October 2026

VINTAGE CHATTER

VINTAGE MOTORCYCLE CLUB W.A. INC.



CONTACTS

MANAGEMENT COMMITTEE

Chair: Stephen Hills - 0413678604 steve.mag@icloud.com
Deputy Chair: Murray Barnard - 0434215665 - web@vmccwa.com
Secretary: Richard Argus - 0418 934 550 - secretary@vmccwa.com
Treasurer: Neil Freeman - 0459888654- treasurer@vmccwa.com
General Committee Members: , Jim McGregor - 0410 735 825 Jim.mcgregor1958@hotmail.com, , Shawn Vieceli - kelsarni@hotmail.com, Murray Barnard – 0434215665, web@vmccwa.com, Mario Cudini - 0418212863 - membership@vmccwa.com, Warren Cartledge 0407 447 051 - wazzch65@gmail.com, Barry O'Byrne - 0418936254 - barryobyrne2007@yahoo.com.au

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Technical Advisor: Murray Barnard – 0434215665, web@vmccwa.com
VMCCWA 1st Time Machine Examiner for 404 concession: Richard Argus - 0418 934 550 - secretary@vmccwa.com
Machine Registrar: Lat Fuller - 0468310215 - lat.fuller@gmail.com
Dating Officer: Jeff Sanders - 0411750767 - sti22b@live.com.au
CMC Rep: Warren Cartledge 0407 447 051 - wazzch65@gmail.com
Machine appraisal: contact any of the following officials to arrange a suitable time & place for machine eligibility inspections: Keith Weller - Bushmead - 92742476, Greg Eastwood - Dianella - 0438041072, Jim Douglas - Kallaroo - 94016763, Murray Barnard - Roleystone - 0434215665, Hans van Leeuwen - Mount Nasura - 0419921693, Jeff Sanders - Serpentine - 0411750767, Lynton Morgan - Albany - 0438447330, Andrew Duncan - Albany - 0428996334

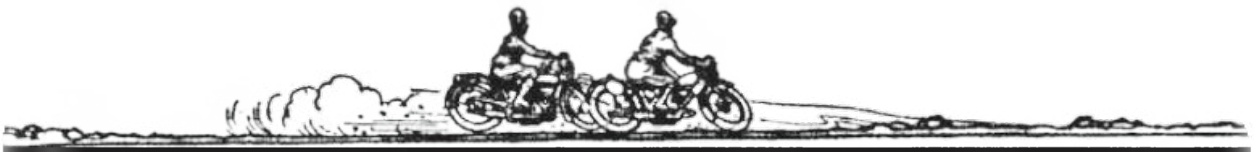
OFFICIALS

Membership Secretary: Mario Cudini - 0418212863 - membership@vmccwa.com, **Assistant Membership Secretary:** Mike Blake - 0404692425 - blak@gmail.com **Mail to:** VMCCWA Membership Secretary, PO Box 139, Byford 6122 WA
Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com
Parts Store: Chas Bayley - 0422339693 & Bob Cary - 0447788295
Librarian: Ken Vincent - 92932093 3 - Assistant Librarians: Gary Tenardi & Bruce Edgar
Online Technical Library: Murray Barnard – 0434215665, web@vmccwa.com
Meeting Registrar/Raffles: John Voogt
Regalia/Merchandise: Jim McGregor assisted by Chas Bayley and Bob Cary.
Unit Caretaker/Property: Shawn Vieceli - kelsarni@hotmail.com
Trailer Co-ordinator: Colin Hankinson - colinhank01@gmail.com- 0419 044 850
Tearoom: Ian Patterson

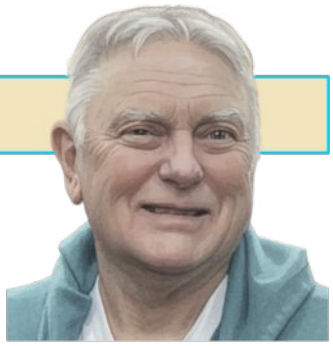
Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove **Website:** www.vmccwa.com
Secretary's Postal Address: PO Box 2268 High Wycombe, W.A. 6057
VMCCWA Bank Transfers to - Westpac - BSB – 036-226 Acc - 704726
Treasurer's Postal Address: PO Box 7382 Karawara 6152

LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):
Current: Paul Armstrong, Murray Barnard, Chas Bayley, Norman Chester, Frank Cocks, Jim Douglas, Rex Edmondson, Brian Lawrence, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Barry O'Byrne, Ed Shekell, Ken Vincent, Dave Weeks, Keith Weller & Adrian White.
Long remembered: Jack Berkshire, John Boyd, Ron Chave, Ron Cherrington, Jim Clark, Bill Cowlin, Jack Cunningham, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, May Makin, Ron Morrison, Ray Oakes, Keith Perry, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Front Cover: MPC Open Day at Midland Workshops **Back Cover:** Phil Morrison & Moto Guzzi



What's Up - *Murray Barnard*



CHANGE TO THE PARTS STORE OPENING HOURS: Last issue a trial opening of the Maddington Unit on the first Monday of the month was suggested. It was trialled for two months and the decision has been made not to continue the trial. Parts Store opening will revert to the usual Monday morning at Wattle Grove.

NOTICE OF AGM: The VMCCWA Annual general Meeting will be held at the Wattle Grove Clubrooms, starting at 8pm on Wednesday 4 November 2026. The AGM will feature reports from the committee and officials of the Club. As well elections will be held for the positions of Chair, Deputy Chair, Secretary, Treasurer and committee members.

Nominations for the Officers of the Club required under &the Associations Act are: Chair - Stephen Hills, Deputy Chair - Shawn Vieceli, Secretary - Richard Argus, Treasurer - Neil Freeman,.No special motions for the AGM have been received by the Management Committee.

Committee nominations at this point are: Murray Barnard,

XMAS CHEER & BICYCLES FOR SALVOS: John O'Brien has kindly offered to take over the role of coordinating the Annual Xmas Cheer collection and the repair and donation of bicycles to the Salvos. Adrian White has dutifully performed this role for a very long time and it has been much appreciated by the Salvos. Closer to the end of the year collection bins will be available at Club meetings and in the Part Store for donations. In the meantime everyone is encouraged to rescue bicycles in good condition or needing minor repair. John can be contacted on jobloz1234@gmail.com or mobile 0417 337874.

EVENTS CO-ORDINATOR: The essential Club role of Events Coordinator is becoming vacant and a volunteer is sought to fill the role. The role involves capturing event information and suggestions from organisers and preparing an Annual Calendar as well as monitoring events and assisting event organisers. From a club management and safety perspective this role is critical.

The risk for the Club is - no co-ordinator, no events. The co-ordinator role is not to be the event organiser necessarily, but to assist organisers and mange the Club Calendar. Please advise the Club Chair, Stephen Hills, of your interest in this fulfilling role, on 0413678604 steve.mag@icloud.com.

RENEWALS:

Membership renewals are slowly happening To those who have paid promptly and updated their details, thank you—you help make my job, and Mario's particularly, a lot easier. We have around 200 members not renewing, which is pretty much what we expect each year.

