

FOREVER YOUNG



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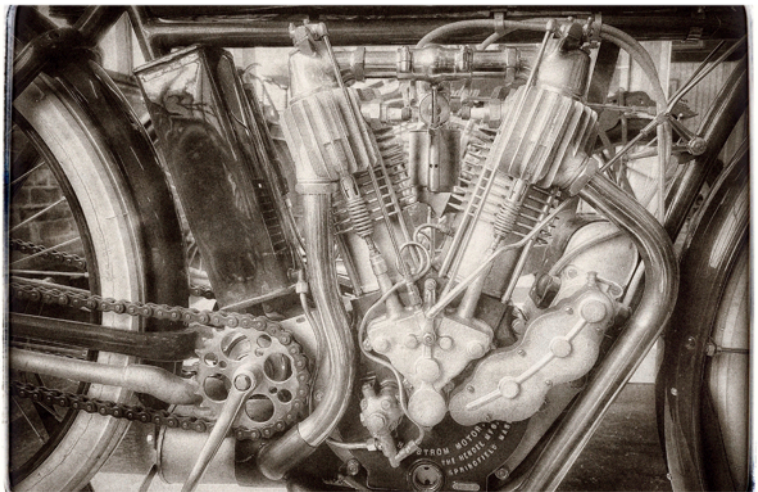
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Hi There Fellow Riders

Currently our club is going through a period of great change and this magazine is part of that. The committee hopes to build on the tremendous work done in the past by Dale Towell who edited the magazine for many years. We want to keep the club members informed, entertained and most of all up to date on where we are going, and what we are doing.

Members are encouraged to have a part in future editions of the magazine, perhaps you could write an historical article, a bike review, suggest some choice videos, give a summary of a local ride. Even if you don't feel confident with the "IT" side of things a rough draft can be shaped into a document on our end.

In the meantime, take the time to enjoy this edition and we welcome feedback to help us further improve the publication.

What is Motorcycle Character?

What does character means in terms of motorcycles, the term is thrown around by riders, owners and reviewers with complete abandon and the assumption we can all put our fingers on what that actually means, well sorry but I struggle a bit in defining the concept.

Some might think character is a euphemism for “a bit s...”, or an excuse made by owners to justify a misguided buying decision...like it's not totally reliable but it has so much character, I just had to have it.

I met a female rider recently who spoke of her Ducati in such terms, along the lines of “well it's in the shed being fixed most of the time, like any Ducati, but it has heaps of character”.....mmm, well, maybe she had a point.

Character is just a shortened version of characteristic, in other words we likely mean the bike in question has some aspect that makes it different from other similar items. I guess being “bloody unreliable” could then be called character if indeed your steed was supremely unreliable compared to the competition. But, I think most owners would struggle to find such a characteristic desirable or even endearing in the long term.

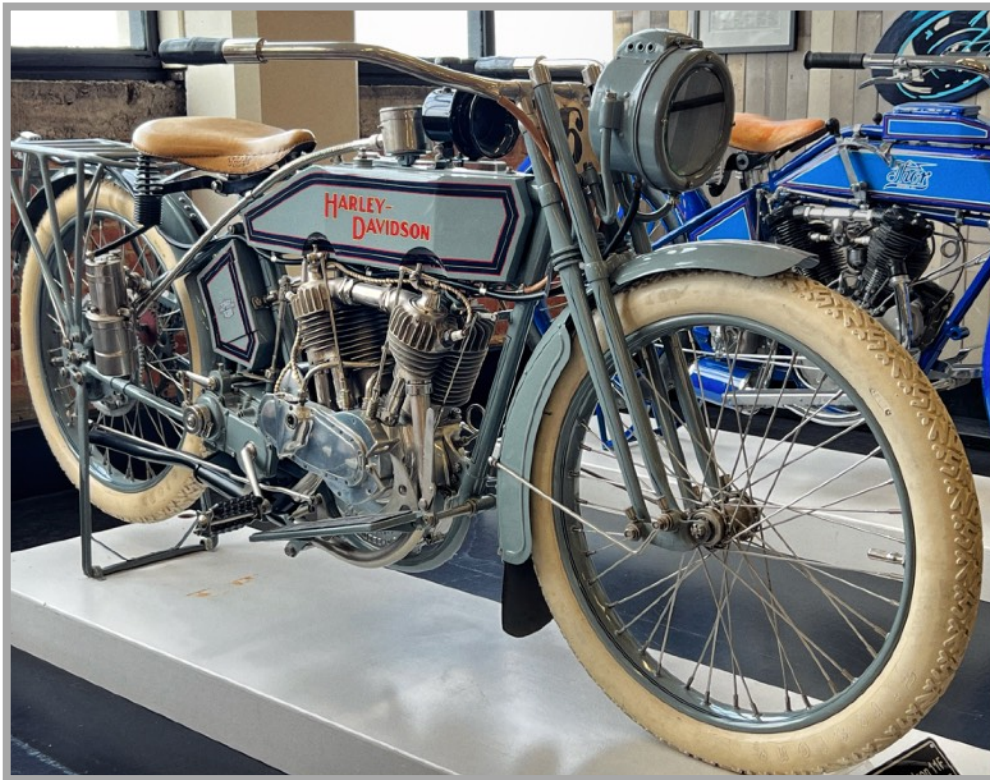
So what exactly do motorcyclists mean by character and oddly why is it that most of the supremely well engineered and proficient machines get dissed as “lacking character” yes I'm referring to Hondas. Oh and by the way I totally disagree that Hondas lack character, I own several and love em' all, maybe I should remove some parts and make a few stupid mods so they too can become characterful.

So does having character mean the rider has to make allowances for some wicked issue, like diabolical handling or a lack of functional stoppers? Is a bike that is always plotting to kill you at every corner one that could be classified as characterful? Maybe the bike has obvious deficits, like it wouldn't pull the skin of a custard in first gear, or perhaps the gearbox is better regarded as a mystery box where a tap of the left foot is occasionally accompanied by the gear you expected. Maybe the machine makes more noise than a rock crusher and is just as deafening.

More positively the bike might be unbelievably pretty, regardless of practicality or functional requirements, lots of Ducatis seem to fall into this camp...I get it, but my creaking bones would be lucky to survive a short trip to the coffee shop without a second trip to the physiotherapist.

Does the bike does one thing better than most others, it might be faster accelerating, more comfortable (scrub that, comfort seems secondary when talking about character therefore rendering my Goldwing completely boring and characterless), does it have a better exhaust note, a super sweet instrument panel and so forth.





A veteran motorcycle such as this lovely old Harley most certainly drips with character, considering that at birth it was one of the best quality most sophisticated machines available that makes sense, and of course it is gorgeous to look at. No doubt new Harley Davidsons benefit from the legacy of machines such as this, but do they really possess character?

Maybe the motor is a concrete vibrator pretending to be a motorcycle and provides a massage to all bodily components completed just before the electrics vibrate right off the bike and it comes to rest in some inconvenient location that the NRMA have never heard of. Yes, we know which brand I'm talking about, don't we.

Conversely maybe the bike is stupidly ugly, guess what, the Honda CX500 was not often called the "plastic maggot" for its great looks, yet now people pay stupid money for barely functional versions and proceed to turn them into cafe racers, so maybe Honda did make bikes with character? Considering the visually challenging looks of many MZs they must be supremely characterful?

Could it be that a bike that's utterly dangerous unless treated with kid gloves and even then has a psychotic bent so twisted that it threatens to bend you into a pretzel by simply taking off from the stop light has great character?

Maybe your bike is built really poorly, you know a real dunger, a heap of excrement that has fittings from every possible thread and nut and bolt type ever offered to mankind and electrics that Lord Lucus the Prince of Darkness would have even been embarrassed to offer up, characterful? On the other hand it might just be incredibly well made and finished to level way beyond its station as a means of two wheeled transportation.

Could character be a machine so devilishly complex to service that every trip to the mechanic is followed by an application for a mortgage and the parts to keep said machine in fine fettle are made of unobtainium.

Hell I don't know....but I think think this character thing has something to do with being a bit different from it's peers and probably also beauty, and possibly demanding a bit more from it's owner.

Maybe perfection doesn't cut it, a perfect bike just does what's asked when asked, the owner doesn't have to commit to the machine, it demands nothing special. After all, those perfect bikes in any market segment will likely be pretty similar because the true path to perfect performance and operation is pretty narrow and the end points are going to be very similar.

I'm happy to keep my dull, boring, characterless Hondas, bikes that start when required, stop when needed and hold their value with just regular maintenance. But you almost certainly have other ideas, so let me know so we can visit the topic again next edition.

Petrol Rationing in Australia During World War II

Imagine if our pleasure rides were off the agenda due to a lack of fuel or if we had to choose between going for a Sunday blast or using the family car during the week. Hopefully we'll not be faced with this dilemma, but during WW2 and for some time after this was the type of choice people faced daily, fuel was in such short supply that it could only be justified to use it for essential transportation needs.

In the lead up to WW2 Australia was particularly vulnerable to fuel shortages as it did not produce any petrol of its own and only held 3 months supply on shore at any time, which to those in the know might sound strangely familiar to modern day Australia.

