

# *Bush Chatter*

## *Vale Wally Ditchburn*

*Wally was a long standing member of the club, and indeed was an initial member at the club's inauguration, and continued to be active in the club activities until his health prevented further involvement. He passed away peacefully on Friday May 21<sup>st</sup> 2021, surrounded by his family after 85 full and fruitful years.*

*His love of olde motorcycles began after meeting up with Dallas Williams, who encouraged Wally to take on a new adventure. After collecting bottles from the early seventies, motorcycles were certainly a much more exciting activity, although there is still a couple of hundred bottles at his home! And so began a long time passion in all things on two wheels with a motor.*

*In 1981 it was decided to call a meeting of interested local owners of older motorcycles to discuss the formation of a club in Mildura, specifically for their interest. Wally was at that meeting and helped to drive the club to the success that it is today.*

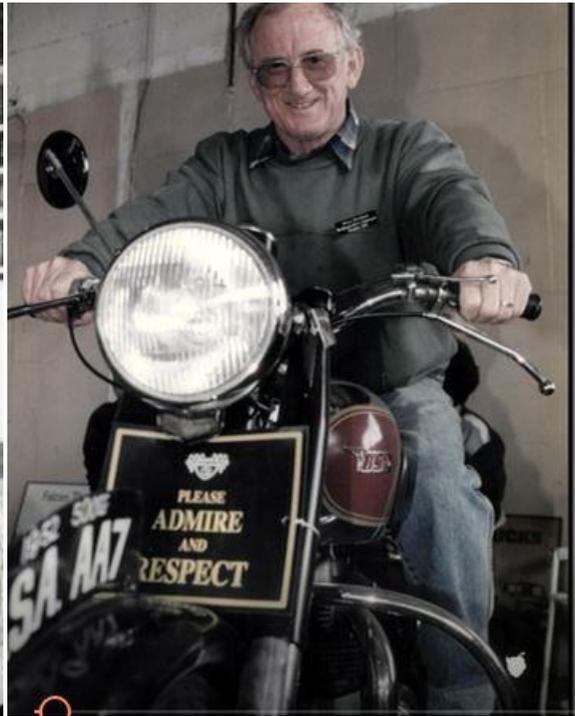
*On 7th April that year the inaugural meeting was conducted at John Lever's home in Mildura with 18 people attending. Wally became President in 1983 and remained in that position until 2007 – a period of 23 years. A sterling effort in any mans language!*

*His motorcycle interest took him to the Bay to Birdwood meeting four times in the late eighties, along with Classic owners meetings at the York Peninsula and numerous other events. Wally clearly enjoyed bikes, meeting with people who were interested in bikes, and restoring and riding his own.*

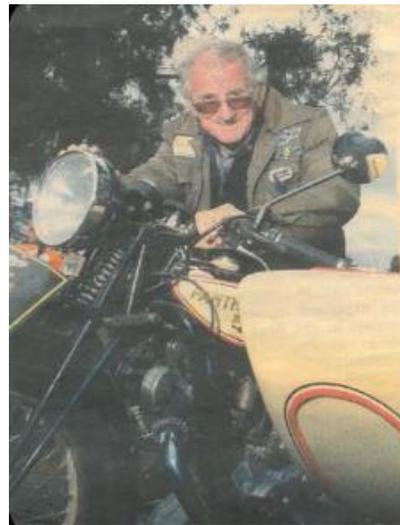
*Family man, carpenter, TAFE teacher, bottle collector, student of local history, and bike lover he was a man of many talents. One of his characteristics was that he was 'straight down the line'. At TAFE, when bureaucracy was in full flight and gathering momentum, Wally could demolish a mountain of tangled red tape in single dry, acerbic, sentence. Much to the chagrin of those manufacturing the red material!!*