Every year, I spend a a lot of time following up people who have concessionally licensed vehicles and who haven't renewed. I do this to avoid sending miscreant names to DoT. A lot of the time people have not updated their email addresses, phone numbers etc. So be aware, I don't always have the time to track people down who don't do the right thing. If you have a machine on concession then you must renew your membership for next year by 30 November 2026. If you don't you are considered unfinancial. DoT only allows the Club a few days before notifying them of all members on concession who are financial. You then risk losing the machine's license and when unlicensed requiring further inspection. Using a concessional machine once unfinancial you are unlicensed and uninsured.

It is not brain science. Pay your Club fee for next year early! I see the same names year after year who fail to pay on time. I will not go out of my way to chase these people up year after year. I'll leave that to DoT.

MADDINGTON UNIT: Since the Club bought the Unit in Maddington it has proven very useful for meetings, events, storage and as an overflow for the Parts Store. The opportunity to buy the Unit next door has arisen and the Management Committee is exploring this with the owner. Extending our existing unit to combine with the one next door will give the Club a greater opportunity to use the facility more productively and possibly introduce some new services for members. Money in the bank loses value each year, whilst we have seen the unit asset value more than double in the last few years.

What's Up - *Murray Barnard*

VALE JIM HOWE: 1937-2026

Sadly Honorary Member Jim Howe of North Perth motorcycle shop Pal & Panther fame has passed away. Jim's funeral was held on 7 September 2026 at Pinnaroo in the presence of his five children and many of his twenty-two grandchildren. Many others who knew Jim from his more than 70 years of contribution to the Perth motorcycle community were also in attendance. Jim was honoured by the VMCCWA in 2018 with an award of honorary membership of the Club. Jim and his family were thrilled to see Jim gain this recognition.



Pic: Jim on left, me centre, at the 1974 Castrol Three Hour Production Race at Wanneroo. Jim sponsored me and acted as pit crew.

Pal & Panther, now Motorcycle Pitstop in Osborne Park, had been in Angove Street North Perth since 1929. Pal Cycles was established by Cyril Collins and since that time the shop has become a familiar landmark to many generations of motorcyclists. It was because of the hardships suffered by Cyril at this time that he developed the habit of a lifetime of not throwing anything away regardless of condition. Motor-cycle parts and pushbike bits were stored in old lean-to sheds and in every conceivable corner and shelf in the shop. It was this very collection of cast-offs that proved to be such a boon to Perth's Classic motorcycle buffs. Jim joined Cyril in 1952, at the age of fourteen, after getting sick of school and wanting a job. Jim had a love of motorcycles himself and whilst never a regular rider he gained a wealth of knowledge on motorcycles. Jim learnt from Cyril that friendly and good humoured service earned the business a loyal following of customers, but it was more than that. Jim remembered people and always asked after their families or how things were. It was not just a transaction with most people. People valued Jim as a friend.

Jim continued with the business when Cyril retired and soon expanded the shop with the help of his wife Pat and their family. The old shop had outlasted every other business in the street, including butcher shops, brothels & barbers. Bike parts and bikes were stored in the stables for the horses used to deliver meat. Jammed to the roof, you couldn't get in! The old shop also proudly displayed the Panther Motorcycles emblem on the shop front. Possibly one of the last shops in the world to do so. Clearing out the old shop in the late 1980s to make way for the new building was like opening Aladdin's cave as old motorcycles were wheeled out into the sunlight.

What's Up - *Murray Barnard*

Needless to say the clearance of possibly the last storehouse of old British bike parts in Perth was the cause of some hectic buying. Jim had become a fixture in the Perth motorcycle scene, for many years sponsoring road and motocross riders.

His son Craig took over the business and while Jim was no spring chicken for most days and until recently he could still be found out the back fixing motorcycles. His shop and name is known to generations of riders in Perth and passing was acknowledged by many who had fond memories of his good nature, laugh and generosity. Most of all though Jim was a nice guy, a friend and a model of decency for many young motorcyclists over nearly many decades. He will be sadly missed. *Murray Barnard*



The Collection of the Late Peter Briggs,Vehicles Formerly Exhibited at the York Motor Museum, WA -

A collection of motorcycles are to be auctioned by Donington Auctions - online now & closing 17/10/2026 2:00 PM AEDT. The catalogue can be viewed at: https://online.doningtonauctions.com.au/auctions/catalog/id/402.

The motorcycles being auctioned are all in Perth and they are: a 1913 Lewis 3.5 H.P Water-Cooled F.E.Baker Precision Single. A 1925 Coventry-Eagle D44 Flying 350 J.A.P OHV. A c1948 J.A.P. Speedway Motorcycle. A Weslake speedway motorcycle. A Jackson J.A.P Speedway Motorcycle, ex-Kevin Cook. A Jawa Speedway motorcycle. A 1937 Nimbus 750cc Four. A 1922 Fabrique Nationale (FN) 185 shaft drive single-cylinder motorcycle.





What's Up - *Murray Barnard*

Important Requirement: Email Contact Details. The Club requires email contact details for all members. Email is the only way we can keep in contact when there is short notice of changes to the Club Calendar or other pressing issues arise. A small number of members have not provided a contact email address to the Club Membership Secretary. If you have a mobile phone, you will have an email address. If you don't know what it is or where to access email, ask a friend or relative to show you. If need be, let the Club Secretary know, and someone in the Club can assist you.

The following members need to advise the Membership Secretary, **asap**, of their email address or that of a partner, relative or friend who can communicate Club notices and matters of import to you:

Paul Barnes	**Gary Goldsworthy**	**Jeff Russell**	**Colin Tie**
Stephen Cable	**John Laurance**	**Robert Shanks**	**Ken Woodland**
Michael Clifford	**Brian Lawrence**	**Vic Sinclair**	
Terry Conway	**Ron Lewis**	**Arthur Sutton**	
Arie de Klerk	**Raymond Oliver**	**Don Taylor**	
Graeme Finn	**Richard Platts**	**Mark Thomas**	

The end of the road for the Print Chatter: The Club Management Committee has decided that the Club Vintage Chatter will no longer be printed and mailed out to members. The October/November Vintage Chatter will be the last printed and mailed. From December on, the Chatter will only be sent to members by email and also a copy will be on the Club website to read online or download.

It is a sad decision, but an inevitable one, as requests over the last 3 years for a volunteer or volunteers to assist with print file preparation, mailing lists, covering sheets, and liaison with the printer have fallen on deaf ears. In addition, the printer we used for printing and despatch of the Vintage Chatter has closed its printing service. Alternative printers have been explored, and print costs have risen by 70%.

The Management Committee have agreed to provide the Club Library with a colour laser printer. This will allow copies to be printed off for library use and for the Club archives.

Membership renewals: It is that time of the year again. Membership must be renewed by 30 November 2026 to remain a financial member for 2027. Membership fees remain unchanged for 2027. Remember financial membership is essential to retain your machines' concessional licenses. No-one wants to have to attend a DoT licensing centre to explain.

The new renewal form is available online at the Club website vmccwa.com, and the preferred method of renewal is to use the provided Humanitix link. Paying online through the Humanitix site means you do not have to submit a renewal form. If paying in person or online by debit card, a renewal form is required.

As the print Chatter will not be available after 30 November 2026, there is no provision to subscribe to the newsletter. The Vintage Chatter will be distributed by email only.

