I discovered to have the added bonus of meeting via phone, members from all over the place. I've had such lovely conversations with so many in regard to member details and subscription payments. We've even been successful in solving a few of the world's current problems. Which is a very nice change. Of significance, is this achievement without the need for social media.

Another 'first' was our AGM held in August – less numbers in attendance understandably, but business as usual and drinks to follow, minus congratulatory hugs and handshakes. It's becoming very normal to wave in the direction of someone standing arm length away and blow kisses as you say goodbye.

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 - or 8.00pm as has been the case since Mr Covid announced his arrival.

New members are always welcome and more information is available on our Club Website : www.classicridersclubgoulburn.com.au

ANNUAL RIDE 2020 CANCELLATION

The dates for our Annual Ride this year were set for the weekend of 24 & 25 October 2020 and all plans were in place.

However, continuing with these plans depended very much on the restrictions/requirements imposed by the Covid 19 health situation – one not improving of late.

At our general meeting held 14 July, as Ride Director, I shared my thoughts in regard to the months ahead and the fact that I felt cancellation this year to be advisable.

I gave these reasons -

- Goulburn is only two hours from Sydney and outbreaks in that area are multiplying daily.
- Goulburn is also in a direct line between Sydney and Melbourne.
- We are responsible for everyone participating in our Annual Ride and that

includes the service providers and schools which give their time and energy.

- Our member age is predominantly 'at risk'.
- We don't want to be a news item that announces CRCG to be a hotspot resulting from what might be a very difficult event to control - not just in regard to social distancing, but knowing from where each participant has travelled or with whom they connected prior to attending the ride.

I also made mention of a back up plan which would be to have a members' only ride on Saturday 24 October.

So, please keep this date pencilled in as a possible day out – and stay posted for details.

Interesting to note, is the general 'flavour' of responses I received following my advice to visitors, providers, services and venue hosts that our ride this year was cancelled.

These responses were full of positive acknowledgement and sincerity of understanding for this decision. Our two morning tea stops – Bungendore Pre school and Taralga Public School – were particularly gracious and relieved, both happy to commit to hosting our event in 2021. I received so many emails from our previous year's visitors to say how much they loved our annual ride and that they now looked forward to next year, but were thankful for our decision to put good health and safety first.

Wherever possible, the schedule organised for this year, has been shunted along to 23 & 24 October 2021 when we will hold our 30th Anniversary Ride one which will be much anticipated.

Thank you also to our club members for supporting the change of plan. Your acceptance of this cancellation serves as another reminder to me of just what a wonderful club Classic Riders is and I look forward to being able to make plans for 2021.

Fingers crossed we can get together on 24 October for a ride and lunch and no doubt, much discussion about motorcycles – at a distance of course.

CRCG COMMITTEE

Elected

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

Appointed

Publicity Officer	Wayne Adams
Regalia Officer	Ron Barton
Equipment Officer	Wayne Adams
Monument Warden	Mark James
Assistant Monument Warden	Paul Fitzgibbon

Swap Meet Team

Geoff Bland
Wayne Adams
Bruce Tinsley
Charles Hillier
Dale Towell

Rally Director 2020 Dale Towell

Machine Examiners & Registration Officers

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

Club Patron Vacant

Life Members
Wayne Adams
Richard Corbet
Howard Kneebone
Marjorie Speer
Ross Gilchrist

Website Manager Secretary

Full details and contact numbers on website

A Tale of Value

A father said to his daughter: You graduated with honors, here is a motorcycle that I acquired many years ago ... it is several years old.

But before I give it to you, take it to the used MC dealer downtown and tell them I want to sell it and see how much they offer you.

The daughter went to the dealer, returned to her father and said, "They offered me \$1,000 because it looks very worn out." The father said, "Take it to the pawn shop." The daughter went to the pawn shop, returned to her father and said, "The pawn shop offered \$100 because it was very old." The father asked his daughter to go to a motorcycle club and show the members.

The daughter took the bike to the club, returned and told her father, "Some people in the club offered \$100,000 for it since it is iconic and much sought after."

The father said to his daughter, "I wanted you to know that the right place values you the right way." If you are not valued, do not be angry, it means you are in the wrong place. Those who know your value are those who appreciate you.

❖ Never stay in a place where no one sees your value.



TT MONUMENT COLLECTOR

23 July 2020

After a rather long and at times complicated lead up, the TT Monument was finally placed in position on 23 July 2020. A small group of Classic Riders' Club members gathered for a working bee to complete the task.

But first, a little recap of this project.

Collector Historical Society approached CRCG a few years ago for funding in support of plans to place a monument to the First Australian Tourist Trophy (TT) Race. It was proposed for this monument to be placed at a site in Collector. CRCG provided \$1500 to make this plan a reality, but progress was slow and mostly, the project remained at a standstill – until Gary Suddull took up the challenge of making it all happen.

Although not an easy task, the end result is thanks to Gary, a success which will provide much interest and bring focus to the area of the outstanding contribution our region has made in regard to motorcycle racing.

There remains a little to be done as landscaping the area surrounding the monument continues. The Collector Historical Society is working through this and there's no doubt that the end result will be splendid.

We hope that this will be a much appreciated and often visited landmark. It recognises the TT Race held in April 1914 and the proud men and women who made this event a reality. It paved the way for Goulburn's prominence in motorcycling history ... preserved also in 'The Racing Boys' written by Wayne Adams and which gives a detailed account of what happened all those years ago.

Now, thanks to all involved, we have a 'spot' which offers a gathering place for visitors. A place to reflect on the area's history and the opportunity to pay respects to the participants in what is an event of much importance for our local area.



Gary and his 'press button' truck





Celia and Wayne – monument in safe hands.