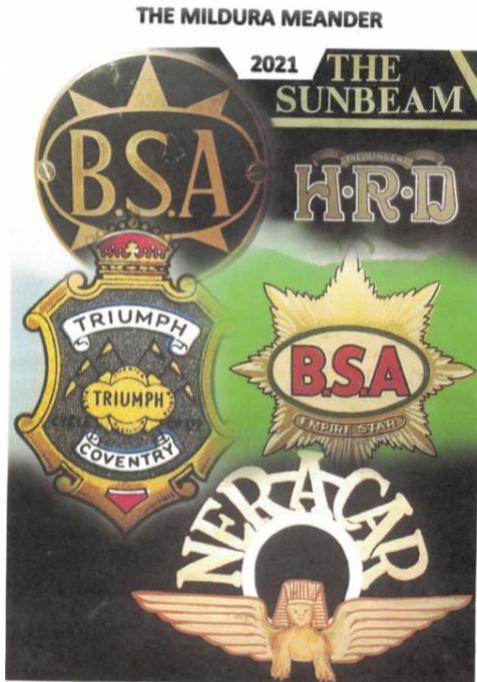
*We will miss his dry wit, vast knowledge on many subjects, and his ability to get the job done. Condolences to the family, we have lost a truly valued member of the club. May he ride on forever!*

***A few memories of a life well lived.***



*“Grant and family would like to sincerely thank those members who attended Wallys funeral and gave him the wonderful send off by riding in his cortege as well as the ritual start up of the bikes during his interment. Wally would have been very proud.”*





**Dates held:** Saturday 15<sup>th</sup> and Sunday 16<sup>th</sup> May 2021 (incorporating the 2020 meander!!)

This year we were lucky enough to squeeze the Meander in between lockdowns (now a regular part of Victorian lexicon!!!). That small piece of ubiquitous DNA, imported from abroad!! managed to write off last year's meander, and everyone in the club has been looking forward to the another great weekend in 2021. It was indeed a spectacular success!!!

### **A few fast and furious 2021 meander facts.**

- 82 people participated in the meander.
- Weather had been ordered by Jack, and his order came through just in time – perfect!!
- Riders came from Broken Hill, Adelaide, Swanhill and of course in between.
- Just one breakdown for the two days.
- No one got lost – that we know !!
- Saturday's run about 160 km and Sunday a lithe shorter at 110 km
- Saturday – spent mostly on the Victorian side
- Sunday – mostly over the NSW side.

Congratulations must go to those involved in organizing the event, and putting in the hard months and metres to ensure that it was an occasion that will bring happy memories of those who were able to attend. As can be seen in the picture below, Chris hard at work, ensuring the wheels of the organization spun smoothly. Well done Chris.



## Bush Chatter

### ***Saturday - a pocket summary:-***

*After assembling at the Mildura Motorcycle club, the group departed for the Sunraysia Aeromodellers club rooms at 23<sup>rd</sup> st Koorlong, via a circuitous route. On arrival visitors were impressed with the hospitality, facilities, and of course the planes that were there - a Tiger moth was a hit.*

*Unfortunately the planes were unable to show their paces, as someone had left the fan on and it was too windy! Club members own a wide range of planes that include biplanes, fighter planes with jet engines, aerobatic planes, helicopters, and light planes.*

*This is indeed a serious, but rewarding hobby for those who partake - a great pastime. An excellent morning smoko was had at the club, and was prepared in their new kitchen. Thanks must go to Hayden Roy (aka The Viking) who organised the venue and smoko, and is a member of the club.*



*Tucking in at the  
Aeromodellers club  
rooms.*

### ***Saturday - continued***

*The group then proceeded for lunch to the famous Nursery Ridge café, that is a speciality fish and chip locale. A hearty meal was had with good company. If you have not been there it is well worth a visit - quality, and quantity excellent and the cost is very reasonable. They do have sit down areas at the rear of the building. No one left dissatisfied!!*

*From there a ride through the back of Red Cliffs and then through the famous Spiders web, with its usual twisties, and challenges.*



## Bush Chatter

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### ***Saturday – continued (again!!)***

*The evening saw the group gather at 6:00pm, at 1909 (yes at the Rowers) for a meal - heavily garnished with tall tales, and perhaps some fake news tossed in!! Many members were dressed in their finest (and well ironed, I might add) boiler suits. This was the uniform for the night.*

*Indeed it was in honour of our regular visitor from Adelaide and his wife who have attended many Meanders over the years. Yes Geoff Barnes rides his BSA with his wife Helena in the side car to all the rallies – he does not believe in using four wheels to get to venues – but prefers three!! His wife does the knitting while he steers the outfit to its destination, and also provides assistance with navigation*



