

# Bush Chatter

May/June 2017

## Red plate scheme being rorted

Vicroads and Victoria Police have made it very clear they are well aware of 'red plate' scheme rorting, and have made it equally as clear that the system is under constant review and that action will be taken against those who abuse the system.  
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'1959 Triumph Bonneville'  
196 FWL  
by  
Ian Cook



PO Box 2071 Mildura 3500

# Red plate scheme being rorted

**This article is specifically related to cars, but there are parallels that can be drawn for bikes too, so much so that throughout the story you can substitute 'rider' for 'driver'...read on!**

HOONS and cheapskates are rorting the State's registration system by exploiting a scheme for classic car (bike) enthusiasts.

Some young hoons are using the system to drive powerful vehicles that they could not ordinarily use under restricted licence conditions.

Other car owners are simply looking to save big money on their registration bills.

The number of Victorian vehicles on club permits was 8500 in 2010. It has now boomed to more than 70,000.

Those who have the permits must be members of approved car clubs and associations, allowing them to drive their vehicles on the road for private use for 45 or 90 days a year, depending on the amount paid.

Cars must be older than 25 years. One club official said while most people were genuine car buffs, there were instances where members appeared more interested in getting cheap rego than any activities.

The savings are huge. While regular registration for most cars costs more than \$700, the club permit fee is \$142.

"This is how some hoons get around driving prohibited vehicles," a police officer said.

"They're paying less than a quarter of what we pay. They're rorting the system."



The log book system aimed at ensuring permit-holders stayed below the stipulated number of days is being abused, and many driver (and riders). Many drivers were happy to gamble on not being pulled over or to have the book handy with only the date to be quickly inserted if intercepted.

In other cases, motorists get club permits so they can use their older car as a second vehicle. Police said action would be taken against anyone abusing the system.

"Victoria Police is aware of the concerns," a police statement said. "If any-

one is found abusing or exploiting the scheme then police will take appropriate action."

VicRoads said the use of club permits was the subject of strict licensing and inspection conditions.

A relaxation of conditions on when the cars could be used has led to the boom in numbers since 2010.

"Previously, vehicles could only be used at official club events and rallies but now club permit vehicles are allowed to be used unrestricted on the road for 45 or 90 days," a spokesman said.

"Permit-holders are required under the scheme to keep a log book accounting for each day's use. The majority of club permit holders are genuine motoring enthusiasts who appreciate and support the scheme."

VicRoads said it has been working with club bodies and police to improve vehicle standards, identification and club governance.

"The operation of club permit conditions are under constant review and if a further tightening is required of the rules around log books, clubs or the type of vehicle that can be used on a club plate, VicRoads will consult with club peak bodies and Victoria Police."

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• **Brrrrrr winter is certainly here.** But for the enthusiast this is a great time to get things done in the shed...those little niggling and annoying little jobs that we have been putting off on our pride and joy steeds. It is also a great time to tear into the bigger jobs...like an engine rebuild or maybe a gearbox refresh. After all, the hours available to ride comfortably each day are so few it is hardly worth tickling the carby and kicking the bike over...unless, of course you are one of those hadry souls. So get to those jobs. Spring is around the corner...



PO Box 2071 Mildura 3500

# Have you ever heard of this Holden?

IN Australia we associate the name Holden with what is arguably the nation's most iconic car. But there was a Holden motorcycle too! Read on...

...another 'modern' was the water-cooled four-cylinder machine designed by Colonel H. C. L. Holden, in 1895, right.

But the whole idea of motorcycling was still too new-fangled to catch on.