A huge thank you to the working bee team – Celia Suddull, Wayne Adams, Dave Mead, Gary Suddull, Geoff Bland, Charles Hillier, John Towell and Gary Poile (from Collector Historical Society)

MAJOR PRIZE WINNER'S WEEKEND

Burrawang Hotel

With the cancellation of this year's Annual Ride, it was really good to hear from our members who won the major prize weekend away at Burrawang Village Hotel from last year's ride.

Fran Mead was winner of the voucher for a stay in Burrawang – a country town in the Southern Highlands.

Dave Mead was the lucky husband who got to share this weekend away – thanks to Fran and Dave for positive feedback on our major prize endeavour. Their plan is to return, so to help them with these plans and for anyone else who would like to enjoy the coming Spring weather with a ride to this part of the world, here's some details about Burrawang Village.

Burrawang
Village



Burrawang is a small village in the NSW Southern Highlands – it has charm and an ambience reminding travellers of English countryside. It is surrounded by rolling hills and the hotel in centre town features a beautiful pub garden.

Location

Burrawang is located 135 km south-west of Sydney via the Hume Motorway.

Origin of the Name

When the local post office was opened in 1865 it was named Burrawang after the Burrawang palm tree (*macrozamia communis*) which was common in the area.

Things to do in Burrawang

Burrawang is essentially a timber town although buildings such as the School of Arts are notably stone.

The General Store was built in 1867, and is now known as the Burrawang General Store Café. Located in Hoddle Street, it has been trading continuously for more than 140 years. The varieties of its trade base is evident in a number of historic signs outside. There is an amusing old sign for the *Sydney Morning Herald* which has the paper priced at one penny.

The Burrawang Village Hotel is a magnet for locals all week, with the addition of tourists on weekends. It has an outstanding beer garden, excellent food and an ambience which emulates an attractive and pleasant English village pub.

The town's three churches - St Peter's Catholic Church (1875), St David's Anglican Church (1886) and the Presbyterian Church (1888)- are all of interest.

Close by Wildes Meadow, a tiny hamlet located 1.5 km south of Burrawang via Church Street, also offers like countryside and an English get-a-way for anyone wishing to escape the fast life. Wildes Meadow was first settled by Daniel Bresnahan, an Irish immigrant, in 1859. It was

named after Charles Throsby's servant Joseph Wild, who lived in the area and contributed greatly to the European exploration of the Southern Highlands.

Other Attractions

Belmore Falls

Located 6 km from Burrawang via Church Street and Belmore Falls Road are the impressive Belmore Falls. Sections of the road are unsealed but suitable for 2WD vehicles. Parking is at the Hindmarsh Lookout car park and from there it is a short walk to Hindmarsh Lookout from where there are dramatic and panoramic views over Morton National Park and Kangaroo Valley. From Hindmarsh Lookout there is a walking track which follows the cliff line for about 300 metres to a lookout over Belmore Falls. The falls were named after the Earl of Belmore who was the Governor of New South Wales at the time. A road to the falls was built in 1887. The water falls over 100 metres into the Barrengarry Creek Valley which, in turn, joins the Kangaroo Creek which is part of the Shoalhaven River catchment area. This is an ideal place for a bush picnic.

Fitzroy Falls Visitor Centre

Located 12 km via Myra Vale Road the Fitzroy Falls Visitor Centre has extensive information on the local history, wildlife and birdwatching in the area as well as information about the local Aboriginal history. There are also a cafe, picnic and barbecue facilities beside Yarrunga Creek, a delightful creek which tumbles over the escarpment into the Yarrunga Creek Valley.

For more information check out <http://www.environment.nsw.gov.au/nationalparks/parkVisitorCentre.aspx?id=N0022>.

Fitzroy Falls

It has been claimed that the falls were not particularly important to the local Tharawal people. When they were discovered by Charles Throsby they became a popular picnic place. In fact they were so popular that the Governor of New South Wales, Sir Charles Fitzroy, visited in 1850. The falls are where the Yarrunga Creek falls into the Kangaroo Valley and

flows into the Kangaroo River. A reserve around the falls was established as early as 1882. The reserve was absorbed into the larger Morton National Park in the 1960s. The flow at the falls has been reduced since the construction of the Fitzroy Falls Reservoir which has dammed the Yarrunga Creek upstream from the falls since 1974. The reservoir is 5.2 square kilometres in area and has a maximum capacity of 9,950 megalitres.

Fitzroy Falls Walking Tracks and Lookout

There are two major walks: the East Rim Walking Track (2.5 km return, 90 minutes) and the West Rim Walking Track (4 km return, 2 hours). There is a brochure and map available at the Visitor Information Centre.

Both walks start at the Lookout which offers dramatic views of the falls which tumble 82 metres to the valley floor. The view is always impressive. On a clear day it is panoramic and dramatic. On a miserable day it is misty and mysterious.

The East Rim Walking Track "starts at the footbridge on the eastern side of the falls and follows the escarpment to May Lookout (10 minutes) where the visitor can see the lower Grotto Falls and the bottom of the Twin Falls. The track then leaves the escarpment in an easterly direction and gradually winds down to Fern Tree Gully (25 minutes). From Fern Tree Gully the track winds up to Warragong Lookout (40 minutes) where the side view of Fitzroy Falls can be seen. The track then follows the cliff face to Valley View Lookout (70 minutes) where superb views of the top of Twin Falls and the plateau of Mount Carrialoo can be seen. West of Mount Carrialoo is the volcanic extrusion Mount Moollatoo or the Grassy Mountain and the Yarrunga Valley." It is rated as an easy walk. The flora is particularly impressive in spring when the wildflowers are in bloom

The West Rim Walking Track can be done as a very short walk or a longer walk. There is an easy walk of 15 minutes to the Jersey Lookout which offers an excellent view of the falls and the dense rainforest at its base. This is the popular location for photographs. Beyond the Jersey Lookout the track continues to the fire trail before branching to the west to Twin Falls.