During World War II, petrol rationing became a critical component of Australia's wartime economy effort, it was introduced to conserve resources and ensure equitable distribution. Rationing significantly impacted daily life and reshaped transportation systems across the nation and highlighted the nation's dependence on imported fuel. One aim of rationing was to underscore the Australian government's commitment to supporting the Allied war effort.

Background and Introduction of Rationing

These imported fuel and oil was always transported primarily by sea using a route that increasingly became targeted by Axis powers as the war progressed.

German and Japanese submarines posed significant threats to shipping lanes, leading to a reduction in available sources for fuel supplies, meanwhile the war effort demanded larger quantities of petrol for military operations leaving limited supplies for civilian use.

To address the growing scarcity, the Australian government introduced petrol rationing on 1 October 1940. Initially, rationing was presented as a temporary measure, but soon became a long-term necessity as the war intensified. The Department of Supply and Development oversaw the implementation, ensuring that limited resources were allocated efficiently and fairly.

Rationing System and Allocation

Under the petrol rationing scheme, individuals and businesses were issued ration coupons that allowed them to purchase a fixed quantity of fuel. Allocations varied depending on the nature of the need, essential services such as ambulance and police vehicles, and agricultural machinery received priority. Public transport systems, which became increasingly important during the war, also received a higher share of the available fuel.

Private motorists faced significant restrictions. The government categorized motorists based on the purpose of their vehicle use, and non-essential driving was heavily curtailed. For most Australians, this meant using their cars sparingly, if at all. Many families turned to bicycles, walking, or public transport to travel. Pleasure drives or motorcycle rides was simply not an option.

The standard petrol ration for private use was minimal. By 1942, private motorists were restricted to as little as four gallons (18 liters) per month, and even this small allocation required justification. Those found using petrol for unauthorized purposes faced strict penalties, including fines and the confiscation of their vehicles.



As can be seen here, rationing did not finish with the end of the war

You can imagine how difficult it must have been to get by on just four gallons considering most vehicles were far less fuel efficient than modern day machines and consider even the average car today could only travel around 150-200km per month within urban environments on the available ration

Impact on Society

Petrol rationing had far-reaching effects on Australian society. For many, it marked a significant change in daily life, particularly in outer suburban and rural areas where cars were often the only or primary means of transportation. The restrictions forced Australians to rethink their mobility, adapt to alternative modes of transport, and plan travel and shopping carefully.

Public transport systems in cities experienced a huge surge in usage, trams, trains, and buses became lifelines for commuters and businesses alike. Bicycle sales skyrocketed as Australians sought cost-effective and fuel-free alternatives to cars. In rural areas, horse-drawn vehicles saw a brief resurgence as farmers and laborers adapted to the restrictions.

The rationing policy also fostered a sense of shared sacrifice. Australians were reminded that conserving petrol was a way to support the war effort, ensuring that troops had the resources they needed to fight overseas. Government propaganda reinforced this message, encouraging citizens to view rationing as a patriotic duty.

Challenges and Enforcement

The petrol rationing system was not without its challenges. Black market activities emerged as some individuals sought to circumvent the restrictions, in response the government introduced increasingly strict enforcement measures, including patrols and inspections to monitor fuel usage. With rationing being carried out via ration coupons such as those in this article, authorities found themselves increasingly having to crack down on counterfeit coupons.

Significant administrative challenges arose in ensuring allocations were fair and met the needs of various sectors. Some industries, such as agriculture and mining constantly argued that their allocations were insufficient to sustain operations, balancing the demands meant constant adjustments had to be made to the rationing system.

End of Rationing and Legacy

Much to the annoyance of the public, petrol rationing in Australia continued well after the war until February 1950. The primary reasons were slow post-war recovery efforts and the rebuilding of international trade networks which prolonged supply issues. When rationing finally ended, it was seen as a relief but also as a reminder of the sacrifices made during the war.

The legacy of petrol rationing is multifaceted, it highlighted Australia's vulnerability to supply chain disruptions and the need for greater self-sufficiency. It also led to innovations in transport and energy conservation that continued to influence Australian society in the post-war years. On 8th February 1950, Robert Menzies announced the end of petrol rationing, this had been an election promise that greatly assisted the Coalition in winning power just 2 months earlier in December 1949.



The common allowances were for one, two or five gallons, one would have not gone far, a major issue was fake stamps for which there was a substantial black market, these are all early versions of the stamps carrying the "Commonwealth Liquid Fuel Control Board" logo.

Ride Guide Review, Australia Motorcycle Atlas

I love looking at maps and dreaming of the potential trips that could be taken as you track over the map with your finger. Smart phone maps don't cut it, actually I loath using maps on any smart phone, it's just so hard to see the details, than as you zoom in you lose all context of the region you're looking at., zoom out and the minor roads disappear! I absolutely find it impossible to plot a route on smartphone. What happened to good old paper maps? Well they still exist, they're just a little harder to come by.

Just before Christmas whilst scrolling through Facebook an advert popped up for the Hema "Australia Motorcycle Atlas" with "200 Top Rides". Well I was sold there and then, I used to have a great collection of maps that I updated regularly at the local NRMA, that's no longer an option and something with a specific motorcycle emphasis would be great I thought.

As luck would have it my Daughter had asked for suggestions for Christmas and my Birthday, so this option went on the list and I was fortunate enough to receive a copy on my Birthday.

The kit includes, the comprehensive atlas, a large Australia wall map with the numbered rides drawn in for easy reference and 200 Top Rides book that cover all states and of course the Territory, all neatly slipping into a plastic holder to keep everything clean and to a degree waterproof.

Let's start with the **Atlas**, of course it includes comprehensive maps of every area of the country which show clearly the type of road are on offer, great for those who want to avoid getting caught on dirt roads or tracks.

Going further you get **Quick find Distance Chart** for calculating distances between primary population centers, there's also strip maps of the major highways and more detailed maps of major urban roads within capital cities showing places of interest and accommodation options.

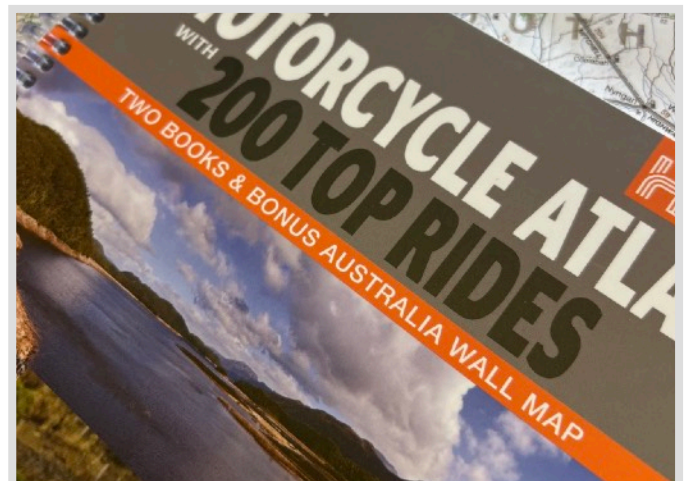
To top things off you'll even find a full listing of all **National Parks** with icons to let you easily see which ones have toilets, camping facilities, charge camp fees etc, great stuff indeed.

Now onto the ride description book, it's now in the 6th edition and written by the legendary, **Peter "The Bear" Thoeming**. The rides cover all Staes and the NT and he gives a run down of the 100 Top Rides with accompanying pics and a briefer summary of the remaining 100 rides. Handily the descriptions include an **information contact number** for each ride, a **ride rating and total ride distance**.

Thoeming is a well known author within the motorcycle arena and his writing is both entertaining and easily consumed, you will find everything you need to know presented in a succinct fashion.

Finally you have the **Wall Map**, you could hang on the wall and highlight in the rides as you tick them off or leave it in the clear plastic pouch to use on rides. Imagine, you could cover the nearest table for the purpose of stimulating conversation, providing context, and of course impressing fellow riders with your knowledge. The Map is printed and nicely thick paper stock that should resist damage over the course of many usages.

My only complaint, and it's unavoidable, is that the type on the maps and icons can be a bit small for old eyes, so pack a magnifying glass.



CGRG Tiddler Rally 2024

On behalf of Goulburn Classic Riders a big thank you to all those who attended the Tiddler Rally from far and wide. The event was held on the weekend of the 2nd and 3rd of November and proved to be the best Tiddler Rally yet held by the Classic Riders of Goulburn. There were 53 bikes and riders attending on the weekend.

Our club takes pleasure in organising these Rallies, sharing our hospitality, our roads and a love of Tiddlers with all comers, this year riders came from as far afield as Newcastle and Parkes with many people now becoming regular participants.

Those of us ride smaller machines appreciate the pure unadulterated joy of pushing these smaller machines to their limit. Tiddler riders embrace the twisting of throttles to 11, rapid and copious gear shifts with or without the clutch, often dropping to the tank to maintain momentum on uphill or ducking even lower to find those last few Ks for downhill thrills. We know that on these lightweight machines body language, attention to braking points, precise gear selection and more provide us with the real essence of motorcycling. Riding a slower bike fast does indeed put more smiles on the dial and this Rally always delivers.

