

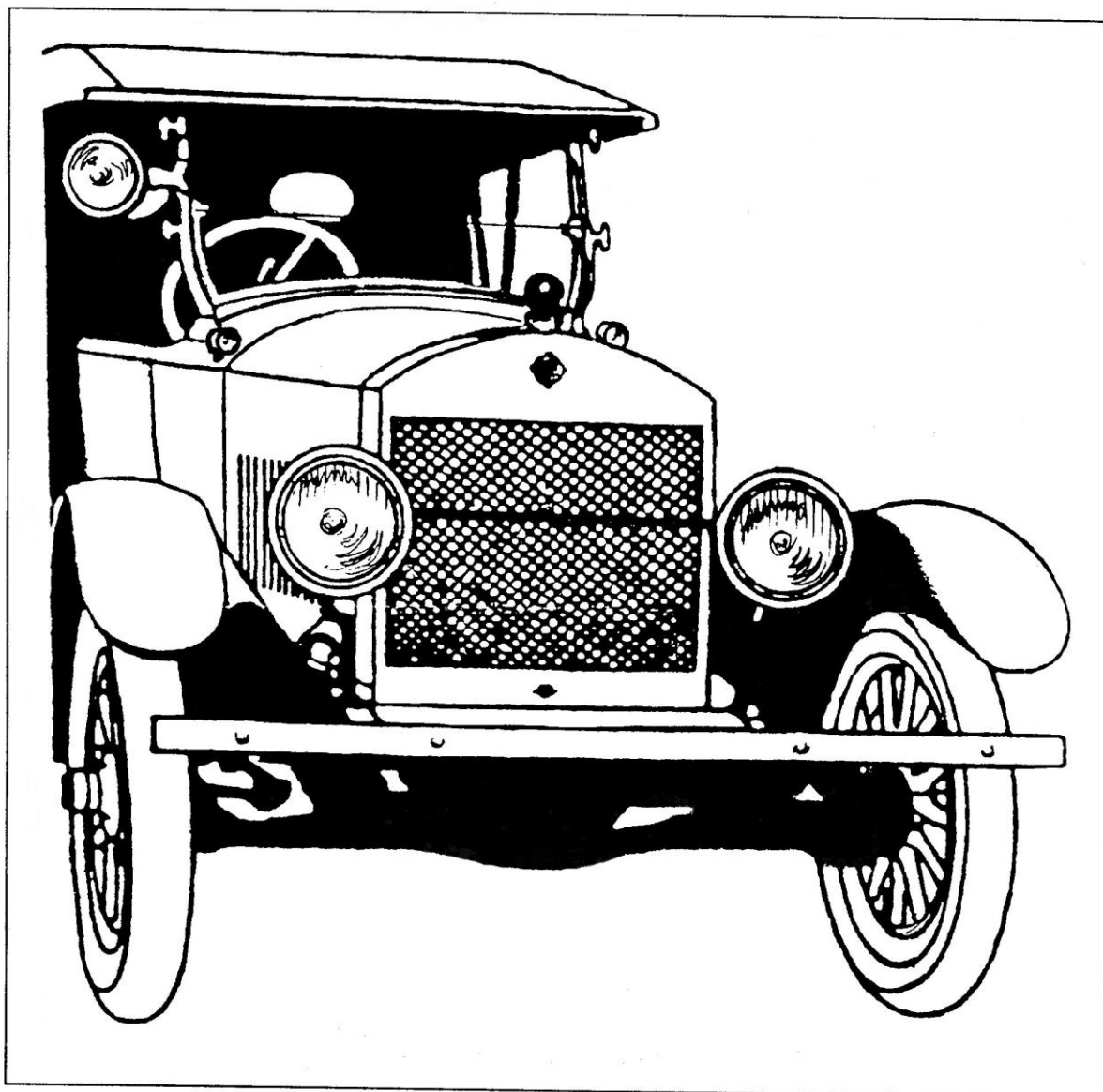
**KERANG & DISTRICT
VINTAGE MOTOR CLUB INC.**