The lookouts on the eastern side of Twin Falls give some good views of Yarrunga Creek, Twin Falls, and the lower Grotto Falls. On the western side of the stream Paines Lookout allows walkers an excellent close view of Twin Falls. The track then continues to Starkey's Lookout which provides an excellent view of the Lady Hordern Falls, which cascade 76 metres to the valley floor. Beyond Starkey's Lookout the track continues on to Renown Lookout where there is a superb view of all the major falls in the upper Yarrunga Creek system. There are numerous guides to the walks on the web.

Check out http://www.rabbitte.com.au/TreksandClimbs/tracknotes_fitzroy.htm and <http://www.environment.nsw.gov.au/nationalparks/parkWalking.aspx?id=N0022> for more details.

History

- Prior to European occupation the area around Burrawang was occupied by the Wadi Wadi and Tharawal (Dharawal) Aborigines.
- Charles Throsby, a British naval surgeon / explorer, travelled through the area in 1818 trying to find a route down the escarpment to Jervis Bay. Around Burrawang he sent his servant Joseph Wild to explore the area which became known as the Yarra Brush.
- In 1830 surveyor Robert Hoddle with a gang of convicts cut Hoddles Track (Burrawang's main street is named in his honour) from the escarpment down Saddleback Mountain to Kiama.
- The first land grant in the area was at Wildes Meadow in 1859. John and Elizabeth McGrath walked up the escarpment from Jamberoo when Elizabeth was seven months pregnant.
- In 1865 a post office opened. It was named after the Burrawang Palm. The only

access to the outside world was a rough dray path known as the Old Cedar Mountain Road.

- Burrawang was the major township of the Yarrawa Brush from the 1860s until Robertson grew in the 1880s.
- Burrawang's first inn was licensed in 1866.
- The first school (Anglican) was established in the late 1860s. It was replaced by a public school in 1876.
- The Burrawang and West Camden Farmers' Club was established in 1879 and held its first show at Burrawang in 1880.
- By 1880 a sawmill and flour mill were operating in the district which was driven by dairying and the growing of potatoes and other vegetables.
- Churches were built in the village in 1875 (Catholic), 1886 (Anglican) and 1888 (Presbyterian).
- The town's newspaper, the *Burrawang Herald*, was established in 1883.
- In 1889 a School of Arts building was erected. It was the location for the Burrawang and Wilde's Meadow Bachelor's Club balls which were held twice a year.

- Today the village's primary charm is that it has never really developed. It is a time capsule of a 19th century village.

Acknowledging aussietowns.com.au for information and detail

Burrawang hosts one of the best Easter Markets you'll find. Home grown produce, pottery, arts, crafts, music – the list goes on – potatoes of course.

... but if you are simply feeling like a day out and there's a motorcycle waiting patiently in your shed for some fresh air, this is a perfect place to visit.

Out of Goulburn heading north west, get on the Hume Highway/M31 and follow until you reach the exit to Illawarra Highway/A48 at Sutton Forest.

Continue through Moss Vale and turn right at the northern most round-about (MacDonalds on the corner, taking you past the Moss Vale Showgrounds).

Continue along Illawarra Highway/A48 (about 10 kms) to a right turn onto Church Street Burrawang and follow the signs to shops in Hoddle Street.

If you need to rest up on the way, stop off at Red Cow Farm in Sutton Forest or Leighton Gardens in Moss Vale.



Creating a German WW2 Military Motorcycle

By Harry Lok

A few years ago, I was asked to wear a 1770 Naval Officers costume worn by the actor portraying Captain Cook in the 1970s mini-series *Cook* as part of an historic display. I did like being transported back in time and when asked would I like to join the 42nd Regiment of Foot (Royal Highlanders) who were at Waterloo, I did not hesitate. This involves historic displays and musket firings at the various Highland gatherings as well as 'Napoleonic' events such as the Jane Austen Festival in Canberra. This led to other period groups and, in particular, Ausreenact which is a WW2 group with a focus on the eastern front in 1944. The group attends a number of events such as Ironfest and the Marulan Kite Festival to bring WW2 history to life. I should point out that we do not glorify war and our representations are factually based as is the equipment and vehicles. Which leads me to the purpose of this article which is the conversion of a Chinese bike into a German WW2 motorcycle to fit the impression of a "kradmelder" (military motorcycle messenger). German military motorcyclists played an important role primarily as either as solo couriers delivering dispatches or as scouts. Additionally, they undertook a variety of other functions including chauffeur service for officers, delivering hot meals, and even as point vehicles taking the brunt of battle. But first some history.

History

The Chang Jiang 750 (aka CJ750, Chang or CJ) motorcycle is based on the original 1956 Soviet DNEPR M72 which itself was derived from the earlier German 1938 BMW R71 acquired under licence between Germany and Russia (when they were friends). China acquired all the tooling and produce their own M72s when the Soviets considered

the M72 to be obsolete. They were originally produced for the Chinese military and are powered by an air-cooled, four stroke, opposed flat-twin engine displacing 746cc and are open shaft-drive. Nearly all of the Changs have sidecars on the right hand side. They are often erroneously referred to as BMW "replicas" when in fact, they are derivatives of the M72.

The most common models are:

The **M1** which has a side valve (flat-head) engine and a 6V electrical system.

The **M1M** is also a side valve, however it uses a 12V electrical system and is equipped with a reverse gear. It also has an electric starter where the M1 has only a kick-starter.