***1962 BSA 650 cc Gold Flash complete with a Watsonian fully enclosed side car, fitted with a heater for those colder journeys!! Comes complete with table and two chairs, spare parts, and a bottle of red with a couple of glasses in case of emergency!***

## Bush Chatter



**Jack presenting Geoff Barnes with a plaque for supporting the club over the many years with his attendance. Note the immaculate boiler suits on display!**



### *Geoff and Helena Barnes: A potted history and a beautiful story.*

*Geoff began his career as a teacher, and then was called up for National service and headed to Vietnam. Subsequent to that he found his way to England.*

*There he met Helena, who was a music teacher. Love blossomed, and it was then Geoff 'marched into a motorcycle shop' and purchased the BSA which he still rides!! The bike came equipped with that unique side car.*

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*He had never having owned a motorcycle before and the decision was taken to ride the bike back to Australia!!! They made their way over the continent through India and eventually boarded a ship that brought them over the watery bit. A brave decision by anyone's measure!!!*

*Returning to Australia, Geoff undertook a blacksmiths course through TAFE, and then continued to hone his skills over the years. He has been seen on TV reconstructing a station gate to original specifications hence he is well known in the trade.*

## Bush Chatter

*Geoff and Helena Barnes: A potted history and a beautiful story. (cont'd)*

*One might notice that all of the officials in the photo wore overalls - this was in honour of Geoff who wears a boiler suit everywhere he goes!! It might be noted that efforts were made to buy the same colour boiler suits, unsuccessfully, as apparently Geoff had bought them all up!*

*Based in Adelaide, they attend many rallies (including the BSA rally at the York Peninsula) and have been to Mildura for an estimated ten years!! Their only other form of transport is a Morris Minor woody!!*

*An inspiring and amazing story of devotion of a couple, and their love of life on a motorcycle. This extract is but a snippet of their life!*



**Wentworth Diesels – a part of local history at the Wentworth Showgrounds – a dose of diesel nostalgia!!**



*An evening at 1909*



### **Sunday**

*Spent most of the time on the northern side of the river. Proceeded to Merbein and then on to the Abbotsford bridge. Then through the horticultural properties around Wentworth and Dareton.*

*The Wentworth showground's were the destination for morning tea, and a viewing of the diesel stationary engines in action. A couple of large ones - and some smaller ones were in operation. Used originally for pumping water for the Wentworth irrigation area.*

*They have been described as 'thumping big things' And that the ground shook when they were in operation!! Perhaps they lie on the San Andrews fault line!!???*

*Thanks once again must go to Hayden Roy who organized this part of the trip.*

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## Bush Chatter

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**Sunday continued.** After a hearty morning tea another ride that took in the area around Wentworth and Dareton. A very picturesque ride at this time of the year winding up at Wentworth weir for lunch, kindly provided by the Wentworth ladies rotary club. After lunch, many left for home, while some went the long way back to Mildura.

**See below** - no it is not a queue for a COVID shot!! - a hungry mob at Wentworth!



## *Bush Chatter*

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***Nice Ducati in full flight!***



***Doug handling the pace!!***

*Bush Chatter*

*More of the  
Meander action!!*



*And so ended a very successful Meander!! Thanks go to all those who  
workedso hard to make it such a success!!*

## AUSSI-ALSO

### An Australian- motorcycle made in 1919 for the boom years of the twenties—why did it fail?

The "Aussi-Also" was a motor cycle which the builders and the designer hoped would become the forerunner of a large manufacturing plant capable of producing large numbers of this wholly Australian built machine. Hopes were high in 1919 when the "Aussi-Also" Motors and Manufacturing Company Pty Ltd was formed. A nominal capital of 25,000 pounds in one pound shares was to be the initial amount called for and the company directors were all Melbourne residents. The place of manufacture was to be 203 Cardigan Street, Carlton (Victoria) with the engineering, sheet metal works and the iron, steel, brass, gunmetal and aluminium foundry all to be conducted by Messrs Russell, Walsh & Hitchcock. The era of the formation of this new venture was in the allegedly boom years following World War I and the new company with its directors were enthused over the start of production of this entirely new and Australian built motor cycle.

#### ILLUSTRATIONS ON RIGHT

At the Exhibition Buildings between 1920 the Aussi-Also motorbike. The company also made Model T mudguards.