To renew, access the online renewal form and pay using the provided options.
The Humanitix link for renewals is: https://events.humanitix.com/vmccwa-membership-renewal-2027.
For any enquiries, contact the Membership Secretary on 0418 212 863 or email membership@vmccwa.com

What's Up - *Murray Barnard*

Safety Procedures on Club Rides - Stephen Hills

The Club Management Committee has recently been discussing safety on Club events after a few concerning incidents. The following summarises considerations at the moment.

Members should already have general motorcycle riding skills including braking, cornering and slow speed manoeuvring. If you haven't got this by now it is too late! More important skills that should be addressed are being aware of your surroundings and treating all other motorists and motorcyclists as a potential hazard. It is important to position yourself on the road so as to be visible to other road users and to anticipate dangerous situations as far in advance as possible.

The Ulysses Club in conjunction with the National Road Safety Council have some great videos available explaining these points, including group riding protocols. Subject to discussion with the Ulysses Club, these could be considered for a presentation at one of our meetings or placed online.

Points the Management Committee has considered to date are:

1. Start rides out of the metro area. Main roads in Perth are getting increasingly congested and driver speed and behaviour is very concerning.
2. Use corner markers rather than existing route sheet system.
3. Backup trailer to display clear sign or banner warning of slow-moving motorcycles ahead.
4. Backup trailer/tow vehicle to display hazard warning lights when parked on roadside assisting or recovering a motorcycle. Backup driver to take control of the situation and deploy cones or safety triangles. Riders are not to cluster at the scene nor stand on the road.
5. Older bikes to travel separately to more modern bikes to avoid the group getting strung out over a long distance and becoming a nuisance to other road users. This is a tricky one and would take a lot more resources to achieve as this would virtually be running two events.
6. Riders to travel at a safe distance and in a staggered pattern to avoid rear end collision.
7. Riders to be "encouraged" to wear hi vis vests. These can be supplied by the club on a loan basis and returned to the organiser at the end of the event.
8. Event organisers must submit a plan and route sheet in a timely manner to the events coordinator for committee agreement.
9. A simple list of procedures should be compiled to assist event organisers and backup drivers when briefing riders prior to an event.





Club Calendar

Please send all event notices/proposals to Stephen Hills - steve.mag@icloud.com

Approved Club Events

2026

October 7 (Wednesday) - Monthly Meeting - 8pm Wattle Grove

October 2 (Friday) - Dawesville Aged Care Visit. Aged care visit which may suit people South of the River in particular. From 10.30am. 1 Echidna Entrance Dawesville. Ex Chair and Life Member Rex Edmondson is accommodated at this centre. Contact Stephen Hills for details.

October 4 (Sunday)- Total Tools Display. Total Tools Cannington has invited the Club to put on a display at their William St Cannington outlet. Please arrive early for a display from 8.00am-10.00am. Total Tools will provide a brekky BBQ and have offered our members a 10% discount in store. Contact Stephen Hills

October 11 (Sunday) - WA TT, Annual Event to York. contact Chris Cooke

November 4 - (Wednesday) - Annual General Meeting - 8pm Wattle Grove

November 15 (Sunday) - Gomboc Gallery Run in Swan Valley area John O'Brien

November 29 (Sunday) - Pre 31 Chairman's Run - Coolup - for Pre 49 Machines - contact Shawn Vieceli

December 2 (Wednesday) - Monthly Meeting - 8pm Wattle Grove

December 6 (Sunday) - Dam Early Run - through the hills.

December 12/13 (weekend) - Albany Xmas Charity Ride (40th) - contact Stephen Hills/Lynton Morgan

December 26 (Saturday) - Boxing Day Breakfast held at Mundaring Weir – Ken Vincent

2027

January 6 (Wednesday) - Monthly Meeting - 8pm Wattle Grove

January 17 (Sunday) Chairmans Meet n Greet - Kent St Weir Cafe, Cannington

February 3 (Wednesday) - Monthly Meeting - - 8pm Wattle Grove. Alan Cathcart presentation

February 6 (Saturday) - Overlanders 100 years Commemoration - Forrest Place, Perth

February 21 (Sunday) Old Forkers

March 3 (Wednesday) - Monthly Meeting - 8pm Wattle Grove

March 7 (Sunday) - Cars & Coffee, Hackett Drive Nedlands - VMCCWA Display

March 14 (Sunday**) -** AVVVA Swap Meet Toodyay

April 4 (Sunday) - Old Iron Motorcycle Display & Swap Meet - Midland Workshops

May 16-17 (weekend) - Donnybrook Two Day

MONTHLY MEETING: Clubrooms - 8pm, 1st Wednesday of the month. Held at 265 Hale Road, Wattle Grove.

PARTS STORE/LIBRARY: The Parts Store & Library are open most Monday mornings - 9am-11 am (PHs excepted).

SECTION MEETINGS:
Albany section - meet the 1st Thursday of each month at 7.30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove
Post 70s Section - 3rd Monday of each month. Clancy's Fish Pub, 51 Cantonment St, Fremantle – 6pm.
Pre31 Section - 4th Weds of the month, 7.30pm, Eric Langton Room, 265 Hale Rd, Wattle Grove (except December).

COFFEE RUNS: Regular weekly events, may be followed by a lunch run:
1. **Midland Area** -10am Tuesday at Joey's Diner - Gt Northern Hwy - Herne Hill.
2. **Northern Suburbs** - 10am Wednesdays at Two Rocks Shopping Centre.
3. **Eastern Suburbs** - 9am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook
4. **Southern Suburbs** - 10am Fridays -The Limestone Coast Brewery, Settlers Hills Village, Baldivis.
5. **Fremantle** – 9am Saturdays – Meet at Tinsmith Cafe, 16 Stack Street Fremantle

REGULAR MONTHLY EVENT: Classic Cars, Bikes & Coffee - 1st Sunday of each month. Bikes in by 8.00 am, event is 8.30am-10.30am Hacket Drive Nedlands. Entry by $5 donation.

Non-Club Events: Note: machine use for 404/C4C must be logged for these events
October 18th - DOCWA Italian Motorcycle Ovest 50th Anniversary
October 25 - BMEC Concours Whiteman Park
November 7/8 - Albany Hill Climb

USING CONCESSIONALLY LICENSED MACHINES: Please Note - if using 404 concessionally licensed machines you can attend the events listed (including monthly & section meetings) without logging use. Non Club events however must be logged. In all other cases, other than genuine servicing, members using 404 machines must log all machine use. C4C machine owners must log all use. C4C is limited to 60 days club use and 30 days personal use. Failure to log renders the machine unlicensed. Logging of concessional use must be recorded in advance and must not be logged for consecutive days. Concessionally licensed machines must not be used for commuting.

COMING EVENTS





TOTAL TOOLS CANNINGTON DISPLAY : $ October 2026. Located just off Albany Highway on William St in Cannington. Bring a bike to put on display and enjoy a tradies breakfast for free, Please have bikes in place by 8AM if possible.