The **M1S** (or "Super") uses an overhead-valve engine, 12V electrical system, electric starter and reverse gear.

In our Ausreenact group we have a range of vehicles including a Kubelwagen (the German equivalent of a jeep based on the VW beetle chassis), an original Zundapp motorcycle (parts were interchangeable with the BMW), jeeps, dodges and even a few bicycles (mine is a 1938 Opel). Having military vehicles adds to the overall display and, after I acquired my M1M, the club can now display all three variants of the BMW R71.

The Makeover

In May 2019, I purchased a NSW registered black 1958 CJ750 with LHS sidecar which had been imported in about 2013. The bike was running having been regularly serviced and paintwork with gold pin stripe was in very good condition. The gearbox was problematic with gears slipping out of gear which is correctable through adjustments but the saddest thing was that every bit of chrome was flaking off. Had I wanted to keep it in its existing configuration, then some serious re-chroming would have been required.

The first thing was the detachment of the sidecar as the correct military configuration would be on the RHS. It was in excellent condition and the thought of leaving it to languish in the shed to gather dust...and rust...was disconcerting. I had a look on gumtree and didn't believe my luck when I spotted a wanted add for a sidecar. Long story short – it went off to SA and the money raised paid for all the required parts for the makeover. This included a new tank with tool compartment, front drum brake, lower fork sleeves, handlebars, rubber seat, fishtail exhausts, pannier rack, number plates and new handlebars. And all these parts came from two suppliers who handle CJ parts based in China and in Hong Kong. Shipping wasn't cheap but within budget. Panniers came from the UK and were not within budget...but hey, they were necessary for the makeover.

I parked the bike in the shed and started pulling the bike down photographing everything to ensure that I could eventually put it back together noting I am no mechanic. As I removed items, I test fitted the new items to ensure they would fit after painting. The first issue was the front fender supports or lack thereof. I manufactured brackets to fit on the lower fork sleeves which a friend welded on and also the bars that hold the fender (front and back). The fuel tank went on but the bracket on the frame holding the back of the tank in place was out fractionally and would not permit a fit. The bracket was removed, frame ground clean and rewelded several millimetres forward of the original position.

The engine removal proved reasonably easy with a temporary support for the frame and a helping hand. Totally striped, I was ready to have all parts sand blasted and painted. Having previously had my bicycle done by Canberra Powder Coating, I basically left the entire bike with them for blasting. Some weeks later I received a call to let me know they had just started on the frame and after blasting the paint away, it revealed a very badly pitted surface but nothing that affected the structural integrity or strength. A

week later I picked up wheels, tank, fenders, frame, and several boxes of bits ready for painting.

So where does one buy WW2 German Schwartzgrau/Panzergrau? The auto paint shop of course. Paint colours are well documented in the 'Reichs-Ausschuß für Lieferbedingungen und Gütesicherung' or RAL which is the standard European scheme for documenting paint color shades. So, walk in and order RAL 7021 and you get the exact shade of Panzergrau. I elected to do both the under coat and final coat in two pack for extra strength and durability taking all necessary precautions in dealing with this toxic process. And I have to say, I was new to spray painting but the results were most pleasing – no runs and full coverage.

Before starting the assembly I cleaned and coated the inside of the fuel tank, fitted new bearings to the wheels (and tube & tyres), and new front fork hydraulic pistons. I also changed out the gearbox as I received a spare with the bike, and surprisingly, it is almost a 'plug and play' fit which was not very difficult to attach to the engine.

Re-assembly and creating the 'new' BMW R71 was relatively straight forward. Engine and gearbox into the frame, revitalised front forks on, centre stand, side stand (not strictly correct), rear shocks, mud guards and supports, final drive and shaft, wheels, cables, fuel tank, carburettors (correct reproduction PZ24s as originally fitted), rubber seat, pannier support, and headlight/electrical. All back in accordance with the pictures and memory....except for that one bolt but hey, surplus to requirements anyway. A dedicated website created by Chang enthusiasts detailing specific maintenance and repair procedures, helped immensely. Fluids in and after some consternation, she roared into life (electric start a god send). I presented the bike for club inspection and passed with flying colours.

So...all done – not quite. The gen light did not go out and the electrical

readings were erratic and indicated that it was not charging. The Chang has a spinning energised rotor (powered through the regulator) and fixed stator that provides the AC to the rectifier for charging the battery. I changed out both the regulator and rectifier with no change. Changed out the stator and no change. It took me ages to finally get the rotor off the spindle shaft and replace it with a new one and the result, you guessed it, no change. It wasn't until I was reading an article on the BMW charging system that the penny sort of clicked. The 12V initial charge for the rectifier goes through the generator bulb but my replacement bulb was only allowing about 10 V through so not enough to initialise the system. I bought an automotive wedge bulb that only consumes 3W and hey bingo, 12V at the regulator and on starting the gen light went out and 14V to the battery.

I am also leaking oil from both the engine sump and the final drive which requires attention. Turns out the holes for the sump flange bolts in the bottom of the engine block are open to the sump area so all 12 bolts allow slow weeping of oil. Working through a fix for that and confident that will be of no further concern. The final drive leak is possibly something I have to live with as I am not about to strip that down – beyond my technical capabilities and too expensive to get a new final drive. I think that despite filling to the required level, it is too much and therefore pressurises the final drive forcing the oil through the seal around the shaft.