The Aussi-Also single cylinder model.  
The Aussi-Also twin.

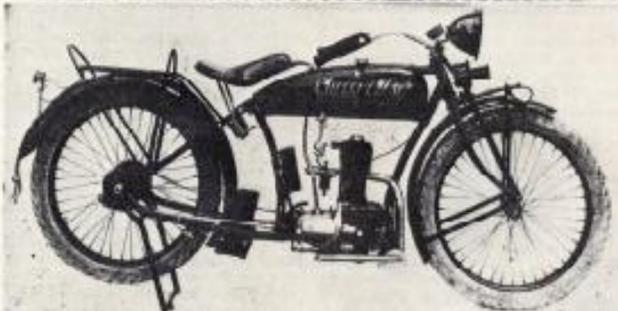
Technical reports were submitted by leading consulting engineers from the Melbourne area, the reports of these consultants showed that the factory produced the complete engine parts from raw materials. Frames, mudguards, petrol tank, axles and other parts were also manufactured at the Carlton factory. Various sections at Cardigan Street were set out where tradesmen with notably high skill, plied their trade. The hand beaten copper petrol tanks were reportedly to be beaten so fine that there was hardly a distinguishable hammer mark in the copper. What then occurred then to the company? There is some conjecture as to business management lacking in the manufacture, whether this is correct this time unfortunately does not tell us as at this time.

It is known and it can be seen that the manufacturing facilities were limited but the builders expertise appeared to have been satisfactory. It is in this field of expertise that the name of William Walsh occurs.

William Walsh was born in the Gippsland area of Victoria and he is said to have been a person with many ideas for mechanical inventions, but in the same description of the inventor it is also pointed out that he was a "man before his time"—a "man with vision but not a businessman". The descriptions may be completely accurate but it is not the intention or desire to further elaborate or suggest any of these when writing of his best known contribution to the motor cycling world: the all Australian built Aussi-Also.

Mr Walsh had his motor cycle design registered with the Commonwealth of Australia on the 2nd December, 1919 and the eventual building of the motor cycles was carried out at the address previously described.

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RESTORED CARS

Article by Peter Blaby.

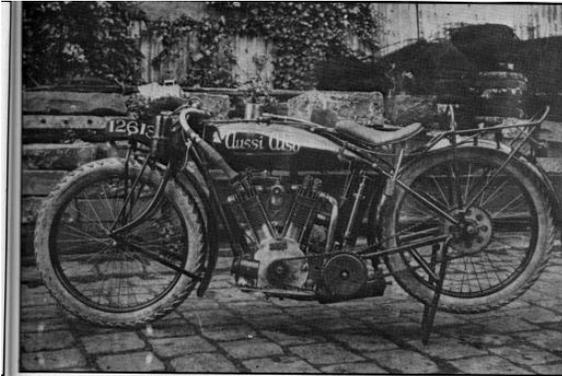
My wife's Grandfather William Walsh had an engineering company in Carlton where amongst other things her made Mudguards for Model A Fords, assembled cars and manufacture and sold various other products. In 1919 he submitted a Patent for a motorcycle which he called an Aussie Also. One was for a 2 Stroke engine with a shaft drive connecting to a worm drive at the rear hub. The second was for a 1000cc V twin. Both bikes are shown above



Fabricating moulds for the motorcycle engine



Assembling cars in the Walsh factory in Carlton



THE Aussie Also 'speed twin' model photographed outside the Carlton plant after receiving its final coat of enamel.

... hence the engine carries the letters 'CCMC' on the crank case.

One machine, a 1903 model, was brought out to Australia in 1904 and after some travels in the country is now in the hands of one of the members of the Vintage Motor Cycle Club of Australia.

It is thought to be the sole remaining one of its type in the world, for a little later the Swiss firm went on to build engines and motor cycles to their own designs.

Maxim Grant has uncovered some interesting details on one of the larger Australian motor cycle enterprises, that of the 'Aussie Also'.

Not long after the First World War the company began in business making their own motor cycles — and engines, a rather unusual situation.

Where the skills needed to cast such items as crank cases were reasonably common, as was the right material, it was a different case where barrels and heads were concerned, particularly when, as was sometimes the case, these were made "in one piece".