As usual the Rally started from the Goulburn Workers Arena at 9.45, proceeding to Taralga and onto Crookwell, the stretch from Taralga to Crookwell is particularly nice with great scenery and lovely sweeping bends. The temperature on this higher elevation section usually is a few degree cooler, this year was no exception but the weather for the entire ride was a perfect combination of sunny skies with light scattered cloud and low wind velocities. The ride stopped at the Crookwell show ground for lunch which was catered for by the Crookwell CWA. After lunch riders enjoyed a spirited return to Goulburn, later on riders gathered at the Goulburn Workers Club for an evening meal.

A second shorter ride was held on the Sunday which ventured to Bungonia Community Hall via Mountain Ash Rd, where a fabulous breakfast was on offer. The Community Hall group are gaining a considerable following for their regular breakfast events which are proving popular with day tripping motorcyclist from the coast. Mountain Ash Rd is a lovely motorcycle road which has a bit of everything on offer over its 35km.

On the return leg from Bungonia, Howard Kneebone of the Classic Riders Club of Goulburn gave a talk on the history of the Goulburn TT at the TT Memorial site, which is located at the beginning of Mountain Ash Rd.

Of course the best part of a Tiddler event is the camaraderie, checking out others peoples machines and drinking in the view of the collected machines in the paddock, eating great food and chatting in groups then tops it off and this rally ran true to the pattern.

The peoples choice award was taken home by Newcastle rider Tim Glasson for his Excelsior R1, and for the award nobody wants to win, being first on the trailer, was taken home by Brian Nairne of Cowra, his Suzuki GT185 deciding it needed a rest on route.

A big and hearty shout of thanks to the four organisers, Alan and Michelle Lees and Ray and Julie Croker. The Tiddler rally is their baby and they always do a brilliant job.





Top Left

Russel Burkes' 80cc Yamaha Zippy returned for this years rally. Russel won the 2023 Rally Peoples Choice. Impressively Russel rode the toddler from the coast to Goulburn in 2023 for the rally.

Top Right

Ray Croker rode his MZ which he has recently got back into fine riding form. That crazy exhaust is actually a standard fitment!

Left

Tim Glasson proudly holding his 2024 Peoples Choice award for his sweet and rare Excelsior R1



Worn Out Wander 2024

Our club held its annual “worn Out Wander between Monday 25 November to Thursday 28 November 2024.

We had 8 bikes and 12 people attend our 2024 Worn-out Wander covering approximately 1500km, enjoying good weather, food and company. Many stories were told and new memories created, there were no incidents other than miss-directions and miscalculations of fuel (what happens on tour stays on tour). We managed to only get wet slightly and missed the major storms predicted.

Our accommodation at the Coachman Hotel Motel Parks was central and comfortable with amazing food and beverages. Our day trips and circuits were well organized. On Tuesday we had a long hot ride at 37°, visited Peak Hill mine and dined for lunch at the Rabbit Trap Hotel in Albert. On Wednesday’s 35° heat ride we visited Banjo Paterson Museum at Yeoval, seen Burrendong Dam.

We had lunch at Freemason’s Hotel at Molong, where Kim, the owner, graciously welcomed us opening early just for us and proceeded to cook whatever we wanted, great service indeed! The return to Parkes was a little wet, but the temperature was comfortable.

Thursday, on our return journey we visited McFeeters Motor Museum in Forbes and with the pending storms, we made a quick dash on the Frogmore Road back to Crookwell for one last beer before all going our separate ways, catching a little rain but all arriving safely home.

Extending a huge thank you and congratulations on a well organised Worn-Out Wander to Julie and Howard Kneebone and we are looking forward to another one next year.

Cherrie Thrower, Club Secretary



Left Top

The gang gathered at the Rabbit Trap, they have great lunch options and and ice cold drinks to cool down hot riders. The hotel is located approximately 120 km west of Dubbo at the small town of Albert on the Trangie Dandaloo Rd.



Bottom Left

Bikes parked at the Burrendong Dam lookout.



Above

What happens when the ride leader rides right past the only fuel stop for a hundred kilometers with everyone running on empty? What happens on the ride stays on the ride as they say, so we won't name the perpetrator, but seen above is a happy victim after receiving his emergency fuel after a long sit in 40 degree heat with his wife. No one was punished, though they may not get to lead the group ever again.

Top Left

The gang at Burrendong Dam pointing in all different directions that we seemed to take on the ride.

Middle and Bottom Left

A very hot morning tea stop at 37 degrees on the way to the Rabbit Trap Hotel.

100th Anniversary Goulburn TT 21- 23 June

After 18 months of preparation by Goulburn Motorcycle Club, Classic Riders Club of Goulburn and Goulburn Mulwaree Council the 100th Anniversary TT commenced with a street cruise the evening of Friday 21 June. At least 150 machines and riders braved the winter chill to display their machines to rapturous locals who lined the main street for a peek and to relish the sounds of vintage machines.

The whole 3 day event was an incredible success with over 500 participants and thousands of people who came to view the bikes and displays in perfect winter weather.

Saturday was taken up with an amazing display of machinery at the Goulburn Recreation Centre with the Pedan Pavilion and the Skillion full of vintage machinery, which some overflowing to the grounds in front of the Pavilion.

Indian Motorcycles were the event sponsor and included a first class display with representatives kept busy with questions and providing test rides of new bikes.

Saturday evening saw the Anniversary Dinner kick off at the Recreation Centre. Great meals, top talks and a fundraising auction were all part of the celebrations.

The Sunday ride followed the 83 km TT loop, out along Windellama Rd, across to Bungonia along Oallen Ford Rd and then back into Goulburn via Mountain Ash Road. The original TT involved two loops of the course. When we consider the condition of the dirt roads o100 years ago and the multiple difficult river crossing just completing the TT was a testament to the skill and resilience of the riders. Bikes also endured harsh conditions as well with lots of punctures and breakdowns along the way.

Shuttle buses were provided at the event to help spectators find prime positions for viewing along the route and were kept busy.

All along the route people gathered at the gates of properties picnicking and cheering on riders, many had gone to considerable lengths to set up displays, tables and chairs, umbrellas etc. Large crowds gathered at Windellama School, Windellama Hall and Bungonia township. Riders certainly enjoyed the attention of the spectators and many riders had sore arms from waving en-route to the audience.

Riders of all vintages participated, the oldest being 91 yrs on a 1939 Vellolette. The smallest machine was a 50cc Solex that had a top speed of just 40kph. Incredibly there were almost no breakdowns with almost everyone completing the course.

A brilliant event all round and a testament to the efforts of the organizers.



CGRG Annual Rally 2024

The CRCG held its 33rd Annual Rally on October 26 and 27th 2024 with around 50 riders involved, a good number considering the club had earlier in the year been extensively involved in running the 100th Anniversary TT event.

As usual the event commenced at the Goulburn Workers Club arena with the pre-rally get together with a BBQ and nibbles handed by Can-Assist. It was a chilly start, which is typical of Goulburn during the mid spring period.

The Can-Assist folk and club members were back on deck the next morning to provide breakfast, with egg and bacon rolls being a firm favorite.

This year the judging was done pre-ride at the Workers Arena with a good array of machines on display, especially post 70s bikes.

The Saturday ride was from Goulburn to Bungonia via Bungonia Rd and then along Oallen Ford Road before heading South-West along Sandy Point/Cullulla Rds, terminating in Tarago for Lunch. This first leg is around 80km and flows through a multitude of curved sections with some straight portions thrown in, in short a great motorcycle road which for the most part is in good condition.

Lunch was provided by the Tarago Public School P and C, with a wide selection of choices, the school grounds providing a great venue to check out other riders machines.

The 56 km return to Goulburn was via Collector/Currawang Rds, a favorite with CRCG riders, this section is through open country with sweeping bends and some great views to the west towards Lake George. Currawang Rd joins Braidwood Rd just 300m from the revamped One Raceway. From there it was an easy ride into Goulburn under sunny skies and with a very pleasant air temperature.

As usual the Rally dinner was held at the Goulburn Workers Club, with the majority of Riders in attendance and many partners as well, with the trophy presentation following on from the main course.

The Sunday ride was a 90km return trip to Crookwell Swap Meet, via the main Goulburn Crookwell Rd. Sunday was a much warmer day with riders taking the opportunity to check out various historic vehicles on display at the Crookwell Show Ground as well as looking for treasures amongst the stalls.

Top: Queen of the Rally and Youngest Rider recipients.

Middle upper and lower: Bikes lined up at Tarago Public School during the lunch break.

Lower: Club president Brad Nichol standing behind Geoff Greens' Moto Guzzi 850 LeMans



Tip Of The Season Driving Lights for Better Safety



Motorcyclists face unique challenges on the road due to the smaller vehicle size and have reduced visibility to other road users compared to cars and trucks. Fitting auxiliary lights to motorcycles these days is a simple yet effective way to significantly improve safety and of course auxiliary lights help riders see better at night but more importantly they make your motorcycle more noticeable to other road users.

