

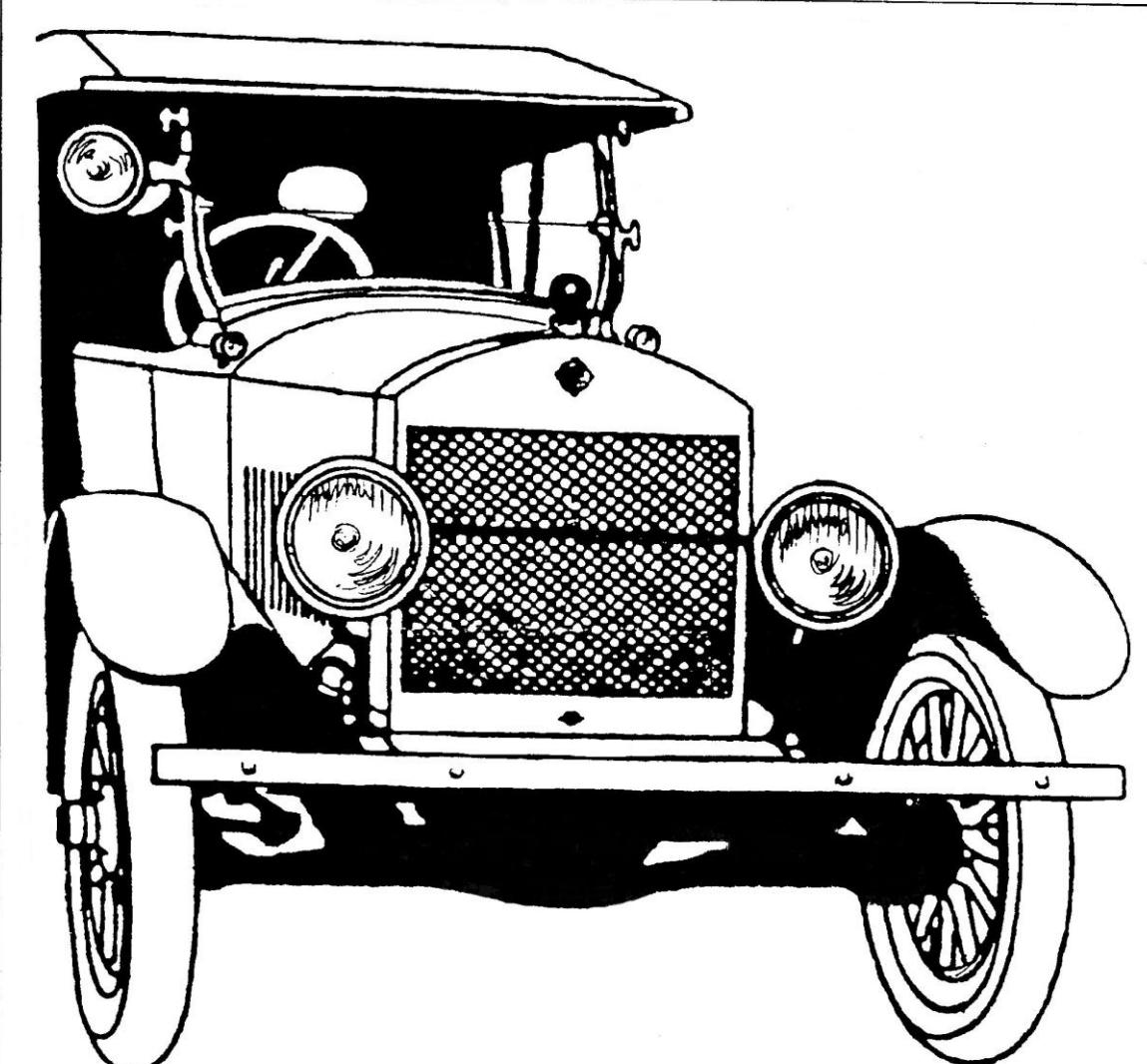
**KERANG & DISTRICT  
VINTAGE MOTOR CLUB INC.**