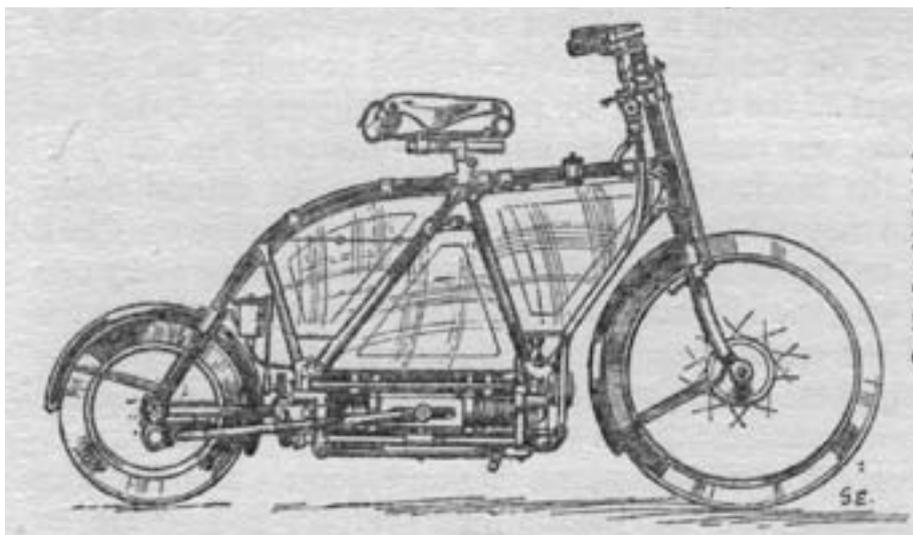
Young men with a zest for speed preferred to gallop about on horses, never realising that their great-grandchildren, seeking similarly to blow the cobwebs away, would go for a flip on one of these 'Red Flag' abominations – and have at fingertip control mechanical power of a magnitude which made their type of vehicle the second-fastest thing on Earth – and by a long way.

The Red Flag went in 1896 – another, and important, landmark.

Now came a golden age for the inventor. The increasing challenge to the horse and railway as a means of transport aroused incredulous public interest. Almost invariably disillusionment followed. Fortunes were made – and spent, and in that connection the name of E. J. Pennington cannot be overlooked.

An American, E.J.P., saw a future in running the still baby British motorcycle trade on grandiose scale. He had made several "futuristic" looking models for which he received relatively large sums of money from established manufacturers and financiers, such as H. J. Lawson. Whilst Lawson did much to establish the motorcycle trade, the flamboyant claims of Pennington for his inventions, few of which were ever seen on the road, did equally much, it is said, to bring ridicule to motorcycling at a time when a slump in the business was setting in. Most famous (or infamous) of all, perhaps, was Pennington's extravagant advertisement claiming the cross-country merits of his machines. The explanatory illustration showed a moustacheed young man in mid-air on a motorcycle half-way between the grassy banks of a river about the width of the Avon at Stratford! Victorian onlookers are portrayed gasping in astonishment at the feat. As well they might.

What a difference between that outlook and the frame of mind a few years later when motorcycles acquired character which, in a number of cases, has been retained to the present day. Household names began to establish



**An artist's impression of the Holden, one of the earliest of powered two-wheelers that really worked. In 1895 this machine offered the pioneer such modern features as a four-cylinder, watercooled engine-possibly the first ever made.**

themselves –Triumph,Ariel, Raleigh, Phelon and Moore, and Matchless – and, by 1902, they and others were marketing reasonably good "component" machines, i.e. models built from parts "bought-out", as the factory term has it, as distinct from being made from scratch literally under one roof.

In 1904, Triumphs-not the present company-produced a really good 3HP. machine. Here was another landmark. The industry began to pick up. And this time it was in a big way.

The magneto certainly was a landmark and one of those many good things which came to us from the Continent of Europe. One such instrument, the Bosch, was developed during the early 1900s by F. R. Simms. Undoubtedly it made a timely appearance in Britain and it was widely adopted here when motorcycles, after early struggles and a brief, if hectic, ten years or so of popularity, began to be unfashionable mainly because they were downright unreliable.

A portrait in oils of F. R. Simms hangs in a place of honour in the big committee room of the Royal Automobile Club. His name is prominent amongst those who worked in the cause of motoring and his magneto, possibly, was the greatest single contribution to motorcycle prosperity.