However, it appears that William Walsh, the man behind the Aussie Also, had the necessary acumen to get the business going, at one time employing something like 50 men — but sadly not long after 1921 the firm failed.

A much smaller firm from Tasmania had a better run of success, mainly through the abandonment of the manufacture of their own motor cycles to take on the Triumph agency

James Bilyard opened his business in Elizabeth Street, Hobart in 1901, at first concerned only with bicycles.

Bilyard made his own frames and forks, buying in from Sydney and Melbourne such items as spokes, hubs, rims, saddles, pedals and cranks all of which were readily available.

Bicycles, particularly in the period between 1900 and 1910 took on something of a craze, with many clubs being formed.

From these often grew motor cycle clubs in later years, like the Sydney Bicycle and Motor Bicycle Club which used to organise a lot of bicycle events, races and the like, adding in those very early days the odd motor bicycle race too.

As Bilyard was enterprising, expanding to a stage where he had his own enamelling, plating (nickel) and engineering shop, making bicycles hand built to suit the customer. Bespoke cycles, they were called.

As his son explained there were some considerable difficulties in getting bicycles from England.

Two and sometimes three months elapsed from the time the order was placed, before the bicycle arrived, and also it was not possible for the customer to order it built to his special size.

So there were excellent reasons for Jas Bilyard to set up in the business of making bicycles — and when those well-fangled internal combustion engines got about, what

was more natural than for him to go into the manufacture of motor bicycles too.

In 1904 or 1905 he built one for his own use, using the Belgian Sarolea engine, a small engine cylinder device with non-mechanical poppet valves.

Basically it was simply a stronger bicycle type frame and forks, which he made at his works where about 20 or so men were employed, buying in the other components.

This turned out to be quite a reasonable machine which Bilyard himself used to ride around, becoming quite a talking point, as it was the first motorised bicycle in Hobart.

As those strange and noisy machines became accepted a few orders were taken by Bilyard for similar machines from wealthy private enthusiasts and friends, so several of the Sarolea engines in various capacities were imported — single cylinder 23hp and 19hp (equivalent to 350cc and 500cc) and vee twins of 5hp (900cc).

These were built into special frames Jas made and for a while, at least two or three years, he had quite a good business going in that line, along with his bicycles, of course.

As well as selling his own machines, called the 'Havelock', he also imported complete but only partially assembled French 'Alcyon' motor cycles which arrived in crates.

Some of Jimmie Bilyard's happier memories is as a lad of ten or eleven climbing

HISTORIC MOTOR CYCLING

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ABOVE: Aussie Also of 1920 . . . one of the early classic motorcycles. Right: Rex Tilbrook's most adventurous machine . . . a rotary valve 250cc four-stroke.

## The pioneers

### From the Aussie Also to the Half-pint

ONCE upon a time, Australia was among the world leaders in the new technologies of the 20th century.

There was a time when Australia (traditionally) led in the development of the infant Hollywood film industry.

Australian aviation was seen as the forefront in developing air transport.

The transport, lack of resources and slow-moving nature of the transport industry led to a decision to experiment with the motorised road transport.

The Australian film industry is now up on the list of nations again and is thriving.

It is about time that Australia (traditionally) led in the development of the infant Hollywood film industry.

It is about time that Australia (traditionally) led in the development of the infant Hollywood film industry.

design, was the first manufacturer Harry Chapman in Sydney who developed the first 250cc four-stroke motor cycle based on a 400cc and 500cc motor cycle.

David Brotherton and Brown succeeded in producing a motorcycle using a 'Mortimer' in the same period.

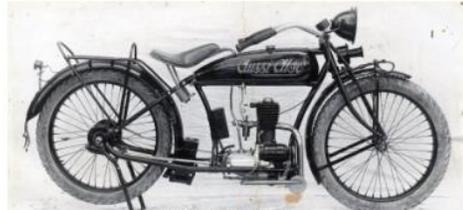
In Brisbane A. E. Seal (inventor and designer) had set up a firm which built the first motor cycle in the form of a motor cycle. These included the 'Mortimer' — single cylinder and dead, down — and the 'American' 'Big X'.

One of the biggest Australian enterprises was the 'Aussie Also', which began making their own motor cycles in 1904.