**N  
EWSLETTER**

**P.O.BOX 30 KERANG, VICTORIA. 3579**

Date of issue

**January 2026**



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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, Lawrence 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 Southernns 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 20<sup>TH</sup>**

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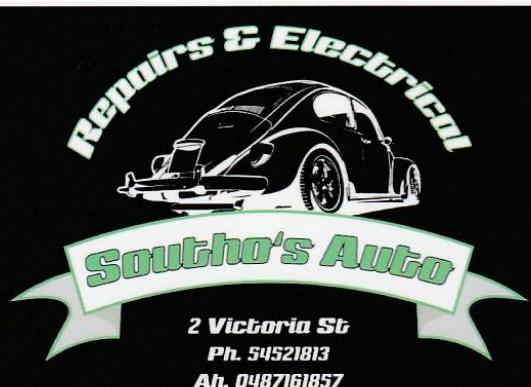


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## COMING EVENTS.

**Postponed until January 2026, Day on the Creek (Southerns)**

**Sunday 18<sup>th</sup> of January 34th Centre State Swap Meet, Show & Shine – Bendigo**

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

**February 14<sup>th</sup> & 15<sup>th</sup> Maldon Antique Fair.**

**April 10<sup>th</sup> 11<sup>th</sup> & 12<sup>th</sup> Melbourne Motor Show, Exhibition Centre.**

**May 17<sup>th</sup> Federation Murrabit Picnic.**

**November 8<sup>th</sup> & 9<sup>th</sup> Collectable Fair Bendigo (Bendigo Showground's)**

**November 14<sup>th</sup> & 15<sup>th</sup> of November Bendigo National Swap Meet.**

**November 30<sup>th</sup> 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.)**

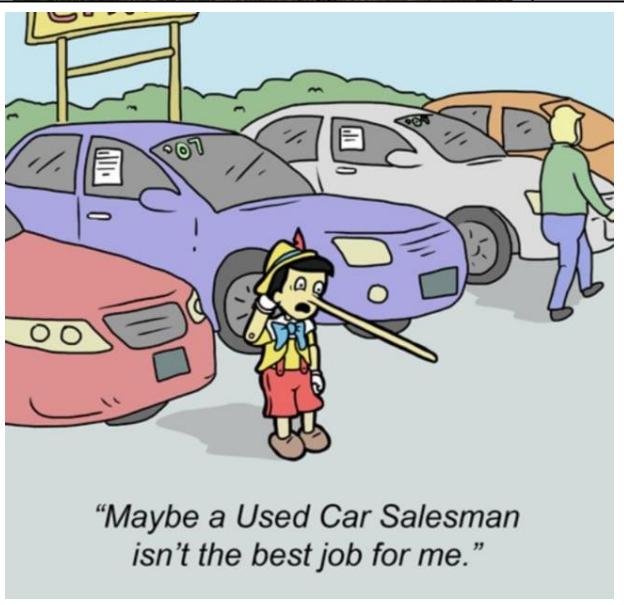
**2. Applications for a Grant must be in the hands of the Robert Shannon Foundation Chairman by**

**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/](http://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.

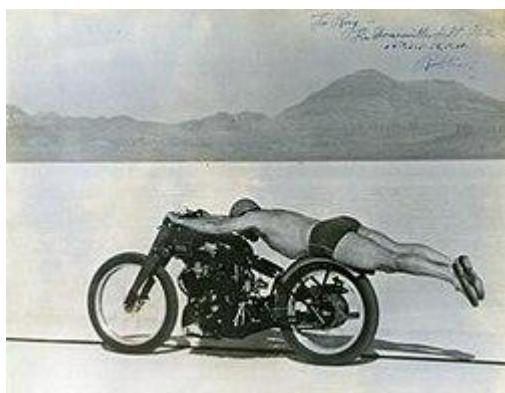
**Q:** Did you hear about the new EV from Germany?

**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.<sup>1</sup> 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*.