Sporting events began to attract

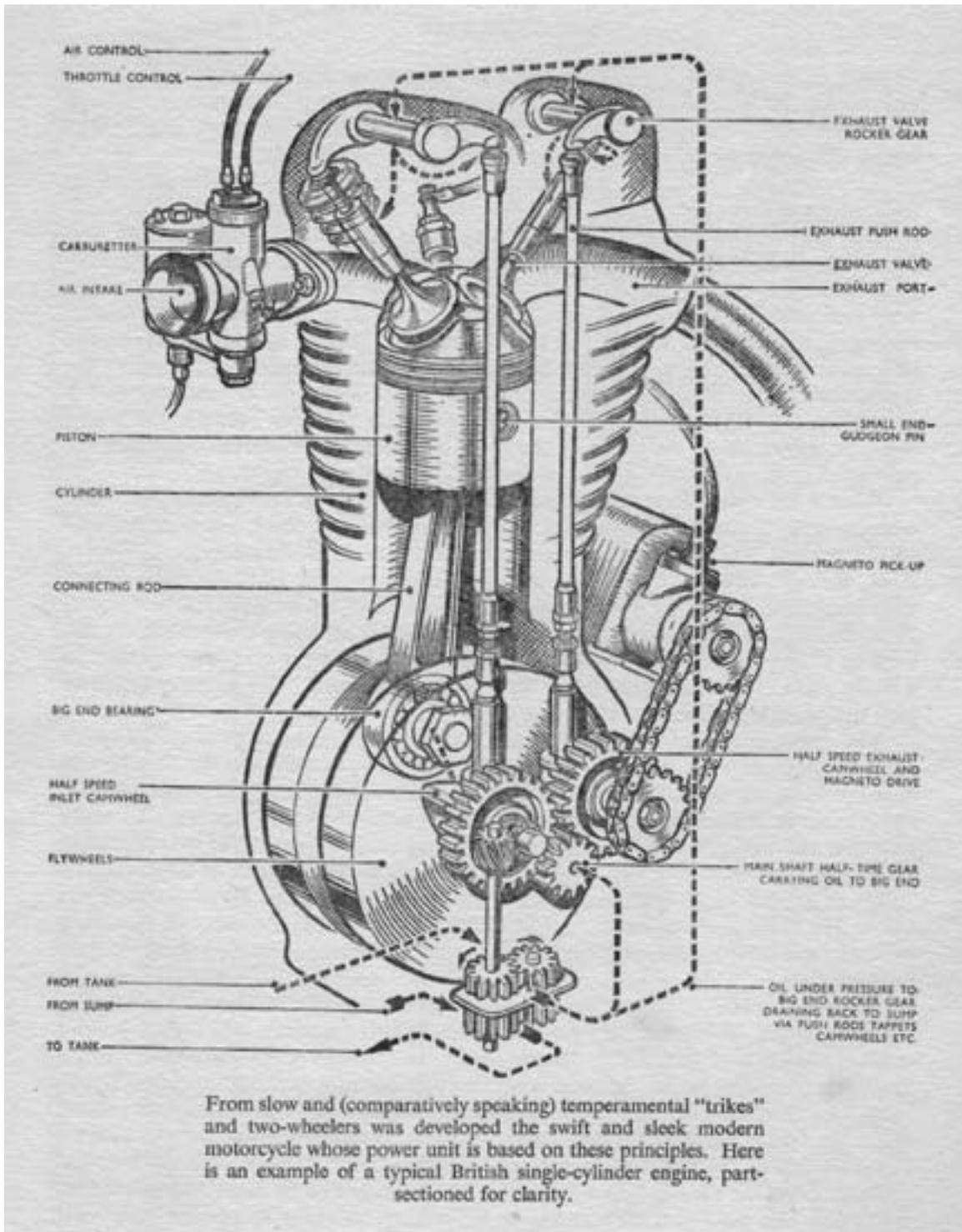
the motorcycle fraternity. The Motor Cycling Club organized 24-hour endurance trials, but British machines still lagged behind of the Continental manufacturers. Few of our models could stand the pace of a Paris-Madrid race, yet all the time designers abroad were deriving specialist knowledge from such events. The great thing in this country was not the achievement of speed but simply success in getting from one place to another at touring gait without breaking down.

Speeds were increasing – a little –but reliability from the tourists' point of view was the crying need and the quality aimed at by most manufacturers.