Result

Notwithstanding the minor oil leaks, the bike appears to run well and 80kph (top speed) has been reached. Drum brakes are interesting to say the least although this is definitely not a sports bike that needs instant braking. Starting is temperamental and therefore very grateful for the electric start. Appearance wise, I think it looks like the real thing and would withstand expert scrutiny. The first public outing was the Goulburn Car and Bike show where I displayed the bike along with

another CJ750 in BMW M1 (6V) configuration along with a German Kubelwagen. We put out a display of equipment and personal items attracting considerable attention and comment. I came back from buying a cup of coffee and was informed that an elderly gentleman had looked at my bike and called it a 'fake'. It wasn't really a BMW or even from 1938. Who would have the nerve? Thanks goodness Frank Millwood then appeared who would surely be able to give a bit of morale support to a fellow club member. A cordial greeting exchange and then my off sider said...."this is the guy who said all those things about your bike". Frank laughed and confessed it was an attempt to get a bite then admitted it was a pretty darn good representation of a WW2 German Motorrad. Happy with that!

And on a final note....

I fitted the old fashion style of number plates to the bike and you will note it is WM 730413. The registration is directly linked to my 'historical impression' which is that of German sailor (Obergefreiter, Kriegsmarine) stationed in Marcouf, France in 1944. The German military registrations comprised WH, WM, and WL meaning Wehrmacht Heer (Army), Marine (Navy) and Luft (Air). The numbers assigned to France were 60,000 – 79,999 so from the number plate it can be ascertained that the bike is a Navy bike located to a Command somewhere in France. And why the particular number? I was in the Royal Australian Navy for over 40 years and the number is my date of joining 13/04/73.... backwards. Rather fitting I thought.

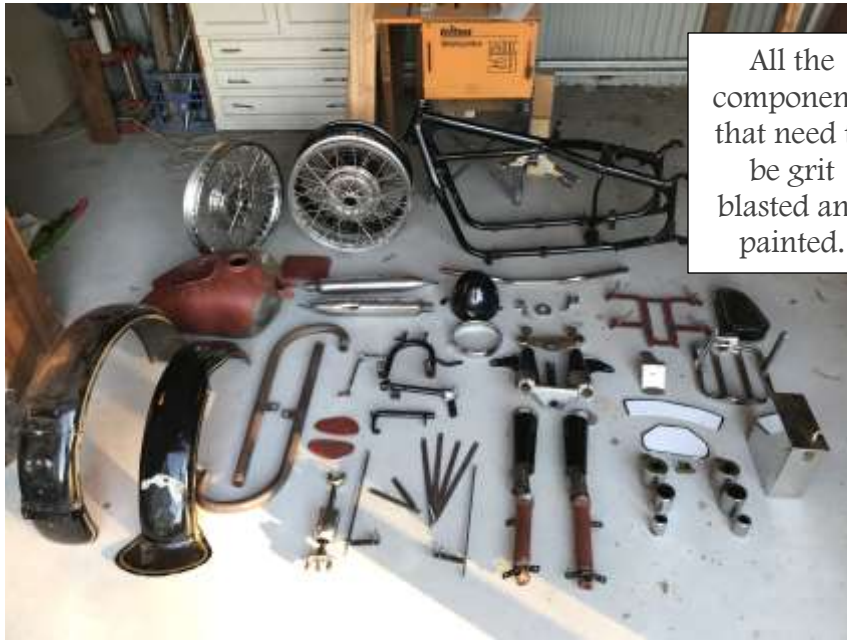




The beginning with sidecar attached....but what was lurking under all that glossy paint?



German WW2 soldiers on a requisitioned BMW R71 showing what my solo makeover should look like. The number plate indicates the bike is from Hansestadt Hamburg (Hanseatic City of



All the components that need to be grit blasted and painted.



Looking rather lonely and forlorn is the 746cc side valve engine. A good picture of the stator and rotor at the front of the engine.

The finished product



Harry also sent in a comment on the Last Post article published in our Autumn Issue – The last post as the Commonwealth Nations know it actually originated well before the 1800s and was then known as Setting the Watch, being renamed to The Last Post in 1873. The article refers to the American TAPS or Butterfield's Lullaby, which became a standard component to military funerals and was formerly recognised by the US military in 1874.

Thanks Harry

WHO AM I?

The results

Photograph number	Member in photograph
1	Geoff Bland
2	Mischelle Lees
3	Bruce Tinsley
4	Dave Mead
5	Frank Millwood
6	Tony Gosling
7	Peter Solomons
8	John Towell
9	Dale Towell
10	John Towell
11	Peter Solomons
12	Bruce Tinsley
13	Amy Williamson
14	Dave Mead
15	Leon Williamson

... and the winner is Bruce Tinsley!!

A result of detective like investigative, all night nail biting deliberation – and the fact that Bruce was the only person who submitted a response.

Congratulations Bruce and Jan

Here's a few more photos to think about. These came in after the Autumn issue was published, but anyone who comes up with the correct name to face will be acknowledged in the next mag.

Back to work Bruce !!