Contact Stephen Hills for further details - 0413678604 steve.mag@icloud.com

VMCCWA REGALIA CURRENT PRICE LIST :

Hi- Viz Vest $20, Polo Shirt $25, Cap $12, Beanie $12, Machine Badge, $20, Stubbie Holders $5, Floppy Hat $13, Sticker/Decal $2ea or (3for $5), Cloth Badge $10, Lapel Pin $10ea or (2for $15)

Jim McGregor - 0410 735 825 Jim.mcgregor1958@hotmail.com

SERVICES

SMALL ENGINEERING JOBS : turning, milling, repairs, the odd re-manufacturing etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333.

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or re-manufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159.

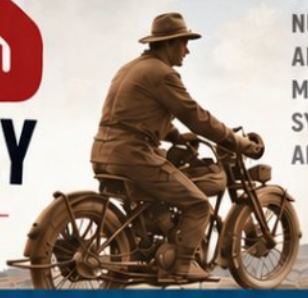
VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 www.vintagesteel.com.au Ph 0497999011

OVERLANDERS

100TH ANNIVERSARY DISPLAY

VINTAGE MOTORCYCLE CLUB OF WA

1926/27 – 2027



PERTH
NULLARBOR
ADELAIDE
MELBOURNE
SYDNEY
AND RETURN

FORREST PLACE, PERTH
SATURDAY 6 FEBRUARY 2027

Get ready to bring your machines out for the commemoration of the 100th Anniversary since the WA Harley Club lads returned to Perth after their tremendous achievement of crossing the Nullarbor, Perth to Adelaide, Melbourne, Sydney and return in 1926/27. The Overlanders arrived back to a rousing welcome at Forrest Place, Perth on 6 February 1927.

To commemorate their pioneering effort, the VMCCWA will be holding a display in Forrest Place, Perth on Saturday 6 February 2027. Thanks to Shawn Vieceli who gained the approval of the City of Perth for this event.

The Pre31 Section will have a specific display of machines appropriate to the period, however the event is also open to all members who wish to display their machines from any era. Parking will be available for trailers for the earlier machines.

Mark this down on your calendars, this will be a great day to celebrate the Overlanders' pioneering achievement and to publicise the VMCCWA.



HISTORIC MACHINES ALL ERAS WELCOME

VINTAGE MOTORCYCLE CLUB W.A. INC.




Old Iron
Vintage & Classic
Motorcycle Show
and Swap Meet
incl. vintage machinery display
Presented by the
Vintage Motorcycle Club of WA
and the Machinery Preservation Club of WA
4 April 2027
Old Midland Railway Workshops
Blacksmith Lane (West) off Main Gate Rd Midland
Stall holders - 8am entry
Public - 9am to 1pm
More details at vmccwa.com/classic

OLD IRONERS MEET

On Sunday 20 Sep 26 a meeting of Old Iron sub-committee, officials and volunteers was held to start the process of planning the 2027 Old Iron Motorcycle display and Swap Meet. The Old Iron will be held at Midland Workshops again with the assistance of the Machinery Preserva tion Club. Discussions were held on traffic management, gate control and pedestrian safety amongst other things. Thanks are extended to all who were in attendance.



L-R: Shawn Vieceli, Stephen Hills, Neil Freeman & Warren Cartledge



Flo Barnett



John O'Brien

ALBANY SECTION OF THE VINTAGE MOTORCYCLE CLUB OF WA

ALBANY BIKERS

40TH ANNIVERSARY CHARITY RIDE

12 DEC 2026

THE SALVATION ARMY

ALBANY VINTAGE MOTORCYCLE CLUB W.A. INC. SECTION

Starting at 10am
from Foundation Park,
Parade Street
Assembling from 9am



For more information contact Lynton Morgan
Phone : 0438 447 330 I Email lynton.morgan@bigpond.com

ALL PROCEEDS TO THE SALVATION ARMY CHRISTMAS FUNDS APPEAL

Adrian White - Welfare/Numb Bums and Oil Stains



Ever since I first threw a leg over that unkillable James 125, I've carried a spare spark plug, a practice which has saved my bacon a few times over the years. Usually, the spare plug had travelled wrapped in a rag, in the tool box, getting rusty, but I always wondered why no one had produced a purpose - built holder. They would have sold a few, most riders I knew carried a spare. Well, finally I found one, in a chemist's shop! It's plastic, so won't rust, waterproof, with a device in the cap that stops the plug moving about, to preserve the right gap. And, best of all, it comes with the very generous offer of ten orange hydration tablets, just what you'll need after a long , hot summer ride! See photo on left. PS. Question: Do modern two strokes ever whisker a plug? If that sounds like nonsense, ask an older member.

I love books, including magazines, so I was predictably unhappy with the decision to end the publication of the paper "Chatter". It doesn't need a password, the battery never goes flat, and with my lack of aptitude for anything electronic, doesn't go off in a tangent when I just brush the wrong key. Murray has invested countless hours, creating the best Club "newsletter" in any motoring club I've seen. It won't be " the same" though admittedly, that's not a very objective observation. And there will be a group within our Club who have no device capable of receiving e-mail. Anyhow, that's it, progress waits for no-one. It will work for the majority of our members, for the rest, the magic little fingers of grandchildren become invaluable.

There is another factor in this unhappy saga, another sign of the times. For some time, Murray has called for a volunteer or two to help with seeing the magazine distributed, nothing heavy, just a few hours work. Guess how many stepped up to the plate. A big flat ZERO! Yes, you read that right, in all seven hundred members, not one! This Club was built by volunteers. Could we do it again? Doubtful, to say the least, though probably, the usual core of workers would manage.

Think about it, maybe put your hand up next time. There's a huge amount of satisfaction in being able to say "I'm part of the engine room of a significant motoring Club." There's camaraderie too, another plus. Find out for yourself.

VALE: The passing of Club member Gregor McKillop has been notified to members by email but deserves mention here as well. Gregor very kindly donated his Bultaco Metralla to the Club. His machine is on display at the Whiteman Park Motor Museum.

JIM DOUGLAS: Recently retired Treasurer James Douglas (with a name like that, he was always going to be a motorcyclist!) advises he is having problems straightening his hands, a condition with the un-pronounceable name dupuytrea contracture. Jim is a pretty glass-half-full sort of fellow; as you'd expect, he's making light of his problem, but we do hope it's readily curable as Jim believes. Maybe counting all that money as Treasurer wore your hands out! He can't be too bad, he has just been on a holiday on Bali!

There's more than a sniff of Déjà vu reading about the Chinese auto industry's plan to take over the Australian car market, which is probably well advanced. Already, and it doesn't seem more than a couple of years since the first cars (mostly electric) started gliding silently around our roads. Or have I had my head in the sand? Anyhow, who cares? That's cars. The "West Australian" reported on March 3rd that China has already overtaken Japan as our main source of cars.

Readers of appropriate age will no doubt remember the Japanese motorcycle manufacturers overwhelming our traditional European/American sourced bikes. Car trade experience suggests motor cyclists are far more brand loyal than car buyers (leave out teenage Holden and Ford fanatics), but still the Oriental offering was too good to ignore. Harley-Davidson riders are a breed apart; Japan couldn't get riders off their unique breed of bike, though they tried, with bikes way superior to Harley's, but where's the charisma? Where's the "bad", the macho noise? Huge amounts of hot air, and at least a similar amount of beer changed hands, as motorcyclists argued the pros and cons of "Jap Crap". One by one, our traditional suppliers closed their doors ; even Harley -Davidson had a good long look at' "The Wall."