Improved Visibility for the Rider

Driving lights are designed to provide a wider and longer beam of light, which is particularly beneficial when riding at night or in low-visibility conditions like fog or rain. Standard motorcycle headlights can often leave dark spots or fail to illuminate the periphery adequately. Driving lights usually offer a clearer view of the road ahead but particularly to the sides. The improved illumination allows riders to spot potential hazards, such as kangaroos and wombats and potholes and take evasive action.

Increased Visibility to Others

One of the most common causes of motorcycle accidents is drivers failing to see the bike in time. Driving lights enhance a motorcycle's visibility during both day and night. Positioned strategically, these lights create a more prominent and distinguishable presence on the road, reducing the likelihood of being overlooked by other drivers. Research has shown that drivers have a particularly hard time judging the distance of motorcycles and more importantly the approaching speed of the bike when they only have a single light.

Adding two extra lights lower down on the bike creates a **triangle of light** which makes it much easier for drivers to accurately judge closing speed, it also helps that most modern LED lights are very bright even in daylight. A single light can sometimes be mistaken for a **specular reflection** off a shiny surface, where as a **triangle of three light points** is unlikely to be confused with anything else.

Something to bear in mind is that even though many bikes come with 2 headlights fitted closely together on the same plane this does not improve safety, it can in fact reduce safety because under poor conditions such as fog a motorist may mistake the bike for a car at a greater distance.

Additional Benefits

Driving lights can also serve as a backup in case the main headlight fails, ensuring the rider is never left in complete darkness.

In conclusion, you can fit LED driving/auxiliary lights for very little money these days, even well under \$100.00, additionally they draw little current so most modern bikes will have no trouble providing enough juice. Auxiliary lights represents a bargain investment in rider safety and even cheap lights that may perform in a mediocre fashion at night will still help drivers see you.

Motorcycle Videos top Check Out



Each Quarter we will bring you a list of 5 great motorcycling videos from across the globe, if you have any suggestions for future newsletter let the editor know.

Fortnine, Review of the Kawasaki X 300

This is a **Fortnine** classic, widely regarded as one of Fortnite's best vids, in fact one of the best motorcycle tests ever on Youtube, so good it inspired me to buy one. It's clever, the video work is classy and it has a touch of humor to go with it.

<https://www.youtube.com/watch?v=XYYf7iG1ih4>

Fortnine, The Mini Bike Smuggler

Funny, oddball, and just very entertaining, another **Fortnine** classic

<https://www.youtube.com/watch?v=kTAokcwAXq4>

Cycle World, Hondas Amazing Grand Prix Racers.

Kevin Cameron and Mark Hoyer. Every week they present approximately an hr of chat where Kevin Cameron, an absolute guru of all things motorcycling, waxes lyrical about the intricacies of various motorcycle bits. Utterly fascinating, this episode is a great place to start but every episode is a gem.

<https://www.youtube.com/watch?v=3iGxJQcT64o>

Common Tread XP, 1000 Miles Across Alaska (on Postie Bikes!)

The **Revzilla** guys occasionally go mad and try something insane using odd motorcycle choices, and this one is just incredible. The guys ride a pair of Honda Posties across Alaska to the northern most point of the United States, mayhem, laughs and incredible challenges are the name of the day.

https://www.youtube.com/watch?v=Geb_QFxp_hs

Moto Control, Making Amazing U Turns, Like Japanese Police

Moto Control is devoted to videos on motorcycle control, the host is excellent in explaining complex matters and all of his videos are both helpful and entertaining. This particular vid is a fascinating look at the next level skills motorcycle techniques used by Japanese Police riders.

<https://www.youtube.com/watch?v=1LVSrs4HucI>

Remembering Riders Now Departed

Vale

Ian Kenneth McMurdo

26th Nov 1947 - 15 July 2024

76 Years

Ian left behind his family of Kim, Luke, Renee and Mitch as well as his Grandchildren Lily, Chris, Samantha, Ryder, Hudson and River.

His wife Pauline had previously passed.

Ian joined Classic Riders Club of Goulburn after assisting the club with the Great Southern Swap Meet working on the gate. He remained a strong and supportive member of the club, actively involved in many major and minor club events.

He was strongly involved in Can-Assist being the founding member after his own brush with cancer. For his work with Can-Assist he was awarded the Australia Day Citizen of the Year in 2013.

Ian had a history in the mechanical and motorcycling world, working in spare parts at the Goulburn Power Centre for many years. He was also worked for several other motor industry businesses including Repco, Parletts Garage.

Vale

Barry Fred Walding

26 May 1945 - Dec 2024

79 Years

Barry left behind his Wife Beverly. He was father and father in Law to Catherine and Tim Wood, Darrell and Leanne, Robert and Kelly and Glen Ryan. He had 10 grandchildren and 8 Great Grandchildren. He was also a brother to Melva and Sherill.

Barry was strongly active in the Classic Riders Club of Goulburn and members of the club represented him on their motorcycles at his funeral who were joined by 7 of his relatives also on motorcycles.

He was a member for around 25 yrs, a favorite saying of his was "lets'Get It On".

The Honda Spada VT250

The Tiddler Of Choice

Yes, some 250s really do punch beyond their weight.

Post the mid 60s few 250s other than some race replica strokers sought a higher station in life. 250s generally led 'hard n short' lives, thrashed mercilessly by inexperienced or unsympathetic riders, dropped more often than ridden and starved of basic maintenance. Finding a good condition vintage 250 today is a challenge, finding one you'd enjoy riding.... Well that's close to mission impossible or is it?

Handily as a result of the Japanese registration and licensing regulations between 1985-1995 Japanese makers used cutting edge technology to produce 250s and 400s that punched well beyond their capacity. Australia was one of the lucky few countries that had access to these machines, the Honda CBR250RR is a great and popular example.

For Aussie learner riders 250s were the weapon of choice, 125s or smaller machine didn't make sense the way they did in European markets. Our regs didn't restrict learners on max power or power to weight, so young guns got to ride the same peak 250cc models on offer in bike crazy Japan, thus many of the worlds remaining high performance 250s now reside in OZ.

A large pool of machines were imported by grey dealers and individuals throughout the 90s to meet market demands and more recently for established riders wanting to relive their misspent youth. Many imports were low k fugitives of the Japanese domestic market rego laws.

Most of the high power 250s were fragile, highly stressed machines that shone brightly then flamed out expensively or ended up being crashed. During the late 80s and early 90s 250 technology was rapidly developing and many otherwise great bikes quickly fell from favour leading to more neglect than you might otherwise expect.

One maker...Honda made two advanced 250s that have stood the test of time, 250s that 30 plus years later are being sought by serious riders and finding their way into collections. The two in question are the mighty CBR250rr and the Spada VT250. This review is on the Spada....the 250 that can. Someday hopefully we can sample the delights of the wonderful baby blade CBR250rr.

Realistic Riding

Most club riders spend their "mental health" rides at between 80-115/120 kph and are frankly ok with that considering our age, slower reflexes and ancient undercarriages.

Any bike that can traverse the countryside reliably at between 80-115kph, handle well and brake competently is probably good enough for most riding. Better still if the bike works well in urban situations, is easy to park and has enough power to be gone when a half-awake maniac in a cage is gunning for you.



Enter the Spada, now if you're over five-ten or very heavy, or maybe can't cope with a slightly lower bar height, this may not be your tiddler ride, but for everyone else the Spada is one amazing 250 that won't leave you embarrassed on regular club rides, even spirited ones. If you're into tiddler rallies this is probably the ultimate vintage 250, certainly many club riders think so.

The Spada has 4 keys tricks up its' sleeve and one on open display.

A cracker of a 90 degree V2 power plant. Sublime handling for its period and age. Nice brakes and excellent reliability, Importantly, in good condition it's a very nice looking machine. The icing on the cake, even today, despite the Spadas' popularity among club riders looking for the good un's, you can still find one for sensible money.

In many ways it's a better bike than the CBR250RR, yep, it's not as quick in acceleration but far more rideable in most circumstances. Spadas are also far less likely to have been trashed n thrashed by newbie riders with more confidence than competence. Try finding an original unmolested CBR250RR, you'll soon realize that's mission impossible, and the few you may uncover will be pulling massive premiums.



V2 Magic

First up, it's a V twin, not just any V Twin, but a 90 degree V. Why is that good? Well you get better hi rev capability and smoother operation and also more potential for power. Four stroke small capacity V Twins are fairly rare, it's a cost thing. Two heads, two valve trains, more complex exhaust and carburetor setups are not exactly a pathway to making a cheap 250. The 90 degree V arrangement is particularly sweet in the 250 capacity, a short stroke keeps it compact so the wheelbase is much the same as any 250, great primary balance means they can rev high without impediment so it might be an expensive way to build a 250 but Honda clearly had a higher purpose in mind.

An interesting comparison is the Honda Bros 400 engine. A V twin very closely related to the Transalp 600/650/700 units with a 52 degree V and a vastly different crankshaft arrangement. The Spada unit is not as wide, it produces a little more power than the 400 despite the 150cc deficit, redlines at 4000 rpm higher and exhibits almost zero vibration. The 400 Bros unit exhibits a pleasant but obvious vibratory experience throughout the rev range, has linear torque characteristics but lacks high end zing.