NEWLETTER

P.O.BOX 30 KERANG, VICTORIA. 3579

Date of issue

January 2026



Registered by Australia Post Publication, No VBH 2686, Category B

COMMITTEE & OFFICE BEARERS 2025-2026

PRESIDENT	Lee Guest (Judy)	Ph. 0428 503073
VICE PRESIDENT	Greg Wright	Ph. 0427 844 638
TREASURER	Dianne Moon (Trevor)	Ph. 0417 031629
SECRETARY	Margy Christian	Ph. 0400076914
MINUTES SECRETARY	John Mowat (Margie)	Ph. 03 54576232
ASSISTANT MINUTES SECRETARY	Peter Greenwood	Ph. 0409 503722
EDITOR	John Ritchie (Tamara) E-Mail Address chev1940@bigpond.com.au	Ph. 0427 344 498 or 03 54522754
ASSISTANT EDITOR	Peter Greenwood	Ph. 0409 503722
CLUB CAPTAIN	Adam Ridley	Ph.0404 380368
MERCHANDISE OFFICER	John Webb (Jan)	Ph. 0409 996 512
ASSISTANT MERCHANDISE OFFICER	Wayne Hester	
CATERING OFFICER	John Rumbold	Ph. 0458 009622
SCRUTINEERS	John Ritchie Greg Southern Adam Ridley Greg Wright	Ph. 0427 344 498 Ph. 03 54562051 Ph. 0404 380368 Ph. 0427 844 638
FEDERATION DELEGATES	Bruce Campbell John Goddard	Ph. 0427 532 622 Ph. 0427 346 643

FACEBOOK PAGE **Club E-Mail address kerangdvmc@gmail.com**
Type in Kerang and District Vintage Motor Club.

Kerang & District Vintage Motor Club Inc Banking Details
BSB 633 000 Account Number 53173621 When paying online E-Mail

Kerang and District Motor Club Life Members.

Colin Day - Keith Elliott - John Ritchie - John Mowat - Graeme & Glenda Rumbold – Don Pascoe – Ross Hall – Ken Fowler.

Kerang Car Club Meeting December 2025.**Apologies.**

Darren Berry, Peter Byrne, Ian Coates, Peter Crane, Glenda Day, Caren Coates, Zennon Eaton, John Forbes, Michelle Goddard, Trent Goddard, Jackson Hehir, Alan Mowat, John Mowat, Trevor Mowat, Carol Spark, Troy Steains, Don Sutherland, Marg Troy, Lindsay Taylor, Gary Toll, Craig Wallace and Tony Websdale.

Present.

Geoff Aldred, Michael Bell, Max and Andrea Bowland, Colin Brown, Jeanette Byrne, Bruce Campbell, Lawrance Cassidy, Ken and Marge Charleson, Max and Margy Christian, Rod Coates, Colin Day, Phil Day, David Donohue, Paul Macneish, David Cogger, Robert Eaton, John Goddard, Colin Granter, Terry Gregory, Lee Guest, Norman Harding, Wayne Hester, Chris Hope, Di Moon, Daryl McDonald, Colin McDougall, Don Pascoe, Adam Ridley, John Ritchie, Ken Robertson, Graeme Rumbold, John Rumbold, Daniel Spark, Les Thornton, John Webb, Richard Welsh, Jamie Williams, Greg Wright and Keith Wandin.

General Business:

The run to Southern's has been postponed to mid to late January, so keep an eye open for a message from the Club Captain.

Club President Lee Guest thanked everyone who helped throughout the year.

The door raffle was free tonight and there were 12 prizes including the usual meat tray. Geoff Aldred won the meat tray.

Club Captains Report:

Club Captain Adam Ridley thanked everyone for their help and their attendance on runs throughout the year.

ATTENTION.

THERE IS NO JANUARY MEETING ON TUESDAY 20TH

AUTO PRO PARTS PROFESSIONAL



Ph 54521502

Bruce & Nola
Wright

Wellington St
Kerang

G.J. & D.A. MACONACHIE Automotive Electrician

Kerang.