My first ride on a Jap bike encouraged. me to see light at the end of the European tunnel. A friend bought a new Honda 305 cc (odd capacity that, but I'm pretty sure it's right) , insisting I have a ride, so, hoping no one would see me, I pressed the electric starter button. The engine purred into life, idling quietly. Typical Japanese, they put everything on the wrong side! Anyhow, it went into first gear nicely enough, so off we went.

The engine was commendably quiet mechanically, the exhaust a whisper, not like a proper motorbike, and there wasn't much response to the throttle. The red line on the tachometer was very high by normal engine practice , but while it revved up happily enough, there wasn't much response in terms of grunt.

It was after all, only a small engine, and the quiet running emphasised the fact.

The front brake looked the part, but was disappointing, despite having done enough miles to bed it in. And then, we turned into St Martin's Road, with the bump on the corner, and the Honda started to act like a pogo stick! The damping either end was woefully inadequate. And you've forgotten to cancel the indicators, there's no self cancelling. An elderly Royal Enfield J2 could, and did, regularly scrape the footrests without any alarm. The rear suspension units on the Honda weren't round, but oval, with four vertical corners; a case of style over function. Certainly, there was the making of a nice bike, but it wasn't there yet. My guess is that such civilised machines fitted with their hugely successful "You meet the nicest people on a Honda" campaign, to which non-traditional motorcyclists were targeted..

I occasionally called in to motorcycling friend Howard's caravan building workshop, to have lunch and swap lies. Howard had put together an iron-engined swinging arm Matchless scrambler, with which he kept far more exotic bikes honest. He was very good. His friend Owen ran a waste oil refining business, declaring his product as good as any on the market, and he offered Howard a deal - I'll supply you oil for the Matchless, and if you blow it up, 'I'll foot the bill. Despite the merciless thrashing that engine suffered, all the inside bits stayed that way, suggesting the oil was up to its rather hard task. I digress. Get back on track.

So it was a huge surprise to walk in, and almost walk into a brand new Suzuki Super Six T20 250cc Howard brushed aside all my questions and accusations, laughing, and saying, "just take it for a ride." Eventually, I did. We were near the river, so plenty of all manner of corners, just remember, everything is on the wrong side. What a revelation! What a screamer of an engine! A delightful six speed gearbox, with handling to match. Only the front twin leading shoe brake seemed to need high effort to be effective; I thought its newness might have been to blame. What a surprise, what a nice bike!

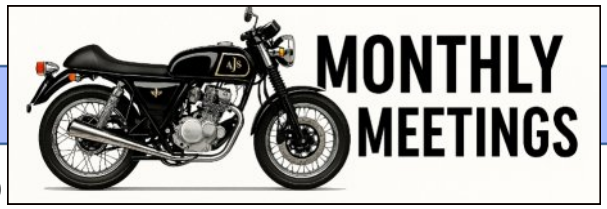
"Howard!" "Yes mate" "have you any sauce in the fridge?" "No, why?" "This humble pie I'm eating doesn't taste so good!"

Honda produced some bikes with non-traditional engine sizes, for example, the 305 I'd ridden, and later on, the very nice 450. It was believed this would discourage racing them, with the efforts of home tuners particularly, bringing disrepute to the fledgling brand.. There remained some valid criticism of "Jap Crap"- they were heavy, affecting handling, their suspension technology was dated and their stainless disc brakes weren't up to much in the wet. How that was about to change! Honda released, to an awe-struck world, their incredible 750 four. The face of motorcycling changed overnight. I, and just about everyone I knew, wanted one. Finally I scrounged a ride on one, which left me absolutely impressed, but for someone else. It felt too heavy for me, felt like it was one of those bikes that needed an authoritative rider to grab it by the scruff of its neck, plus the front brake was disappointing. Deservedly, they sold thousands of them. Then Kawasaki added fuel to the fire with their 900cc gem. I was lucky enough to trade one at the dealership , so I used it as my drive vehicle. I was hooked! It felt half the weight of the Honda, and remarkably nimble. And all that power! Well over 200 km/h came up on West Coast Highway frighteningly fast.

The same speculation that accompanied the Japanese invasion will be applied to Chinese bikes. Are they made of muck metal? Are they just obsolete Japanese models given a facelift? Will there be satisfactory parts backup? Will they have any resale value? and so on.

The Japanese answered devastatingly well. No doubt the Chinese will do the same. (*Ed. They already are, many re-badged machines have Chinese engines and European names.)*

Full Minutes can be viewed on the Club website



The VMCCWA General Meeting of 1 July 2026 commenced at 8.00 pm at Wattle Grove, chaired by Richard Argus, who also recorded the minutes. Apologies were noted from Adrian White, Jeff Sanders, Murray Barnard, Warren Cartledge and Stephen Hills. Before the meeting, members enjoyed a presentation of the 2026 BSA motorcycle range by Nelson Elguetta of Adventure on Store, the marque's approved reseller under Australian distributor Jeff Leisk. A 650cc Gold Star Classic and a 350cc four-stroke Bantam were demonstrated, both started in the hall. The Gold Star is priced under $13,000 and the Bantam under $8,000. Thanks were extended to John Moorehead for displaying his 1951 D2 Bantam, and to Rex Neil and Ian Holmes for bringing two original Gold Stars.

In the welfare report, Adrian White advised that Don Price is recovering from hand surgery, Rhona Finnigan is recuperating from shoulder surgery, and Damien Martin is undergoing treatment for a more manageable strain of leukemia. Paul Armstrong and Bob Cary have both been diagnosed with prostate issues; Bob will step back from the parts store for a time and strongly encouraged members to undertake PSA testing.

Membership Officer Mario Cudini reported four new members approved for June: John Rheinlander, Aron David Banner, Brett Fishwick and Colin Francis Jackson. He reminded members that renewals are due by 30 November, payable via Humanitix, direct debit, or at meetings.

Richard Argus noted that the Strata Council AGM for 4 Malcolm Road resolved to continue grounds clean-up over the next year. Neil Freeman presented the finance report, showing year-to-date income of $81,000, expenses of $60,000 and a net profit of $21,000. A poll question has been added to the renewal form to gather member feedback on desired changes or new initiatives.

Machine Registrar Lat Fuller reported two machines transferred to 404, six ownership transfers, five newly licensed to 404 and one to C4C. Dating Officer Jeff Sanders dated seven machines in June, and Richard Argus examined four machines as First Time Examiner.

Events Coordinator Stephen Hills reviewed the recent Leighton WW2 Tunnels tour, attended by more than twenty members and followed by a visit to the historic Wray Hotel. Forthcoming events include the Mammoth Sale on 19 July at Malcolm Road, featuring tools, equipment and complete motorcycles, with a BBQ and EFTPOS available; a Club BBQ at Wattle Grove on 16 August; and the Machinery Preservation Club Open Day with a vintage motorcycle display on 13 September.

In Bits & Pieces, Tom Hardy sought a chrome seat-trim strip for a Yamaha XS650/TX650 (1974–77), and Kevin Barrett requested recommendations for exhaust pipe fabrication, with Peter Lawson and Overlanders in Warrnambool suggested.