To further this aim – and also to regain self-respect lost over the matter of several heavy international racing defeats in 1904-6 it was decided to institute a race, a short event of just over 15 miles, and to hold it in the Isle of Man, where roads could be closed for the purpose. In a gesture, one often to be repeated, Manx authorities helped; the Marquis Mouzilly de St. Mars offered a trophy-the Tourist Trophy and, in 1907, young Charlie Collier burnished up his Matchless in the family bicycle shop at Plumstead and won the first-ever Isle of Man solo T.T. at 38.23 m.p.h.

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# Have you ever heard of this Holden?



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The tide had turned. At once the man who, hitherto, had used a motorcycle for fun, entering somewhat absurdly difficult trials, tackling Land's End to John o' Groats endurance rides with hardihood and heroism, asked himself (and his motorcycle dealer): "Is my machine good enough for this new T.T. race?"

The international races in which Britain had lost out heavily in pre-

ceding years were leading nowhere, whether viewed as a means of improving the sport or technical knowledge. High speeds gained only by hanging the biggest-possible engine in the flimsiest of bicycle frames contributed nothing to progress. In no way did it improve the breed. Yet that was the fashion on the Continent.

The British in solid, far-sighted outlook said, in effect: "Let us make the T.T. a race in which the average private owner can enter his roadster

model; let us put a limit on the amount of petrol used. In that way the idea will catch on. The race will be popular." And how right they were.

The following year – 1908 – pedals were barred. It had become a motorcycle race, and, in 1911, the present-day 37½-mile "Mountain" course was adopted and O. C. Godfrey, riding an American Indian, won at a speed of 47.6 m.p.h. Pioneer days were almost done. Ahead lay the years of achievement.

# Upholding the law...



The year 1930 saw the foundation of the London Metropolitan Police motorcycle patrols, especially for traffic control duties. Machines used were 493 cc ohv BSA Slopers, supplemented by BSA three-wheelers.

## Some interesting figures...

MOTORCYCLE PRODUCTION IN MAIN MANUFACTURING NATIONS

Country	1966	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981
Austria	4,278	7,044	7,643	11,788	12,253	14,244	10,748	11,119	8,006	7,629	8,613	10,538	8,482
England	71,010	64,521	66,650	48,832	48,439	40,000		18,900	14,400	23,900	16,600	11,600	3,100
Czechoslovakia				270,000			118,566	110,567	108,954			138,000	
France	3,375	4,282	8,506	8,827	8,686	8,038	8,513	5,510	7,483	3,680	4,310	1,506	5,097
Germany	52,568	70,123	66,462	69,089	84,357	66,901	74,680	79,386	79,032	63,837	56,521	48,434	68,316
Italy	680,000	680,000	617,000	682,500	694,500	795,500	833,000	348,500	280,500	332,500	310,800	402,700	484,500
Japan	2,576,873	2,947,672	3,400,503	3,565,246	3,767,327	4,508,420	3,802,647	4,236,112	5,877,359	5,898,929	6,471,956	6,434,524	7,472,582
Spain	32,614	30,437	38,661	43,465	54,176	60,747	56,951	62,122	63,379	68,284	62,371	39,394	35,722



The 1920s was the boom period for the small manufacturer, though producers like BMW, left, had already adopted a methodical approach. Half a century later, the masters of the production line are the Japanese, with Kawasaki, right, amongst the leaders.



# Help for an apprentice you know?

DID you know Vicroads offers a trade apprentice registration discount?

Are you a trade apprentice using your car for work? If so, you could be eligible for a discount on your next annual renewal!

## About the discount

If you're eligible for the trade apprentice discount you can get 50% off your 12-month car registration and Transport Accident Charge renewal fee.

## Am I eligible?

You're eligible for this discount (or a refund of the discounted amount) if you meet the following criteria:

- you're an apprentice registered with the Victorian Registrations Qualification Authority (VRQA) in an approved course ([External link](#))
- you're using your own car, ute or van (up to 4.5 tonne GVM) for approved work purposes (we'll need to verify this with your employer)
- you hold a current Victorian driver's licence
- you've received your registration renewal in the post.

## Please note, this discount is not applicable for:

- learner drivers
- six-month registration renewals
- applicants with expired, cancelled or suspended licences
- more than one car per applicant
- cars registered in someone else's name
- cars with any other concessions (except for hybrid and electric passenger vehicle concessions) - you



can apply to have your concession removed by calling 13 11 71.