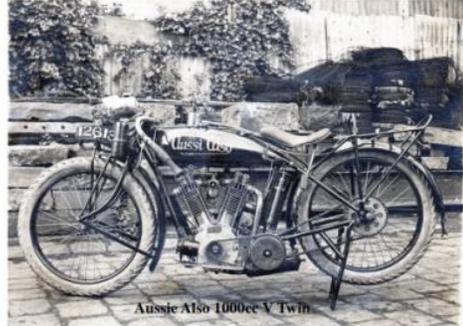
This included making their own engines at the Carlton plant with independent attention to making barrels and heads which were, according to some opinion, made in one piece.

The man behind the Aussie Also Mr William Walsh, had the business built up by expanding around 30 men, but it collapsed in the financial slump some after 1921.

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Aussie Also 2 Stroke

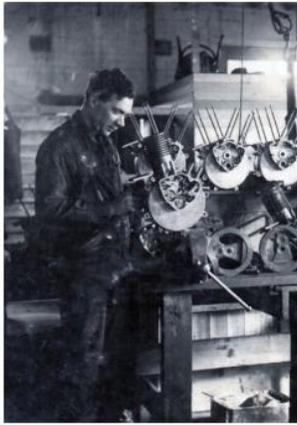


Aussie Also 1000cc V Twin

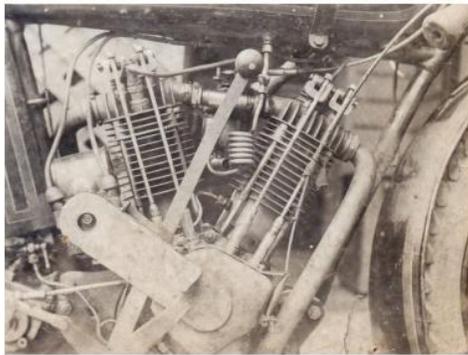
The 2 Stroke was not a huge success. The crankcase was from a 4 Stroke engine William had built earlier and I read it lacked crankcase pressure. Even so many bikes were sold.

The 1000 V Twin was on the other had a great success and won a race held between Melbourne and Geelong reaching a top speed of 105MPH. Not bad for 1920.

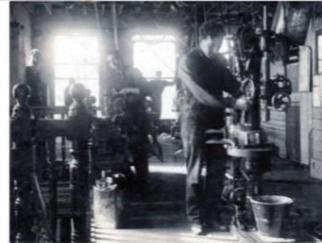
## Bush Chatter



Engine assembly



The completed engine



Walsh workshop 1920

***Thanks go to Peter Blaby for these articles on an Aussie motorcycle. If you have any interesting articles that you would like to share with other members of the club – just send them to me on :-***

***[hammondmp@outlook.com](mailto:hammondmp@outlook.com)***

***and I will publish them. Peter Hammond***



TheIsleofMan.mp4

*So, can you keep  
up????*



# This is a good deal...

Graham Burton-Clay at Sunraysia Bearings, 34 Orange Avenue, Mildura, telephone 5023 4337, is offering all SHMC members trade prices on a wide range of items including those featured below... All you have to do is flash your membership card to get one of the best deals going around. The Sunraysia Bearings team have 50 years experience in the industry, and the business is locally owned and operated by people that live and work in our community. Thanks Graham! Let's support the bloke who supports us. The good stuff!

**HEAVY DUTY Oil Stabilizer**

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50Ltr	\$495.00
10Ltr	\$99.00
20Ltr	\$198.00
30Ltr	\$297.00
40Ltr	\$396.00
50Ltr	\$495.00

**Upper Cylinder Lubricant**

Per Bottle	
1 Litre	\$100.00
5 Litre	\$500.00
10 Litre	\$1000.00
20 Litre	\$2000.00
30 Litre	\$3000.00
50 Litre	\$5000.00

**Diesel Smoke Killer**

Per Bottle	
1 Litre	\$180.00
5 Litre	\$900.00
10 Litre	\$1800.00
20 Litre	\$3600.00
30 Litre	\$5400.00
50 Litre	\$9000.00

**Power Booster Kits**

Per Bottle	
500-9000	\$100.00
10000-15000	\$150.00
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*What you have always wanted to know about spark plugs but were too afraid to ask!*