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MISCELLANY

EMAIL CHANGE: Please note that my old email address "ildottore@iinet.net.au" has been deprecated and is no longer in use. For club business please use "web@vmccwa.com." *Murray Barnard*

CLUB MEMBERS WEBSITE: The member's website at vmccwa.com will be getting a face lift soon. The new design will be less busy and hopefully easier to maintain. All existing information on the website will still be there on the new look site. The site decided to go into huff last week so after repairing it I decided it needed a thorough clean-up of redundant software and goodness knows what else and while I'm at it I decided a simpler look was warranted for today's generation.

MADDINGTON UNIT MAINTENANCE: The Unit is looking rather shabby on the outside. The previous unit had applied chipboard to the front external wall. Of course chip board is not the most resilient especially when wet. Shawn Vieceli and Stephen Hills have volunteered to replace the chip board panel with a more resilient product.



FOR SALE: KTM 1190 Adventure, 2013 - $8,200.. Genuine offers will be considered. Lowered seat and original seat. Some spare parts: Fuel pump and filters. Stronger rear spring for two up touring. Kenneth Sheldrick - 0411188327. Pic on right.

ALBANY MATTERS: (Full minutes can be found on the club website at vmccwa.com)

The Albany Section of the VMCCWA met at the Chalet in Little Grove on Wednesday, 6 August 2026, with Chairperson L. Morgan presiding. Secretary N. Fiander was absent, and Treasurer C. Anderson was present. Eleven members attended, with seven apologies and no visitors. In his report, the Chairperson noted the passing of Mike Bentley on 16 July; fourteen members attended a morning tea held in his honour. He also acknowledged the July ride to Corkscrew Gallery and thanked Arthur Wust for organising it.

The minutes of the previous meeting were read and accepted on the motion of Bernie Wolfe and Ian Redman. Business arising included the rescheduling of Lynton's Shed Ride to 13 October. Correspondence was distributed, with inward mail including one Smoke Signal and the trailer registration invoice for $79.30.

The Treasurer's report recorded a June balance of $8,425.52 and a July balance of $8,745.22. The report will be forwarded to Treasurer Neil Freeman, with the motion carried by Bill Morrell and Ron Hawkins.

There were no machine examinations. The Chairperson confirmed that the squatter at the Chalet had been removed. No library matters were raised, and welfare of members was discussed.

Planning for the Christmas Charity Ride continued, with badge pricing of $15–$20 to be finalised at the next meeting. Coffee Rides were noted as per the attached schedule. Upcoming club rides were confirmed: Arthur's Mt Barker Ride on 12 July, the Italian Coffee Bean/Pizza Run on 9 August, Webbie's Run on 13 September, Lynton's Whimsical Shed Ride on 13 October, a November ride to be confirmed, and the Christmas Charity Ride on 12 December.

Members were advised of the Extravaganza motorcycle display on Stirling Terrace on Saturday, 7 November. Ian Redman also suggested West Cape Howe Wines as a possible summer destination.

The meeting closed at 8.20 pm. Nigel Fiander, Secretary, Albany Section VMCCWA

The Albany Section of the VMCCWA met at the Chalet in Little Grove on Wednesday, 3 September 2026, with Chairperson L. Morgan presiding and Secretary N. Fiander recording the meeting. Treasurer C. Anderson was absent. Twelve members attended, with seven apologies and no visitors. In his report, the Chairperson noted recent activities, including the Pizza and Coffee Ride, which brought seventeen people to the Chalet. Twenty riders travelled to Cheynes Beach, and seventeen joined the Porridge Riders for the Whaleworld run.

The minutes of the previous meeting were read and accepted on the motion of Bernie Wolfe and Paul Armstrong. Business arising included the removal of an unauthorised tenant from the Chalet; the gate is now locked, with keys issued only to those who require access. Correspondence was distributed, and inward mail included one Smoke Signal and the Synergy account, which was passed to Bernie.

The Treasurer's report recorded a July balance of $8,745.22 and an August balance of $4,598.87. A reimbursement of $2,128.33 for Chalet insurance is expected. The report will be forwarded to Treasurer Neil Freeman, with the motion carried by Paul Armstrong and Bill Morrell.

There were no machine examinations, and Chalet finances were briefly discussed. No library matters were raised. Welfare of members was considered .

Under general business, it was noted that Christmas Charity Ride badges will be priced at $20 due to increased costs, larger size and the anniversary design. The event poster will follow last year's format with a 40th Anniversary theme. The upcoming club rides were confirmed: Webbie's Run on 13 September, Lynton's Whimsical Shed Ride on 13 October, a November ride to be confirmed, and the Christmas Charity Ride on 12 December.

The meeting closed at 8.05 pm. Nigel Fiander, Secretary, Albany Section VMCCWA





Pre31 (Meeting minutes are on the VMCCWA website at vmccwa.com)



Pre-31 Section Meeting No. 462 (22 July 2026): Shawn Vieceli chaired the meeting. Attendance was strong, with members including Greg Boothey, Chris Cooke, Greg Hughes, Peter Lawson, Jeff Lindley, David Riddell, Jeff Sanders, Gary Tenardi, Ken Vincent, Dave Weeks and Art Woldan. Apologies were received from Nat Brazzalotto and James Farley, and the section welcomed a new member, John Groves.

Correspondence included confirmation that the Vintage Car Club has been invited to participate in the Beverley Re-enactment.

Jeff Sanders presented the financial report, noting that the Westpac account held $3,638.62 on 24 June and $3,673.26 on 22 July, a modest increase of $34.64. This reflected income from Beverley Re-enactment entries, offset by costs for Roaring 20s trophy tags and meeting refreshments. The report was accepted on the motion of Peter Lawson, seconded by Greg Boothey.

In past events, members heard that the VMCCWA Shed Sale at the Maddington Unit on 19 July had been successful, with around $3,000 worth of items from the Ralph Parsons collection sold, including several motorcycles. The meeting then turned to upcoming activities. Looking ahead to October, Chris Cooke outlined the WA TT route, which will travel through Mundaring, York and Toodyay. Also on 11 October, Golden Ponds will host a bike and car display in support of Telethon.

The Vintage Motorcycle Club of South Australia will hold its 70th Anniversary Rally from 12–16 October, and the Vintage Car Club Swap Meet will follow on 18 October at Dogs West.

The British Motorcycle Enthusiasts Club Concours at Whiteman Park is scheduled for 25 October. In November, the Heritage Club's Great Escape will run from 16–20 November, based in Donnelly River, and the month will conclude with the Chairman's Run on 29 November, led by Shawn Vieceli for pre-'49 bikes.

The Pre-31 Christmas Dinner will be held on 9 December at the Rose and Crown Hotel, with members agreeing to sit outdoors. Planning for 2027 is already underway, with the Overlanders Commemoration set for 6 February in Forrest Chase to mark the centenary of the eastward journey. The Old Iron Event will follow on 4 April.

Under business arising from events, members proposed holding the next Old Hotel Run at the Quindanning Hotel on the Pinjarra–Williams Road. It was also agreed that catering for the Roaring 20s Event should again be arranged through the Boyanup Footy Club, supporting the Boyanup Boars.

General business included the display of the Roaring 20s Trophy, and a story read by Ken Vincent about Aub Melrose's resourceful efforts to keep his Sunbeam running in the Isle of Man TT after his clutch failed.