Prop. Gary Maconachie.

Mobile 0408 500173

On Farm Service, Starter Motor,
Alternators, Generators,
Regulators, UHF Radio's & Power
Tool, Repairs and Rewiring.

SCRIVEN'S HONDA Racing Scriven's Consolidated Industries

New & Used

Motorcycles & Power Equipment
Sales and Service


ABN 53 085 965 331
LMCT 1013A

38 Boundary St, Kerang VIC 3579
(03) 5452 1676

scrivenskerang@gmail.com

www.scrivens.com.au

HONDA
The Power of Dreams

 **Husqvarna**

KMR KERANG MECHANICAL REPAIRS

PHONE (03) 5450 3377 LOCATED AT 88 WELLINGTON ST, KERANG
EMAIL KERANGMECHANICAL@OUTLOOK.COM

Arnoldt & Greenwood
Kerang Towing Service's
Ph 0354503711
Kerang's Careful Carriers



SUPERIOR GRAIN CLEANING

WAYNE & LUCY
TUOHEY

141b Aerodrome Rd,
Swan Hill, Victoria, 3585



Max Wilson

03 5452 1377

TYRES & BATTERIES PTY LTD

24 Hour On Farm service. Full range Car, Truck & Tractor Tyres and Century Batteries.

CNR NOLAN & SCORESBY STS, KERANG. 3579. FAX 03 5452 2806

Max Wilson 5452 2621

Gavin Teasdale 5452 1765



**AUTOMOTIVE
ENGINEERING**

(03)54522305



O'Brien A.M.S

O'Brien Automotive Machining Services

*Crank Grinding *Cylinder re-bores

*Manifold repairs *Crack testing & repairs

*Line Boring *Cylinder head repairs

*Balancing *Full Engine Rebuilds

*New & Used Parts *Performance

Engines

Ph 0408 855 430

COMING EVENTS.

Postponed until January 2026, Day on the Creek (Southerners)

Sunday 18th of January 34th Centre State Swap Meet, Show & Shine – Bendigo

Feb 8, 2026 Picnic at Hanging Rock (Woodend):

February 14th & 15th Maldon Antique Fair.

April 10th 11th & 12th Melbourne Motor Show, Exhibition Centre.

May 17th Federation Murrabit Picnic.

November 8th & 9th Collectable Fair Bendigo (Bendigo Showground's)

November 14th & 15th of November Bendigo National Swap Meet.

November 30th Maldon Swap Meet.

Robert Shannon Foundation

In 2001 the Australia Historic Motoring Federation Inc. (AHMF) established the RSF Trust to provide encouragement for people under the age of 30 years to become involved in the restoration

and preservation of veteran, vintage and classic motor vehicles.

The Robert Shannon Foundation was founded to perpetuate the memory of Robert Shannon who died unexpectedly in 2000, Robert was an avid classic car enthusiast, who enjoyed his 1930 Invicta S Type.

Robert was a strong supporter of the historic motoring movement and was concerned it was not attracting enough younger people into the movement.

Robert supported the AHMF Rally in Albury 2000 by providing funding, staff and a vehicle for members to travel across Australia to promote the 2000 Rally attracting over 450 entries, money

left over from the rally was used to start the RSF Trust. Interest and donations each calendar year

is used to support RSF applications and awards.

Grant Eligibility any person or group of people under the age of thirty years and engaged in studying automotive

restoration and preservation or actively working on historic vehicles is eligible to nominate for a grant.

Before completing an application form an individual or group must seek the support of a local vehicle club.

This club must be affiliated with the appropriate state council. The supporting club must complete the relevant section of the application form and forward the application to its council for endorsement.

Time Frames

1. Applications for a Grant must be in the hands of the Secretary of the State or Territory Council

by 5:00pm on 30th April annually. (It is recommended Applications are forwarded to State or Territory councils well before 30th April for assessment.)