This is a reliable long lived engine, born in 1982 to propel the original Honda VT250F, it eventually lived out it's days in the fuel injected VTR250 leaving the road for pasture in 2018, a 36yr life span! Along the way various small changes were made and outputs varied from 26 through to 40hp depending on model and market. The 40hp Spada remains the ultimate in power and performance of the line. Note also, this engine wasn't plagued by the early Honda V4 cam issues despite being birthed in parallel with them.

It's difficult to determine what changed internally over the years through the various iterations, one obvious change aside from power outputs was the redline which ranged from 11,000 rpm on earlier variants, peaking at 13,500 on the Spada and falling well back towards earth with the VTR.

Torque curves and gearing also vary with models, even the number of gears, early VT250s and the Spada are 6 speeds, later VTRs 5 speeds and from what I can gather are set up with taller final drive ratios.

Regardless of the variances the Spada motor is peak VT250 and no less reliable than any other variants. Compared to it's siblings the Spada is only 5 ponies down on the CBR250R and RR and identical to the unfaired version of the CBR often referred to as the Hornet 250 but the low end torque on the Spada is much better than the CBR250RR or the Hornet.



Mechanically the only weakness is the cam chain and tensioner, but it's probably no where near as weak as contemporary competitors. Replace the chain and tensioner when it reaches the service limit, keep up the oil changes and everything will be rock solid reliable.

I've come across several Spadas for sale with in excess of 100,000k and most of the other owners I know in clubs have bikes which range from 50-90,000k, this is not a fragile engine that will have you riding along wondering if it's about to pull the pin then grenade into a thousand pieces.

Fundamentally there's no reason any well designed 250 can't be long lived, it's really a matter of construction and quality. Consider, a four cylinder 600 super sport will pump out around 100 ponies with a similar redline to the Spada, do the math and a 40hp 250 offers almost the same specific output per litre as a super sport 600. Ah you say but the 250 works harder, maybe a little but consider that two bikes with similar all up weights and frontal areas, cruising at 100kph are going to require a pretty similar power output the 250 is probably under no more stress in legal riding situations. The Spada and similar 250s also gain some benefit by being around 45kg lighter than the contemporary 600s such as the CBR.

The Spada loves to rev, but in practice never feels stressed, it just spins like a perfectly balanced centrifuge, without a tach you'd hardly know how fast those pistons are punching. Given the true nature of the Spada there's no reason you couldn't go on long multi day rides confidently, (if the suspension is upgraded) especially if the machine is well maintained, though of course luggage capacity might be an issue. Personally I consider burdening the Spada with a dirty great rack and panniers as just plain wrong, a complete travesty, even worse than pineapple on a pizza. Touring on the Spada should mean tank bag, backpack and seat pack, which would be fine for a solo long weekend.

Flicking Gears

In a word, lovely, no false neutrals, positive and slick. Clutch-less up changes are a breeze and it's pretty easy going down so long as you possess some mechanical sympathy. Generally 250s having less reciprocating mass and flywheel effect so are easily rev matched, the Spada is a great example. Out of all the bikes I've owned the Spada has the 2nd best gear change, my Versys X300 just pips it, the light and smooth mechanically actuated clutch helps a lot too. The only trap for first time Spada jockeys is that if you've come off a larger bike or a trail, first gear will probably seem taller than you expect, dial in few more revs and little clutch slipping for a smooth and quick getaway, you'll get used to it quickly enough.

Acceleration

If you're seeking optimal 0-100 times at local traffic light showdowns, gear changes between 12-12,500 are order of the day. I've seen a few 0-100kph Youtube clips where timid riders have called it a day at 9-10,000 rpm, leaving the real fun going begging. Spin it and you'll grin it, Spadas love a good flogging. The zero to 100kph dashes are normally hard to quantify with 250s, much more so than with larger capacity machines, technique, rider weight, gear change points and state of tune have big impacts on 250s. I've seen for example Honda later model VTR250 times ranging from 6.5 through to 10.8 secs, which you'd have to agree is an enormous margin of error.



Your launch ability has a big bearing on 0-100 times but I estimate a rider of around 80kg with practice should easily get a figure within the 6.5-7 sec range. Now that's not quick in motorcycle terms but consider a lot of cruisers are lucky to break the 7.5 sec mark and the cult RE 350 meanders to 100k in about 15 sec so it's hardly snail on valium territory. By comparison my Spada easily accelerates harder than my Versys X 300, which most riders think is ok for most purposes. If you know how to get the best out of a 250, you know, optimal launch revs, quick clutch less shifting, optimal change points, dropped body position and let's say you weigh say 70kgs or less you'd probably pull a sub 6 sec time. Anyway, be honest how often do you really give your bike the beans as they say?

Would-be crotch jockeys could lower the final drive gearing to give some extra tingle in the dingle, but you'd trade off some top speed, fuel economy and the relaxed nature for those rare accelerative thrills. In any case, with a lowered final drive the 0-100 would require an extra time-sapping gear-change to 3rd, so the point may be moot, though thrust out of corners would be sharper. As an aside on standard gearing a Spada can hit over 100kph in 2nd gear, which for a 250 is right up there!

On club rides with others on much larger bikes I have no issues keeping up, very rarely does a hill require a change down from 6th and even when cruising through townships I can hold 5th or 6th and still smoothly accelerate to 100kph exiting town.

Stoppers

You'd have to be a dewey eyed nostalgia driven luddite to deny that brakes have progressed quite a bit over the past three decades. No-one expects the Spada to have state of the art stoppers, no 4 or 6 piston grabby bits, no ABS and that's before we get into the degradations of 35yr old components that have gummed up somewhat. The front caliper grabs via 2 pistons and rear a single piston unit, discs are 320 front, 220 rear.

On the other hand, mainly the right one, if the brakes are in top form they're actually plenty good enough, especially allowing for the lowish mass, limited terminal velocity and generally smaller riders who find a fit on such machines. Initially mine were frightening, real poop in the undies and down the legs frightening, but not now. New pistons and seals front and back, a braided front line, rebuilt master cylinders and nice soft grippy organic pads solved the issue, in fact it probably stops better than new.

I hazard a guess that when many Youtube bike reviewers are ragging out the brakes of older machines, their findings are coloured somewhat by component condition rather than actual design capability.

I could probably improve things further by replacing the front disc with a more performance orientated item but until the disc wears out I'm ok with the current one.

Compared with other bikes I own, the brakes are better than my cruiser (by a wide margin), they best my Honda Bros and pull up pretty much as well as my GL1800 Goldwing so long as you don't need ABS. And just for perspective, they're astronomically better than my 66 Honda Dream, which are hilariously bad, hilarious because providing that little retardation has to be some sort of joke.

Anyhow, the bottom line, I don't ever have those "Oh crap" moments, so potential owners can rest easy regarding braking.

Looks

Beauty, they say is only skin deep but ugly goes right to the core. We motorcyclists can be a pretty superficial bunch, we like a pretty face. Ugly bikes may have a certain muscular attraction for some riders but only if the bike has strong redeeming performance chops.

So is the Spada pretty? I'd say out of the box, yeah, she's a cute looking machine, some might say she has great bone structure. A little makeup on those bones and she can be quite the princess.

The Spada is a bike where colour can have a big impact and since the Spada was birthed in a wide array of colours across several markets, it's not identified by any specific colour, if you choose a non-standard respray colour, it'll be fine.

As far as I can tell, Spadas have been available in red, orangey red, maroon, black, mid blue, turquoise, silver, gold, black, yellow. I've also seen white, but it that may have been an older non-standard respray. Green's the only colour missing, though I've seen pics of one painted in British Racing Green that looked rather fetching. I think there may have been some special tri-colour versions as well. Additionally the wheels have been variously painted in white, black and gold.

So lots of options for refinishing whilst keeping the original look, there's no reason to not get adventurous and try something different, after all we're not dealing with a Brough Superior here, where anything other than black would be sacrilege, then again miss Spada does look lovely dressed in classic black.

Gearing Speeds

As best as I can judge from testing at 5000rpm the max speeds in each gear are as follows, there is likely some small variance due to speedo and tach flutter but the figures should be close. These are all calculated at redline, which is 13,500 rpm, which note it will happily exceed!

1st.	80kph	
2nd	108kph	
3rd	130kph	
4th.	148kph	
5th	166kph	
6th.	174kph	Theoretically?

7750 in 6th equals 100kph and it will pull top from 40kph without undue snatching, if you want to cruise and short change 4000k works well as a change point with the natural change point is around 5500, which can be done clutch-less with perfect meshing.



Power production is linear, so no surprises, it makes for very predictable riding with 100kph a relaxed cruising speed. Surprisingly the Spada will run quite happily at 135-140, so if you really want to loose your license, you certainly can. Around town most corners and the roundabouts are taken easily in 4th, you could slip back into 3rd if you're in a real hurry.

As mentioned the ability to crack 100kph in second gear is a bit special for a 250, consider that some 250 singles struggle to top 100kph in top gear. Second/third gear and a sequence of very tight 50k corners can be a source of great of high rev fun.

One of the most endearing performance aspects of the Spada is its ability to hold 100-110 in top gear over hills and longer climbs via throttle twisting that would have lesser 250s sliding back through the gearbox. It really is uncanny in this respect and every owner or rider I've come across will offer the same surprised conclusion.