CLUB CAPTAIN'S PHOTO ALBUM

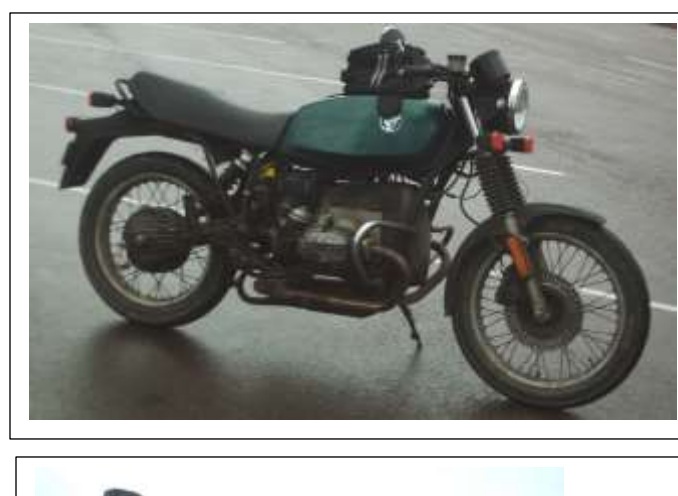
12 June 2020



22 June 2020



5 & 6 July 2020



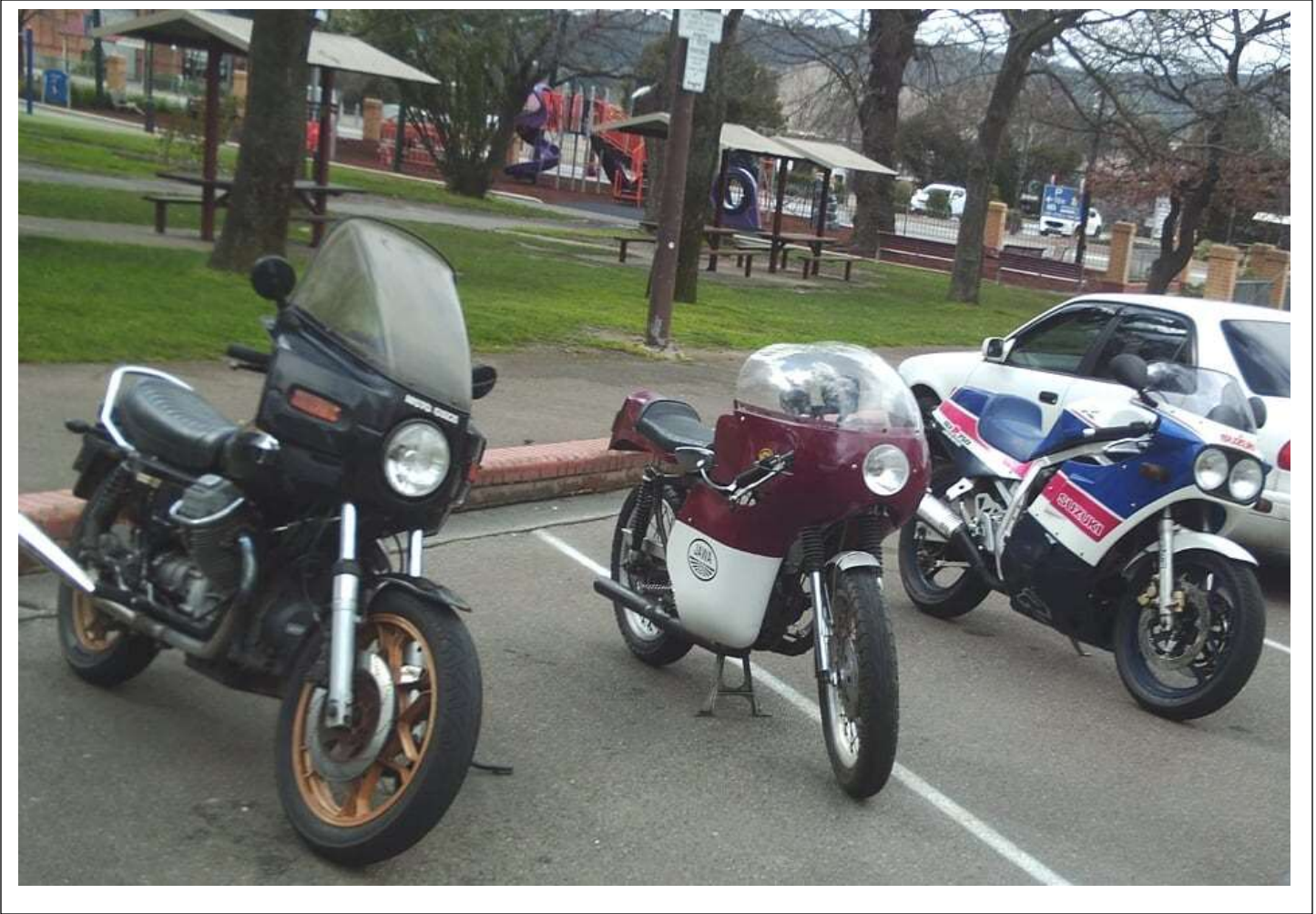
Ending in a ride to the new TT Monument.



Photographs compliments of Frank Millwood,
our Club Captain.



16 August 2020





29 August 2020





DOES ANYONE REMEMBER ?

Club's classic donation

Riders chip in to help mums and new bubs

By DARRYL FERNANCE

MEMBERS of the Goulburn Classic Riders Motor Cycle Club have given the Goulburn Base Hospital's nursing team in the Obstetrics Wing a helping hand by donating a portable set of scales for weighing babies.

When young mums first come home from hospital nurses from the unit make a visit to the mothers at home to see how they and their babies are getting on.

The portable scales are a very useful tool for monitoring a baby's progress so the donation was really appreciated when the motorcycle club decided to purchase them from the proceeds of their swap meet.

Pictured right at Sunday's presentation were (front) Celia Suddull and Andrea Vaughan, from the Goulburn Base Hospital's obstetrics unit; Barry Reid, and Julia and Howard Kneebone, president of the club. (Behind): Gary Suddull; Jan and Andrew McCarthy; Wayne Adams; Margaret and Dick Nell; Andrew Martin, and David Stevenson.



A trip back in time – article in Goulburn Post
2007 (thanks to Celia)

Classic Riders' Club Goulburn has a long and heartfelt history of supporting the Goulburn and regional areas in many worthwhile endeavours. This article from 2007 is just another example of the goodwill our biking community has shared with the community in general. This support and this willingness to engage has helped make our club not just approachable but well reputed and it is with confidence that we continue to contribute to not just our local area, but those beyond, wherever we may be of assistance.