## How to apply

### 1. Gather your information

To apply online you'll need to provide your: first name, last name, date of birth, email and phone number, VRQA registration number (you can usually find this on letters from the VRQA or you can call your Apprenticeship Support Network Provider), registration number of your car that you use for work and driver's licence number.

### 2. Complete an online application

To complete your application you'll need to:

- set up your myvicroads account (if you've already registered with myvicroads, log in and scroll to the bottom of the page to find the link to the trade apprentice discount application)
- make sure your employer is supportive of your application. Even if you're approved, if your employer can't verify you're using your car for work purposes, you'll be sent an in-

voice for the amount you need to make up.

- If you're eligible, you'll be approved on the spot and can pay your discounted rego online. If you're having trouble applying or can't find what you're looking for visit our Customer Help Centre.

\* A card payment fee applies for VISA and MasterCard transactions.

## What happens next?

Once you've applied for your discount or refund, we'll process your application within 7 working days.

If your registration is due to expire during this time (and you need to use the car on the road), please pay the full registration fee to make sure your vehicle stays registered. We'll give you a refund if you're eligible.

If you've been approved for a refund, we'll send you a cheque in the post. If you don't receive your cheque within 14 working days of your confirmation email, please call us on 13 11 71.

# Memberships due NOW!

Sunraysia Historical Motorcycle Club 2017 - 2018 membership fees are now due.

Your \$25 can be paid directly into our Langtree Avenue Bendigo Bank account: BSB 633 108, Account No 1059 66329 using your full name as a reference. I am happy to give you a receipt at 5 Thomson Grove, Mildura, just west of the Mildura Arts' Centre in Mansell Estate. NOTE: You can pay me at our AGM in July, however your red plate permit (with RTA insurance cover) is not valid unless you are a paid up SHMC member.

Regards,  
Graeme Brown  
Treasurer  
SHMC  
0490 139 558  
5 Thomson Grove  
Mildura

## Wanted to Sell

• NORTON Model 7 Dominator crankshaft and conrods. Fully reconditioned. Complete Norton Dominator gearbox minus clutch. Serial #GB8 2418. Will listen to realistic offers. Call Adam on 5023 0977.

• 1987 Harley Sportster XLH 883 DLX. \$7000. Red plate eligible. Ring Danny Curran 0418 303 964.

• 1984 Suzuki GSX250S. Reg 4386H. \$2000 ono. Roger Moser 0428 413 323. See RIGHT.

• 1962 (approx) Yamaha YDS 2 or 3 250 road bike. Almost complete. Make a good restoration project. \$1500 ono. Again, ring Trev on 0439 654 539 for details.



## Wanted to Buy

• SUNBEAM S7 1950 gearbox to tailshaft coupling or bushes. Also gear indicator bezel that goes between gearbox and gear lever. Please contact Paul Dunn 0408 999 120.

• CB450 HONDA Twin Leading shoe front drum and backing plate and linkage. Complete. 0407 364 692 or email dougo294@hotmail.com.

• MOTORBIKE trailer. Call Nicky on 0417 629 875

• MOTORBIKE trailer. Two or three bikes for club runs. Phone Ian on 0428 242 613.

## Services

• Can do small panel beating jobs on motorcycle metal body parts. Geoff Needham 0437 006 882.

## Regular events

### Regular Club Runs

- Monthly meeting rides leave from Hudaks on 15<sup>th</sup> Street opposite Centro at 10am. The run finishes at the Mildura Scout Hall in 12th Street, Mildura.
- The mid-month ride leaves from Hudaks on 15<sup>th</sup> Street opposite Centro at 10am on the second Sunday of the month. Turn up with a full tank. Many more events listed on our website at [www.shmc.org.au](http://www.shmc.org.au)

## Upcoming events

- July 7th- Friday. Hattah Desert race scrutineering . Be at Red Cliffs footy oval at 2.30pm until 8pm and display bikes.
- July 9th Sunday. Mid month ride. Hudaks 10am
- July 15 & 16th, Sat & Sun. Junction Rally Wentworth. Leave Hudaks both days at 9am to display bikes both days at 10am
- July 30th – Sunday. Club ride and meeting