Weight

The bike weighs in around 150kg sans fuel, although some specs claim its 140kg, not what you'd call an ultra lightweight but within the contemporary 250cc ballpark. The V twin Yamaha SRV250 which came onto the market around the time the Spada was exiting was a few kilos lighter and the sibling CBR250RR MC22 around 7kg lighter. To me weight within reason isn't a major consideration, too light and things become a bit flighty in cross winds and unstable on the rough tracks we laughingly call roads in my part of the world, too heavy for the power available and things get a bit, well tardy.

A modern equivalent like a Yamaha MT03 runs about 10kg heavier and the Honda CBR300R, a single by the way, hits 165kg, that's 14kg more pork despite the 35yr age difference!

Engine wise the most directly comparable new bike is the Kawasaki Versys 300, which I also own. Torque and peak power are almost identical, the Honda produces max torque 1000rpm lower with peak power around 500rpm higher, overall though, they're close. The Spada has a better low end, is 20kg lighter and has a lower profile, so it's no surprise it out accelerates the Versys.

As a Versys 300 owner I can confirm that despite the similar performance figures the Versys is no match for the Spada in terms of smoothness and vibration. At no point in the rev range does the Spadas engine exhibit any harshness, it's almost uncanny how it goes about its work. The Versys unit is good but it's a typical parallel twin, running a bit lumpy at anything below 4500 rpm then getting smoother at 5000rpm followed by a very silky feel at around 6500-7500 after which it progresses to an increasing level of vibration and tingles above 8000 rpm. The Versys unit has some character but the Spada in comparison is just exquisite. Ah progress.

The Spada has good straight line and corner stability, major cross winds or B double truck blasts can move you across the tarmac but nothing that approaches problematic. Mass centralization seems about ideal, low enough to be flickable, high enough to be stable, certainly it's much better than a 250 trailie if that's been your past 250 weapon of choice or point of reference.





Fuel Economy

Who cares, it's a vintage bike you'll probably only ride for smiles on the dial. Ok so you're curious, like any 250 it depends on where and how hard you ride. Physics are a thing, any bike at 100 kph will need about 10-15hp to maintain a constant speed, it all depends on frontal area and weight of course, but that's about it. So it matters little what the capacity is, fuel economy at 100-110 is going to be very similar between machines of similar weight and design.

However, single cylinder machines can be a little better in the 80-100 km range due to less frictional losses and better efficiency in the relatively narrow rev range that involves, above 90kph things start to even out. My Spada, which is in perfect mechanical fettle, delivers fuel economy between 3.1 and 4.3 litres per hundred, representing easy town and country running up to say 80kph through to "let's give you a bloody good flogging" territory. I conducted a pretty serious test comprising of short town runs with country spurts of 100kph and got 3.55 litres/100. By comparison, that's pretty much line ball with my modern fuel injected Kawasaki Versys X300, but at higher speeds, say 110km plus it bests the Versys, likely due to the less favorable aero dynamics of the Versys.

For comparison a Royal Enfield 350 is better in the economy department up to around 90kph but temper that with the knowledge that the Spada is out accelerating the Enfield at any point and from 85kph up the Enfield may proceed to a higher speed but you could hardly call it "accelerating", where as the Spada can be knocked into 4th and zip past the hundred mark easily. The bottom line is that for a 34yr old bike the Spada is very competitive and is nicely fuel efficient considering the available performance.

Ride and Handling

At 1280 mm the wheelbase sits between say a KTM RC390 and the later Honda VTR250 and identical to a current Yamaha YZF R3. Rake is the same as the R3 and RC. The Honda is around 25kgs lighter than the KTM and 3.5hp down on power...which gives it a very similar power to weight ratio.

As you might expect the Spada is not keen on poor road surfaces, moderate weight, 35yr old suspension with limited travel conspire to make the very rough pot-holed tracks we euphemistically call roads a test of spinal fortitude. That said, many of the roads in our locale are so horrendous even my Goldwing gets bucked about by them.

On moderate to good roads the ride is fine, probably better than you'd expect given its age, the main limitation is front fork travel and harshness at the end of that travel, the rear when the spring is set on the middle setting is generally ok.

I'm sure the the ride could be refined by upgrading the front springs and tinkering with fork oil weights to suit the specific rider weight, an upgraded rear spring/shock unit would probably have a significant impact as well but would it be worthwhile? If the Spada was your main bike and got a lot of use, absolutely, especially modding the front end, but for riders like me using it as a club bike, optimising fork oil weight, adding some preload via washers, and finding the right rear spring setting and tyre pressures is probably enough, just choose your roads wisely.

All the preceding should be tempered by considering my own condition, several decades have seen my frame and undercarriage approaching worn out, which is to say a younger version of me would probably have far less issue with the Spadas suspension shortcomings.

The star of the show is the handling, this is one classic bike that scythes through corners confidently, it's a hoot, the first corner will confirm that Honda made a great decision spending the time and money developing the brilliant and expensive Castec frame for the Spada. Despite the limited suspension travel the bike holds a line tenaciously yet can still be flicked around pot holes and debris almost with mind power alone, It's like Honda waved a magic wand over the bike and incanted some spell that creates a neural link via your contact points and the machine. Universally past or present owners wax lyrical about the handling, if they don't then the bike was likely a worn out banger.

Keeping It Going

Cutting to the chase, any Spada is going to be at least 32 yrs old, maybe even in its 37th year, mine splits the difference at 34. Anything rubber is likely perished, just like any old bike so check and replace what needs replacing, The main items to address are the carb boots that bridge the carbs and the heads, all coolant hoses, the fuel line and vacuum line.

So parts? Well a good proportion of the bike is still available new, but there are some odd omissions, I'll get to that. Oil filters, cables, carb kits, gaskets, levers, blinkers, brake parts, timing chains, tensioners etc are all available either OEM or 3rd party and none are especially expensive, eBay is as usual a great option.

What is unobtainium new are tanks, guards, rear bodywork, in other words items generally ruined in a crash. The one real oddity is the fuel tap, it's a specific fit and there are no complete taps nor repair kits in captivity, your only option is to modify the tank by making a custom adapter and fitting some other type of tap, that works but it's a bit inconvenient.

If you want to keep your Spada running long term, like any vintage bike it's a good idea to buy up spares and/or perhaps a second bike when they become available. I temper all the above by saying that the Spada is a reliable machine, things don't just break, most issues will relate to crashes and long term wear and tear.

Compared to a Modern/New 250

Tis hard to make a direct comparison and in any case someone looking to buy a Spada is probably not in the market for a new 250, however obvious differences are the lack of rider aids, ABS, fuel injection and maybe a little less sophistication in ride. Plus of course a new bike is well...new, with all the benefits that brings.

On planet reality, a good Spada will probably be more entertaining and fun than pretty much any new 250 and some will argue better looking. I'd add the fit, finish and quality is generally superior to new machines which are now clearly built down to a price. Additionally most new 250 /300s are going to be ADV style single cylinder machines, or faired sports focused singles and parallel twins so direct comparisons are tricky.

Ok you want to know, what are the new competitors? In no particular order you'd have: A couple of CF Motos, Hondas' own CB300R, Kawasaki Versys 300, KTM 200 Duke, a couple of SWMs, Yamaha's ancient Virago 250, Yamahas' MT03 and YZF R3 and finally the Suzuki Gixxer 250s. Not a massive smorgasbord to choose from.

The only one I'd consider a direct competitor is the Yamaha MT03, it produces similar power and torque but weighs just a little more. It's also a naked but nowhere near as pretty in my opinion and is of course a parallel twin not a 90 degree V twin. Motorcycle testers will often claim the MT the best road 250/300 class bike on the market, it probably is, but also about the most expensive and it's actually 315cc not 249 like the Spada.

One obvious difference from a riders perspective is the seat height is higher than the Spada, so those with legs ending just below the crutch will probably be more comfortable on the old girl. Neither bike could do duty as a massaging vibrator, but the MT03 will be somewhat vibratory at 100-110, whereas the Spadas V2 is Mr Smooth at those speeds.

The one area you can expect the MT03 to cream the Spada is suspension subtleness on medium to heavy hits. On the other hand you could spent some of the \$5,000 saving on upgrading the Spadas springy bits, in fact that would be my first priority along with the stoppy bits if I bought another one in less than optimal condition.

Here's the truth, you want a sporty 250 V2 that looks pretty, goes great, handles well and is not a 2 Stroke? You want a Spada, it's in its own class, end of story.

Museum Visit Wrap Up

SAMMY MILLERS MOTORCYCLE MUSEUM, NEW MILTON UK

Recently on a trip to the UK visiting family for Christmas 2024, Julie and I took some time out to do a roving tour of various car and motorcycle museums in the south of England.

Some of these including The Bugatti Trust at Prescott, the British Motor Museum at Gaydon, the National Motor Museum at Beaulieu and best of all, only 22 km away, the Sammy Miller Motorcycle Museum at New Milton. This was my second visit to Sammy Millers Museum, having been here once before in July 2022.

This Museum is world renowned for having the biggest collection of retired racing motor cycles plus very rare brands and Prototypes.