To all our members, well done and thank you.

Did you know? When a helmet is placed on the ground behind a **bike** is the universal sign for **Biker in Distress**



MICHAEL PADWAY
& ASSOCIATES
the motorcycle attorney

MOTORCYCLE HAND SIGNALS



Left turn
Arm and hand
extending
left, palm
facing down



Right turn
Arm out, bent
at 90° angle,
fist clenched.



Stop
Arm extended
straight down,
palm facing
back.



Speed Up
Arm extended
straight out,
palm facing up,
swing upward.



Slow Down
Arm extended
straight out, palm
facing down,
swing down to
your side.



Follow Me
Arm extended
straight up
from shoulder,
palm forward.



You Lead/Come
Arm extended
upward 45°, palm
forward pointing
with index finger,
swing in arc from
back to front.



**Hazard in
Roadway**
On the left,
point with left
hand; on the
right, point
with right foot.



Single File
Arm and index
finger extended
straight up.



Double File
Arm with index
and middle
finger extended
straight up.



Comfort Stop
Forearm
extended, fist
clenched with
short up and
down motion.



**Refreshment
Stop**
Fingers
closed, thumb
to mouth.



Turn Signal On
Open and close
hand with
fingers and
thumb extended.



Pull Off
Arm positioned
as for right turn,
forearm swung
toward shoulder.



Cops Ahead
Tap on top of
helmet with
open palm down.



Fuel
Arm out to
side pointing
to tank with
finger
extended.

RIDE DAY INVITATION

24 October 2020

For our Annual Ride Saturday route this year, the plan was to enjoy a Can Assist hosted breakfast at the Workers Arena, a ride to Taralga Public School for morning tea and then a ride on to Bungonia Village for lunch, motorcycle judging, walk around and return to Goulburn.

We'll have the chance to do this, hopefully, for our 30th Anniversary Ride in 2021. As a practice run, though, we invite members on a special day ride to help fill in the gap that cancellation of our Annual Ride has created.

Saturday 24 October, members are invited to attend a plaque unveiling ceremony at the monument. This occasion will be to reflect on friendship and time spent with those we lost during the year. It also offers the chance to pay respects to their families.

The unveiling ceremony will commence at 10am.

Members wishing to meet at the park are asked to gather at 9.30am for a 9.45am departure. .. OR you may prefer to travel directly to the ceremony.

On conclusion of the plaque unveiling, there will be a ride to Bungonia Village for lunch. This will be a 'pack your own picnic' affair to be sure we are adhering to all the health restrictions and that we are giving ourselves the chance to enjoy a day out with no risk of reprimand or illness as a result.

Our 'landing pad' at Bungonia will be at the King Street public park where there is ample parking near the War Memorial. There is also more than sufficient space for a relaxed walk along the creek and a comfortable spot in the green space to settle for your picnic.

The award for Club Service will also be presented whilst we are all gathered at Bungonia.

BUNGONIA

Bungonia District was first settled in early 1820s after which the village plan was drafted in September 1832. These replaced earlier plans for a settlement at Inverary. Convicts, ex convicts or ticket of leave men and women working on the four or five big properties in the area comprised most of the first inhabitants.

As the area developed and other settlers came, the village grew and businesses began to appear – butchers, carriers, shopkeepers, sawyers, stonemasons. The school, post office, hotels and two churches also brought much advantage to a fast developing township. St Michael's Catholic Church, the old Parsonage, part of Lumley Park homestead, the Hope Inn Christ Church, the old Police station and the school were some of the earliest constructions.

All except the Churches are now private residences.

Early houses were badly built and have long since fell to ruins. Many were two room slab dwellings, with dirt floors and a pit toilet at a distance from the house.

Social and commercial life during the pioneer years faced limits imposed by horse drawn transport in what was a remote location. Tennis, cricket, local races, rifle shooting and dances were the main leisure activities. Music also provided a common social base.

Electricity was connected in 1958 and this was celebrated with a 'Lights On Ball' marking what was a major step towards the modernisation of the district.

With the introduction of cars and availability of affordable petrol, town folk shopped in Goulburn, a school bus took children to school each day and there was no need for correspondence schooling as had been the case previously.

Unfortunately, this led to the school local to Bungonia closing, as did the shop and the post office. The advantage of progress though, and the opening up of opportunities as travel to and from Sydney and Wollongong became easier, saw the continued

growth of Bungonia Village and a healthy interest to this day, in the beautiful setting it has to offer tourists.

The Bungonia State Recreation Area is about 4 kilometres east of the village and is a wonderful area for walking. The more strenuous option is down to the Shoalhaven and the Bungonia Gorge. ... but an easy walk around the look outs and camping area, to Beck's Gully or Mount Ayre is just as rewarding.

Bungonia Park in the village offers a wood BBQ and seating for picnics. The Park covers an area from below the bridge – along the creek – to Woodward's Bridge at the southern limit of the village.

Bungonia War Memorial is also a focal point of the park. At a public meeting in 1948 it was decided to erect a Memorial, in memory of the local boys who lost their lives in World War II and those who served. A voluntary collection was taken throughout the district to raise the necessary funds and the base of the Memorial was completed by hard working volunteers.

The Memorial was purchased from and erected by J Turner and Son and the official opening was held on 30 April 1949. This was the first opening of a Memorial anywhere in the Goulburn District after the 1939-45 War. Flagpoles were erected for the 'Back to Bungonia' Celebrations in 1988 and these were replaced in 2002/2003.

In 1999 a grant was given for an upgrade to the War Memorial to add the names of personnel who served in World War I. This was the reason ANZAC Day ceremonies became an annual event in Bungonia Village.

A garden has been created around the Memorial.