2. Applications for a Grant must be in the hands of the Robert Shannon Foundation Chairman by

5:00pm 31st May annually. (Applications received after this date will be assessed with the submissions for the following year and will require a detailed and updated report from the applicant, supporting club and State or Territory Council.

For information on eligibility and how to apply, refer to www.ahmf.org.au/rsf/

Chairman John Goddard

Vice-President F.V.V. & C.V.C. Inc.



Electric car jokes

New Teslas don't have that familiar new car smell – they have an Elon Musk.

So, 95 per cent of the EVs sold in Australia are still on the road today. The rest were able to be driven home.

Do people in EVs listen to AC/DC or something current?

I walked into an EV dealership and asked them how much they charge.

Q: Did you hear about the new EV from Germany?

A: It's a Volts-wagen.

Vincent Motorcycles was a British manufacturer of motorcycles from 1928 to 1955. The business was established by Philip Vincent who bought an existing manufacturing name HRD, initially renaming it as *Vincent HRD*, producing his own motorcycles as HRD did previously with engines purchased as complete assemblies from other companies. From 1934, two new engines were developed as single cylinder in 500 cc and v-twin 1,000 cc capacities. Production grew from 1936, with the most-famous models being developed from the original designs after the War period in the late 1940s. The 1948 Vincent Black Shadow was at the time the world's fastest production motorcycle. The name was changed to *Vincent Engineers (Stevenage) Ltd.* in 1952 after financial losses were experienced when releasing capital to produce a Vincent-engined prototype Indian (*Vindian*) for the US market during 1949. In 1955 the company discontinued motorcycle production after experiencing further heavy financial losses.

1948 Series C Vincent's

Black Shadow and Black Lightning



The 1948 Series C Rapide differed from the Series B in having "Girdraulic" front forks – which were girder forks with hydraulic damping. By 1950, the Series C had a 998 cc, 50° V-twin that put out 45 to 55 hp (34 to 41 kW), depending on the state of tune, either Rapide or Black Shadow.

The Black Shadow, capable of 125 mph (201 km/h), and easily recognised by the black coating on the engine and gearbox unit known as *Pylumin*, and large 150 mph (240 km/h) speedometer, was introduced. The engine produced 54 bhp (40 kW) @ 5700 rpm in Black Shadow trim.

The Black Lightning was a racing version of the Black Shadow; every necessary steel part on it that could be was remade in aluminium, and anything not essential was removed altogether. These changes helped reduce the weight from 458 lb (208 kg) to 380 lb (170 kg). Every bit the racer, it had a single racing seat and rear-set footrests.



Rollie Free during his US record breaking run in 1948

Rolland "Rollie" Free (18 November 1900 – 11 October 1984) was a motorcycle racer best known for breaking the US motorcycle land speed record in 1948 on the Bonneville Salt Flats, Utah on a Vincent Black Lightning. The picture of Free, prone and wearing a bathing suit, has been described as the most famous picture in motorcycling, and Russell Wright won another World Land Speed Record at Swannanoa with a Vincent HRD motorcycle in 1955 at 185.15 mph (297.97 km/h).

The 500 cc Meteor and Comet singles were introduced, along with a 500 cc racer, the Vincent Grey Flash. The Grey Flash racer used Albion gears, for the greater choice of ratios available. The 500 cc bikes used a wet multiplate clutch, while the 998 cc V-twins used a dry, drum-type servo clutch.

Most Vincents had black tanks and frames. In 1949 a White Shadow (a machine to Black Shadow mechanical specification, but with silver engine casings) was available, but only 15 were sold, and the option was dropped in 1952. In 1950 16 Red Comets were shipped to the United States. There were also 31 of the 1948 Grey Flash built.

During the Korean War nickel chrome steel was officially regulated, meaning the correct materials for some components (e.g. gears) were not available.¹ Some motorcycles built during this period had black rims. From 1950, HRD was dropped from the name, and the logo now simply read *The Vincent*.