[https://www.randakksblog.com/spark-plug-tricks/?fbclid=IwAR3-QceSu\\_dNDsJmA-xkl-tLDprmYV5bm4qaVW-WTJVPxNwBK9UEH1YZFY](https://www.randakksblog.com/spark-plug-tricks/?fbclid=IwAR3-QceSu_dNDsJmA-xkl-tLDprmYV5bm4qaVW-WTJVPxNwBK9UEH1YZFY)

**If it is true that stress brings on weight loss, why the hell am I not invisible.**

I HATE IT WHEN PEOPLE ACT ALL INTELLECTUAL AND TALK ABOUT MOZART WHILE THEY'VE NEVER EVEN SEEN ONE OF HIS PAINTINGS...

Something to think about:

- Snow falls at 5kmh.
- Large raindrops fall at 35kmh.
- Small raindrops fall at 7kmh.
- Most birds fly at 15 to 30kmh.
- Peregrine Falcon flies at 320kmh!
- Mosquitoes fly at 4kmh.
- Dragon flies fly at 65kmh.
- Sap in trees rise 2.4 m per hour.
- Water is 800 times denser than air.
- Tectonic plates move at between 2.5 cm to 10 cm per year.
- Stalactites grow by 25 mm per 500 years.
- Snails (fastest) 12 metres per hour
- Fastest motorbike - Dodge Tomahawk - 675 kmh!!!!

*All measurements are accurate, approximate or average!*

***Who's who in the club.***

**President:** Jack McCarthy [jacmac@ncable.com.au](mailto:jacmac@ncable.com.au)  
**Vice President:** Ian kinleyside [Ikinleys@bigpond.net.au](mailto:Ikinleys@bigpond.net.au)  
**Secretary:** Chris Sibley, [christophersibley@inet.net.au](mailto:christophersibley@inet.net.au)  
**Treasurer:** Graeme Brown [grbrown1@internode.on.net](mailto:grbrown1@internode.on.net)  
**General committee:** Ron Brown, Robert Ferguson, Jeff McCarthy, Adam Zinich.  
**Vehicle inspectors** Ron Brown [brownrg@bigpond.net.au](mailto:brownrg@bigpond.net.au)  
Alan Tarr [tarrs@ncable.com.au](mailto:tarrs@ncable.com.au)  
**Chatter editor:** Peter Hammond  
[hammondmp@outlook.com](mailto:hammondmp@outlook.com)

*Phone 0419 352 291*

***Wanted To Sell***

**1950 BSA A7 500 twin \$10,500 ono** Phone John Stevens 0427 246 524.

**Motorcycle starting rollers** 12 volt Remote start Phone John Stevens 0427 246 524.

**MotoGuzzi V50** 1979 model. Fair condition, possibly roadworthy \$5,000 ono Phone Graham Burton Clay on 5023 4377

***Regular events Regular Club Runs (under usual circumstances!)***

*Keep an eye on Jacks emails for the latest developments re annual general meeting and other information.*

*Monthly meeting rides leave from Hudaks on 15th 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 15th 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*

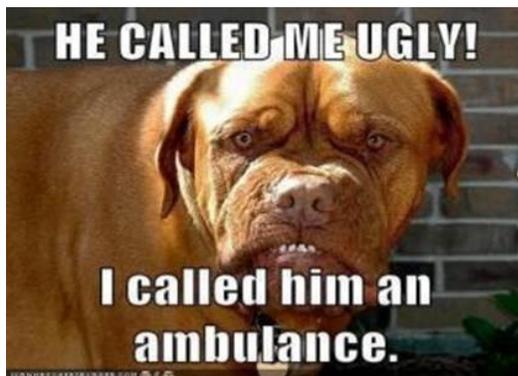


*Bush Chatter is always on the lookout for news and information around the club. If you have a tall tale, or a true tale, or some interesting stories/anecdotes/ photographs/ jokes etc. You know the drill!! Send them to me at [hammondmp@outlook.com](mailto:hammondmp@outlook.com). or call me on 0419 352 291. Thanks in advance and cheers!!*

***Report from the 'Club Band'***

*Just playing quietly among ourselves!!– but ready for the break out!*

*Phone Peter Hammond on 0419 352 291 for information,*



***And that wraps it up for this edition of Bush Chatter. May your throttle be open and the road be long and winding!!***