The year 2004 was the 80th Anniversary of the first Australian Motor Cycle Grand Prix. There was a re-enactment of this race which formed a loop from Goulburn, through Bungonia Village, Windellama and back to Goulburn.

We look forward to enjoying this history and Bungonia surrounds on our day ride and picnic lunch.



Bungonia, NSW, Australia

On the Beach side of Goulburn



Paddy says to
Murphy.... "My mate
came off his
motorbike today".
"Oh really" Murphy
said.
"Yes, He has brain
damage, 2 broken
arms & is blind in
one eye", replied
Paddy

**Well !!! says Murphy, no
wonder he came off !!!!**

One fine summer's evening, Paddy, Mick and Liam are riding back home from the bar, all three of them on Paddy's motorcycle. Of course, they get stopped by a cop who says to them, "This motorcycle is only licensed to carry two people, and there are three of you. One of you will have to get off and walk." "Three of us?" says Paddy as he turns to Mick. "Jeez, what happened to Rory and Niall?"

When I grow up



Seenager

I **JUST** discovered my age group! I am a **Seenager** (senior teenager).

I have everything that I wanted as a teenager, only 55-60 years later. I don't have to go to school or work. I get an allowance every month. I have my own pad. I don't have a curfew. I have a driver's license and my own car.

I have ID that gets me into bars and the wine store. I like the wine store best. The people I hang around with are not scared of getting pregnant, they aren't scared of anything, they have been blessed to live this long, why be scared? And I don't have acne. Life is Good!

Also, you will feel much more intelligent after reading this, if you are a **Seenager**. Brains of older people are slow because they know so much. People do not decline mentally with age; it just takes them longer to recall facts because they have more information in their brains. Scientists believe this also makes you hard of hearing as it puts pressure on your inner ear.

Also, older people often go to another room to get something and when they get there, they stand there wondering what they came for. It is **NOT** a memory problem; it is nature's way of making older people do more exercise.

SO THERE!

I have more friends I should send this to, but right now I can't remember their names. So please forward this to your friends; they may be my friends, too.

shared by Silversurfers.com

Thank you Charles

NOTICES

FOR SALE

1977 Suzuki GS750A

\$5,000 negotiable

Location Carlingford

This bike is in good condition for its age as you can see from the photos. Unlike many other examples of this model, this bike has a 4 into 2 exhaust and mufflers.

There are 70,544 kms on the odometer.

The bike is unregistered.

The current owner has rebuilt the front end including steering head bearings and fork seals. It hasn't been run for several years, but when last started, it ran well. At the time it was last run it had a new battery - if a new one is required sale it will be provided.

The tyres are close to new.

There is no evidence of rust in the tank. There is some surface rust as per the photos.

The price is negotiable.

For more information call Keith Sandell on
0414 702 404

[Photos in this web album.](#)

OFFER FROM JUST BIKES

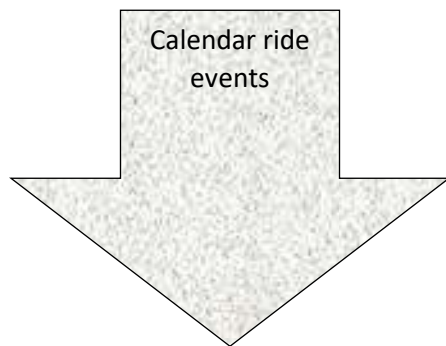
Just Bikes – have offered support to our club with an offer to members who may be selling their bikes. To advertise for free (or upgrade) simply go to www.justbikes.com.au and post the bike for sale or email at classifieds@justauto.com.au and ads will be placed for members. Or, if members prefer just bikes to post the ad, they need name, address, contact details along with pictures and a description of the bike. Advertisements will appear online until advice is provided to say the bike is sold. Ads will also appear in the Just Bikes magazine.

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



Complimentary to members of CRCG.

WHAT'S ON :



Sunday Rides

20 September – to be determined on the day
4 October – Currawang, Bungendore, Tarago
18 October – President's Day run
25 October – Monument, Bungonia Village
1 November – Windellama, Nerriga
15 November – to be determined (Taralga Tractor Festival cancelled)
29 November – Bungendore, Captains Flat
6 December – Toy Run
13 December – CRCG Christmas lunch
20 December – open ride, decide on the day

Tuesday Rides

22 September – Braidwood
6 October – Roslyn, Crookwell, Taralga
20 October – Windellama, Bungendore, Gunning
3 November – Bungonia, Windellama, Sutton Pie Shop
12 November – Twilight Run – to be confirmed
17 November – Gunning, Dalton, Yass
1 December – Fitzroy Falls, Bowral, Sally's Corner
15 December – Kialla, Crookwell, Gunning

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](#)

Celebrant Services

Dale Towell
0422 367 011

[Weddings, Baby Namings, All Occasions](#)



40th Ruby Anniversary Rally in 2020 of the AJS and Matchless Owners Club of Australia Inc.

At the General Meeting last November of the AJS and Matchless Owners Club of Australia Inc. it was confirmed that the 2020 Annual Down Under Jampot Rally will be held in the Southern Tablelands of New South Wales on the 11th and 12th of November.

Already many members have expressed interest in this premier event where solid views are in the pipeline for the Ruby 40th Anniversary event.

Members, their wives, partners and family are invited to dress accordingly for the Presentation Dinner evening and to bring along their motorcycles and equipment of their machines fittingly to embrace the occasion.

It should be made clear to all that the Ruby Dinner will be held in the evening however we would urge entrants to dress accordingly and bring their machines appropriately.

Yours sincerely
Brian 'Nip' Kuerschner.
President AJS and Matchless Owners Club of Australia Inc.

We have received advice that this event has been cancelled.

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.