In Bits and Pieces, Shawn Vieceli took orders for Pre-31 Section T-shirts. Greg Hughes displayed a BSA M20 seat base and parts, which Peter Lawson purchased. Greg Boothey brought along waxed cotton riding trousers, a lady's jacket available at no cost, and a Bowden carburettor. Peter Lawson advised that items from the late Barry Makin's estate were available, including a 250 BSA, various BSA and Raleigh parts, and Lucas magnetos.

The Pre-31 Section met on 26 August 2026 with Ken Vincent chairing and a solid attendance of members. No new members or correspondence were noted, and the previous minutes were accepted without business arising.

Jeff Sanders reported a modest $75 increase in the Westpac balance, driven mainly by Beverley Re-enactment entries and small meeting expenses.

Recent activities included the VCCWA Swap Meet and the VMCCWA Mammoth Sale. Members reviewed an extensive calendar of upcoming events through late 2026 and into early 2027, covering Heritage Club runs, major racing events, displays, rallies, and the Pre-31 Christmas Dinner, which is confirmed for 9 December at the Rose and Crown.

Additional Club events were advised: a Total Tools Cannington display and breakfast on 4 October, and a new Tuesday coffee meetup at Joey's Diner starting 1 September, with early opening arranged for members.

Event planning updates included arrangements for the Beverley Re-enactment—Shawn Vieceli will organise plaques and prizes, while Greg Boothey will manage the BBQ. Concerns were raised about low Bunbury-area participation and about heavily modified "classic" bikes entering classic racing. A tentative Old Hotel Run to Quindanning was flagged for December.

General business covered Pre-31 T-shirts now available for purchase and a registration difficulty involving a Norton Atlas lacking proper documentation. In Bits & Pieces, members displayed various components including a reconditioned Gold Star rear hub, tapered tubes suitable for girder forks, and a worn Velocette girder fork bracket. The meeting closed at 8.40 pm.

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FOR SALE: Contact - David Main - Albany - 0499 848 688 - 1929 KN Velocette (ex Ivan Rhodes) Club License VGC Includes spares and books. Offers above $25,000

WANTED: 1932-36 BSA rear stand spring, not M20. When loops pulled out, 255mm in length. When slack spring length is approx. 130mm. Contact Mark Thomas : Ph. 0493871611

Snapshots



St Francis aged care visit and the chick magnet sidecar





Limestone Brewery Baldivis



Joey's Diner Midland

MACHINERY PRESERVATION CLUB - OPEN DAY



Thanks to everyone who made an effort to attend the MPC Open Day on 13 Sept. The weather was perfect, we had a good display of machines and the MPC put on a great display of their machines and steam engines. The MPC would have been happy happy with our display, they go to a lot of trouble to support our Old Iron motorcycle display and swap meet so the least we can do is support their Open Day. Thanks to Stephen Hills for coordinating the display and for setting up the Club stand. Pics *Murray Barnard*









MOTOR PRESERVATION CLUB - OPEN DAY - 13 Sep 26











Jack Findlay's YAMAHA TZ750B RACER TEST

History on Wheels by Alan Cathcart

When Noel Heenan acquired Jack Findlay's FIM title-winning Yamaha TZ750B in December 2011, it was in essentially the same identical condition in which the legendary Aussie privateer had won the 1975 FIM Formula 750 championship with it. It had been on unrestored static display in private collections since it last turned a wheel on the race track in Jack's hands, apart from a single public appearance in more than 30 years at Findlay's home town of Mooroopna, in central Victoria, to mark the unveiling a bronze statue of Jack in the centre of town in July 2006.

To welcome the bike's return to Mooroopna after local resident Heenan bought it, the local council staged a civic reception for it, and Noel obtained a special licence in order to ride the four-cylinder racebike up and down Mooroopna's McLennan Street main drag, just as devoid of silencers for the four stinger exhausts today as it was back then,. "It was so noisy it set off all the burglar alarms up and down the street!" recalled Noel with a smile as we stood in the Broadford paddock looking at a bike that, more than most, is true history on wheels - a timewarp motorcycle in every way. "Remarkably, nothing on it has ever been butchered," said Noel. "Most TZ's have been handed down ten or fifteen times, whereas this bike never has been. Jack raced it for just a couple of seasons, and then it came to Australia and sat around for 30 years, without being touched by a spanner or anything. I doubt Jack ever saw it again himself, because he very rarely came back to Australia. We knew his mother, who still lived here, and we'd go to her house for a cup of tea and to have a look at his trophies and everything. They weren't big money people, and travel wasn't like it is today where you just hop on a plane like catching a bus, so after he left Mooroopna Jack rarely came back."

But having scraped together the steep AUD$ 60,000 asking price to acquire the Yamaha, spray-painter and panel beater Heenan didn't intend it should spend another 30 years locked up in his garage, preferring to show off the bike which took an Australian hero to world title success to today's enthusiasts, in spite of the inevitable pressures of racing something this original and historic. "We live in times where everything is wrapped in cotton wool, and where people are afraid to do something exciting," said Noel. "I was determined that Jack Findlay's title-winner should be seen and heard in action again."

So, since buying it he's raced the Yamaha in Down Under Post-Classic historic racing, then brought it to the UK in 2013 to ride it at Classic Donington ("One of the great racing experiences of my life," says Noel, "with so many bikes, and so many races packed into a day, but everything done with such warmth and efficiency"), followed by the Classic TT in the Isle of Man. This was unfortunately soured by Noel being one of more than a dozen newcomers on genuine Classic motorcycles being refused to start under the 107% rule, despite lapping over 90mph in practice, thanks to a scorching qualifying lap put up by a modern road racer on a replica motorcycle. How sad for such a festival of Classic racing that what was unquestionably the most historic motorcycle in the entry list was prevented from racing in this arbitrary and short-sighted fashion. "We came home with our tails between our legs, no doubt about it," says Noel. "We did everything that was expected of us, at great expense and no small sacrifice, gradually built our speeds up to what was widely recognized as an appropriate speed for a newcomer – and were then told we couldn't race because someone on a brand-new bike had done such a fast time. I and all the others found the attitude of the organisers very disappointing, and unworthy of the great traditions of the Isle of Man TT races." (*I was there and spoke to Noel, and grabbed some photos of the bike. Was very disappointing outcome. Classic TT rules on IOM favour machine external appearance rather than originality. Murray Barnard*).

Back to the bike, which is surely what matters most here, and Noel Heenan only began racing it after a comprehensive engine rebuild by Chris Di Nuzzo, Barry Horner's passenger in the fearsome Irving Vincent V-twin sidecar who's also an expert two-stroke tuner, thanks to the years he and Barry spent racing a Windle TZ750 outfit together. "Chris rebuilt the cranks with new bearings, fitted new rings to the same pistons, and replaced some of the gears that were getting worn, but otherwise did nothing else to the engine that Jack Findlay wouldn't have done himself if he'd been preparing the bike for

another season," said Noel. "It's still a 700, incidentally – Jack never converted it to the full 750cc motor that came out just as he got the bike, so he won the title on a privateer Yamaha giving away 50cc to the rest.