Sammy Miller born in Northern Ireland in 1933 was a road racer and heavily into dirt/grass track racing and trials. His first race was in 1951 as a 16-year-old. Although his favourite racing bike was an Ariel he moved onto Bultacos but also raced a variety of others including AJS 7R, Mondial and NSU, Honda and many others. In his career he has won over 1300 trials races including British, European and International races.

He started collecting bikes in 1964 when he set up his motorcycle parts business and this evolved into the Sammy Miller Museum of today.

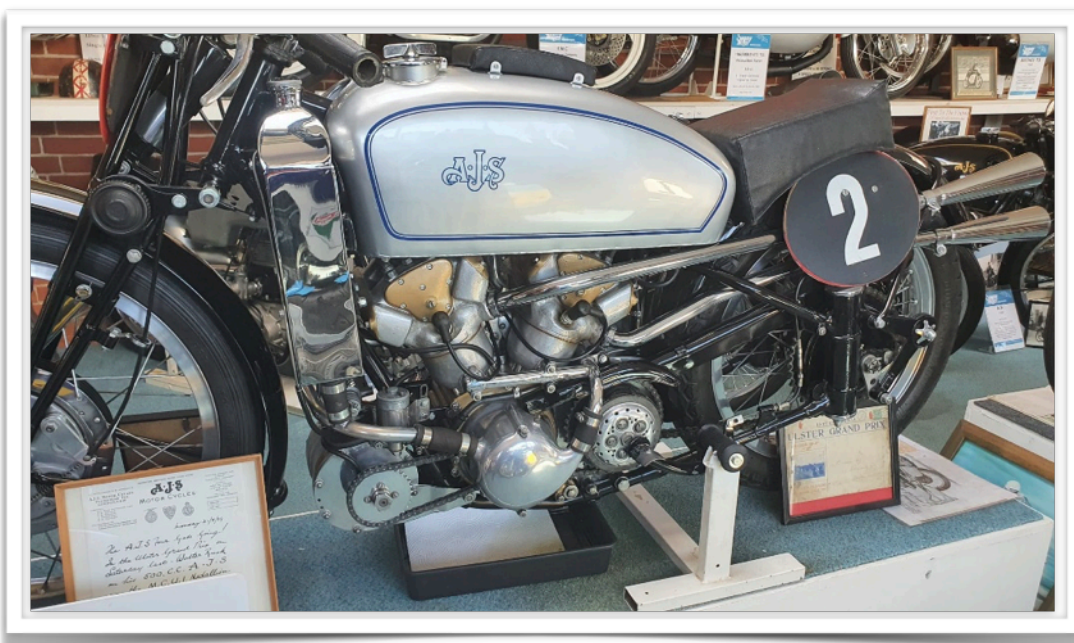
Whilst spending several hours at Sammy's Museum we were fortunate enough to meet Sammy when he came around looking for his assistants to help him in his workshop. Sammy is now 91 years of age, still amazingly fit, and still does demonstration rides several times a year. He still collects rare and unusual motorcycles to add to his vast collection. Every day, Sammy potters in his workshop restoring and reconditioning his finds and is currently planning to extend the museum building so he can display his ever increasing collection.

If you ever get the chance to visit the UK it is well worth the visit. The museum is south west of London and Southampton and is about 2-3 hours drive depending on the traffic.

Howard Kneebone

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An AJS V4 500cc Supercharged Grand Prix racer from 1939. (Supercharging was banned post WW2)



1955 Wooler 500cc
Horizontally Opposed Flat 4



1988 Norton Rotary



Jawa 350 V4
Two Stoke GP racer

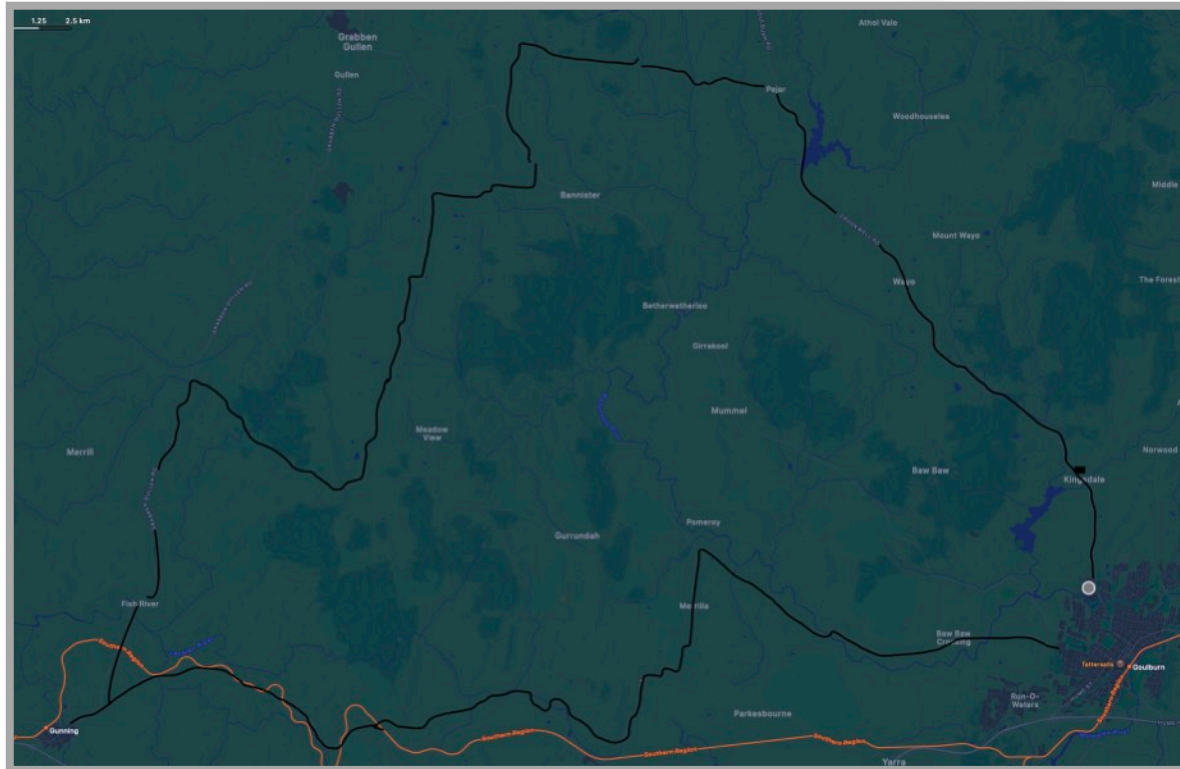


In the background are connecting shops under lease, soon they'll be converted to be part of the museum and to house some of Sammy's increasing collection.



Ride Route Review

The Old Roads and Cross Country Loop



Each quarter we will look at a regional ride club members and visitors can try out, over time this will build to a repository of great rides that can be presented on our website.

This first edition of **Ride Route Review** is for those with an adventurous spirit as it takes in quite a few gravel sections, none of it is too challenging but there are some dangers to look out for. It's a great ride for simply taking your time and perfect for lower capacity or slower machines.

Head out of **Goulburn** on **Gurrundah Road** through rolling scenery, the road is in good condition. At the **Pomeroy/Gurrundah Road** intersection turn left, careful, it's a tight turn that switches back somewhat. Proceed over the bridge and follow the road until you get to the **Merrilla Lane** intersection, a left turn, it's somewhat hidden as you approach, so it's easy to overshoot.

Follow **Merilla Lane** to the T intersection, you'll traverse a short dirt section, on the way. Turn right onto **Henry Parkes Drive** and almost immediately take a left turn onto **Wesley Road**, then a right onto **Church Hall Road**, a short section terminating at a T intersection with **Breadalbane Road**.

Breadalbane Road is as the name suggests the back way to **Breadalbane**, it's flat with random gravel and rough tar sections, you can see the Hume Highway in the distance off to your left. Eventually the road turns right and follows parallel with the Railway line though to **Breadalbane**. There are two water channel crossings, both are rough and usually have a few inches of water flowing through them. You'll then make a left turn across the railway line onto the **Old Hume Highway**, be careful here the surface is rough and the rail crossings' not controlled.

Take a right onto the **Old Hume Highway**, which these days is called **Cullerin Road**, check out the remnants of the now bypassed town of **Breadalbane** on the way. Just out of town you'll see a right hand turn onto the **Old South Road**, yep, the original highway if you could call it that, you'll cross the rail line again, just follow on past a couple of lovely old homes and then you'll come upon a Y intersection, the **Old South Road** is to the left.

This section is good quality gravel but be aware you'll come upon a sharp right bend going over a low level bridge, it's way too easy to have too much speed coming onto the bridge which has very loose gravel on both the entrance and exit.

Continue on and eventually you'll pop out at **Cullerin**, which these days is pretty much a railway crossing.

Turn right and just a couple of hundred meters along you'll find "**Old Sydney Road**" on the left going up a slight incline, yep more of the original highway,. This section is loose gravel and needs special care, your first hazard is where the road veers left across the original rail bridge, it's slightly downhill, fairly tight and has extremely loose gravel, take it slow.

Follow the road as it goes into a little valley and then suddenly splits in two, take the low road to the left, you'll soon go under a rail bridge, again be very careful, the entrance is rutted, keep the entrance speed low. Before you know it you pop back out onto **Cullerin Road**. It's now easy cruising into **Gunning** for a coffee at one of the cafes, they both have good coffee and nice snacks, if you want a pie then go for the pie shop. There's public toilets across the road if you need some relief. You'll almost surely run into other motorcyclists at these stop, mainly from Canberra out on "day runs".



Refreshed and relieved you can head back the way you came, up the hill from **Gunning** but you are going to turn left onto **Grabben Gullen Road** at the top of the hill. This is a beautiful stretch of road, plenty of bends, great scenery across the hill tops and some fantastic granite formations on both sides, you'll find a few rough patches but nothing to worry about. Around 20km along this road you'll find **Gurrundah Road** heading off to the right, take the turn and follow up hill and down dale and eventually the road flattens and straightens then on the left you'll spot a turn onto **Bannister Lane**. The first couple of kilometers are tar, and then you're onto gravel, which is quite good, just watch for loose stones on the three 90 degree bends.

You'll come to a cross road, don't turn, go on ahead along **Bannister Lane**, again there are two loose 90 degree bends and you'll then it drops downhill on tar towards a cross intersection, take a left turn and you'll quickly find yourself at the **Range Road** intersection. Take a left turn onto **Range Road**, it's sealed but rubbish nonetheless, a kilometer or so up the road is a right hand turn onto **Kialla Rd**. Be careful at the intersection to find the right line, it's a tight turn and gravel builds up on both sides of the intersection.

Proceed along **Kialla Road** a couple of clicks and you'll find **Pejar Road** on the right, it's very easy to overshoot the intersection as there's little prior warning. If you overshoot, don't worry, there's a lovely old stone home just up **Kialla** road and taking a peek then backtracking is no hardship.

Pejar Road is approx 10 kilometers of dirt, the scenery is lovely and the road twists and turns quite a bit, just take it steady. Around half way along this section you'll come across the main hazard, a low level water crossing which has a very rough bottom and exit, bikes with little ground clearance like cruisers may bottom out here! Beware also that crossing easily floods, if there's been any recent rain it's quite likely impassable.

Towards the end of **Pejar Road** it heads up a straight hill towards the high point where it intersects with **Crookwell Road**, the view at the intersection is fabulous looking back in the direction you have come from.

Now it easy, simply turn right and head back to **Goulburn via Pejar Dam**, this is a great motorcycle road, one section called the **esses**, has rough transitions of tar due to repeated repairs over the years and more importantly the road is notorious for accidents, probably due to speed. The highway patrol and mobile speed cameras are often present on **Crookwell Rd**, In particular make sure you drop to the **60 kph limit** before you pass the speed sign on the outskirts of **Goulburn**, it's a favorite haunt for the men in blue.

Meet a Member....Peter Grady



When and why did you join CRCG?

I joined because I was looking for other people to ride with, I'd looked at other groups but decided the Classic Riders were the best fit for me, I joined around 4 or 5 years ago.

What got you involved in motorcycling?

I had motorbikes from the age of 8, in the 70s and 80s we rode motocross and enduros, most of my mates also rode, we usually rode out on friends properties, I think I've had about 33 bikes, some dirt bikes and lots of road bikes.

Tell us about your first bike.

My very first bike was a Honda mini bike with a pull start, it was a 50cc job, I then moved to a 125 Honda trail bike and onto various road bikes after that. The first road bike was a Honda CB125 in 1976. I don't collect bikes, so I usually have just one at time and then move onto something better.

What bike or bikes do you currently own?

I own a 2008 Triumph ST Sprint 1050, with a few minor upgrades but these were done after things wore out, it currently has around 80,000km, and it's been 100 percent reliable. The main changes were to the suspension and the seat. I'm happy to ride it on all roads and it's not scared of a little dirt road riding.

What is your most memorable motorcycling event?

Definitely the Easter bike races at Bathurst, I went there 7 or 8 years in a row with a lot of other riders from Goulburn, we picked up several along the way at Crookwell. We camped on the mountain and it cost \$20.00 for the weekend. For that we got 2 cases of beer, a bottle of Brown Musket, a bottle of Stones and a supply of sausages, it was pretty cheap but then I guess we were only earning around 80 bucks a week at the time.

What would be your dream bike and why?

If I could have any bike I would buy back my black 1978 Ducati SD900 Darmah, it was just a beautiful machine and I should never have sold it.

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

I really love the Victorian High Country area, especially around Mount Buffalo, Omeo, Bright and the surrounds, the bends are endless, the scenery is great and the roads in top condition. They're all just fabulous rides.

What is your favorite local ride?

I most enjoy doing the loop through Breadalbane and Cullerin and looping back to town via Gurrundah Rd with a stop in Gunning, but I'm happy to extend the ride to Gundaroo and come back via Dalton. I think we are lucky to have a lot of great rides on our door step.

Finally, what else would you like to say?

The thing I really enjoy about the club is the friendship, it's fantastic to go on a club ride and then solve the worlds problems over lunch and coffee, I've made so many great friends as a result of joining the club. At this point in my life having strong social contacts is incredibly important, I think it's great for your mental health. It is just brilliant to get out on the road and take your mind of everyday stuff and work.

Rides and Events Calendar 2025

Club Captain: Ray Croker 0418 239 669
Club Address: PO Box 415, Goulburn 2580
Club Meetings: Second Tuesday of each month

All rides meet at Belmore park opposite the Courthouse, departure times are:

Jan to April 9.30am.

May to August 10.30 am

Sept to Dec 9.30am

Sunday Rides

January	12th Laggan Via Gurrundah.	26th Crookwell Via Roslyn
February.	2nd Memorial Ride. 9th Swap Meet- No Ride	23rd Gurrundah/Gunning
March	9th Yass.	23rd Bigga
April.	13th Tuena.	27th Boorawa
May	11th Sutton	25th Sallys Corner
June.	8th Decide on the day.	22nd Decide on the day
July	13th Decide on the day	27th. Decide on the day
August.	10th Decide on the day	24th Decide on the day
September	14th Greenwell Point	28th Binda
October	12th Johnno's Corner	26th CRCG Rally
November	9th Tiddlers Rally.	23rd Bigga
December	14th Christmas Ride and Party	

Events

Annual Swap Meet 9 Feb

CRCG Tiddler Tour 22-25 Sept

Classic Riders of Goulburn Annual Rally. 25/26/27 October

CRCG Tiddler Rally. 9/10 November

Worn Out Wander TBA (4 Days)

Tuesday Rides

Coordinator Don White Ph 4821 2816

January	14th Bungendore - Gunning	28th Gunning - Crookwell
February	11th Fitzroy Falls - Robertson	25th Berrima - MossVale -Bundanoon
March	11th Taralga - Crookwell - Gunning	25th Komungla - Bungendore
April Gunning	8th Gurrundah - Crookwell - Taralga.	22nd Windellama - Bangendere -
May	6th Fitzroy Falls - Bowral	20th Kialla - Crookwell - Roslyn
June	3rd Grabben Gullen - Gunning	17th Moss Vale -Robertson/ Tourist Rd
July	1st Collector - Breadalbane - Gunning	15th Tarago - Braidwood
	29th Bundanoon - Sally's Corner - Marulan	
August	12th Roslyn - Crookwell - Taralga.	26th Gunning - Dalton - Yass
September	9th Thirlmere - Bargo -Moss Vale.	23rd Gunning - Murrumbateman
October	7th Fitzroy Falls Kangaloon - Robertson	21st Taralga - Crookwell - Gunning
November	4th Gunning - Dalton -Yass.	18th Bungonia - Bundanoon
December Gullen	2nd Marulan - Wingello - Bundanoon	16th Tuena - Crookwell - Grabben



CRCG, Information and Contacts

President: Brad Nichol.

0419692451

Publicity Officer: Julie Kneebone

0412 684 548

Vice President: Ray Croker

+61 418 239 669

Regalia Officer: Michelle Lees

0427 297 107

Treasurer: Charles Hillier

0417 289 471

Monument Warden: Howard Kneebone

+61 414 590 754

Secretary: Cherrie Thrower

0427 431 919

Assistant Club Captain: Brad Nichol

041 9692 451

Events Coordinator: Howard Kneebone

+61 414 590 754

Equipment Officer: Colin Jewel

0419 692 451

Life Members

Wayne Adams (deceased)

Richard Corbet

Howard Kneebone

Ross Gilchrist

Mischelle Lees

Join Our Club

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

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

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

Club Website:

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

Facebook

Classic Riders Club of Goulburn

Instagram

Classic ridersgoulburn

Email

secretary@classicridersclubgoulburn.com.au

Club Phone Number

044 838 6362

Club Meetings

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

For Sale

Antique Drill Press

1930s Drill Press, Solid Steel Column, 5 speed, 1/2 hp motor

Item has an electrical fault that needs sorting, it will trip your circuit breaker at present. Bearings are extremely smooth. This press is extremely heavy, I'd estimate 250kg, so bring a friend or two for pickup

Make a great addition to an antique workshop display. \$125.00

Phone 041 969 2451