But he and his Italian mate Daniele Fontana tuned it up to get 125bhp at 10,500rpm instead of the 90bhp the 694cc motor came with [105bhp for the stock 750s – AC], so that's why it was competitive with the bigger TZs, plus it was mega reliable – Jack almost always finished a race, which as an impecunious privateer you had to do. That's how he won the title, even without winning a round – Sheene's factory Suzuki was faster, but kept splitting exhausts and such."

Speaking of exhausts, that's the one item which Findlay used on the bike that had gone walkabout by the time Heenan acquired it, replaced by an original set of four expansion chambers mounted directly beneath the engine, a ploy which raised the motor in the frame sufficiently to give adequate ground clearance, though at the cost of flattening the mid-section of the two inner pipes. This not only reduced power and especially torque, but also made them prone to fracture, so Findlay replaced them with a set of exhausts sourced, like the bike itself, from fellow-Aussie Kel Carruthers, who had first developed them in 1974 for the '75 factory racers. This sees the left-hand pipe re-routed to run up behind the carburettors, exiting beneath the rider's right leg to give more space for an ideal conical shape on the other three exhausts, while also curing their propensity to fracture. These had gone missing by the time Noel bought the bike, but he's since found a set of the exact same pipes that Findlay used, now fitted with silencers for Classic racing. "We got them in America after they came up on eBay, and they were brand new," said Noel. "A guy had got them for his own TZ750, but then had a crash that ended his career, and they were just sitting in his warehouse unused. They're identical to the ones Jack raced with."

This transformed the timewarp title-winning racer into exactly the way it was Back Then, with the same modifications Findlay and his Italian mate Daniele Fontana had made to the tubular steel cradle frame to fit a pair of longer-travel Koni rear shocks with variable rate springs – this was one of the older pre-Monocross twin-shock bikes – which are mounted in a slanted position compared to the more upright stock arrangement, to deliver some degree of progressivity to the suspension response. The trio of Fontana's trademark cast magnesium brake calipers are still there, reducing unsprung weight in the interests of superior suspension compliance, while the only non-period mod Noel has made to the bike is fitting a pair of modern floating Brembo discs which he's upsized slightly to 298mm against the non-floating 290mm Fontana originals still to be found on his workshop



shelf. “I just needed it to stop a little harder on our tight Aussie tracks,” he says. Broadford is certainly one of those, just 100km south of Mooroopna, and I will admit to a little trepidation about riding an early TZ700 (as they’re usually known as, even though even the smaller A-series 694cc bikes were officially badged from the start as TZ750s) on such a tight, twisty circuit at MA/Motorcycling Australia’s annual Broadford Bike Bonanza festival of two-wheeled sport run over the Easter weekend. That’s because I’ve been fortunate to ride several TZ750s down the years, starting as far back as 1982 with former AMA road racing champion Rich Schlachter’s Bob MacLean-owned bike, a couple of Sonauto Gauloises machines, and various others. One of these was my mate Maurice Ogier’s TZ750A, with the same 694cc engine as the one in the Findlay bike, and whereas the later full-capacity bikes were relative pussycats by comparison, that one had such a huge step in the powerband at exactly 8,000rpm when it came on the pipe, you needed to be sure of having the tyres warmed well up if you wanted to avoid a trip to highside heaven. That older 694cc motor had a really aggressive light-switch power delivery, lighting up like a firework at 8,000 revs and it even weaved in a straight line under power, which was pretty disconcerting! All done at 10,500 rpm, it also had very little overrev if you want to save a couple of gearchanges, and the abrupt delivery plus the steep falloff in power above that mark made it pretty hard to ride in those pre-powervalve days, especially on a damp or greasy track. You can see how the TZ750 acquired such a man-eating reputation when it started out like this. But it was very, very fast, so no wonder most of those early motors ended up in sidecars – three wheels are always better than two in taming a peaky powerplant.

However, I needn’t have worried, because after a shove from Noel to send the engine crackling into life and me on my way – clutch starts had been imported by then from the USA alongside the whole F750 concept, and all such races were started that way, a decade before GP racing finally dumped push-starts - my half hour of riding the Findlay Yamaha in two different sessions at Broadford convinced me that this may indeed have been the nicest ‘70s two-stroke racer I’ve yet ridden. For it has a sense of refinement and a degree of rideability quite out of keeping with the reputation of the model, perhaps as a result of Jack Findlay’s unparalleled experience gained over almost two decades of racing at the highest level. His bike has a forgiving power delivery more typical of a four-stroke, especially by two-stroke standards of the era, with pretty meaty midrange torque, and there’s even a surprising amount of engine braking for a ring-ding road racer. It pulls cleanly out of a slow turn from low down, which meant only lightly fingering the clutch out of one of Broadford’s several hairpins, before it came on the pipe at 5,000rpm and started to pull more strongly from 6,000rpm onwards. Thereafter it ran with a muscular rather than explosive punch of power up to the 11,000rpm mark which Noel has blue-lined it at via a strip of blue tape on the tacho.



The Findlay TZ750B motor felt like it wanted to keep on revving higher before power started to tail off, but even so that's a mile-wide powerband by early TZ standards, and you don't have to look far for the reason - those later pipes with the fatter expansion chambers that help deliver the extra torque. Coupled with the ultra-precise one-down street-pattern gearchange, this made it an easier bike to ride in something approaching anger on a tight track like Broadford, despite what by the stands of the day was a pretty intimidating power output, especially once Fontana and Findlay had pushed it up to 120bhp at 10,500 rpm, at the gearbox. Noel had it ideally geared for Broadford, too – well, he does live only an hour away, so he knows it pretty well! – using just fifth gear down the longer top straight, and I found I could space out the downshifts more than I expected on a two-stroke of this era. Using 11,000 rpm as the shifter mark on the street-pattern one-down gearchange also leaves you right in the middle of the fat power band, but discourages wheelies because you've passed the peak point in the torque curve, making for a more controllable delivery in the next gear higher.



Sitting on the TZ750, it feels exactly the way you'd expect from looking at it. Bulky and power-packed, yet at the same time lithe and wiry, it's a mixture of opposites – a sort-of two-wheeled Muhammed Ali (well, he was the same vintage!), with the muscular bulk of a heavyweight, yet the lithe speed of a welter. In spite of the wide, in-line engine, bulky exhausts and big 29-litre fuel tank, it seems surprisingly slim for a 750 when you're sitting in the hot seat – and you do sit IN it, rather than on it, a confidence-inspiring posture which helps you feel a part of the bike. Remember, this machine was created for the long haul, with every race in Findlay's title-winning season a 100-miler or longer, so rider comfort was an issue. Even so, the riding position feels close-coupled and a little cramped, because you sit wedged aboard the bike rather than on it, yet with the footpegs set quite high. You can't move around much on the Yamaha very easily, and anyway, in those pre-kneeslider days riders didn't hang off their TZ750s much – you must just use the Yamaha's sweet steering and surprising agility for such a potent package to go with the flow through Broadford's switchback turns.

Screaming down Broadford's pit straight, I had room to tuck away behind a screen that was just broad enough to duct air over my shoulders, before sitting up and braking hard, hard, hard for the uphill right-hander running on to the top straight, where the TZ750 stopped really well thanks to those non-period brakes and the lightweight Fontana magnesium calipers. The effective way this bike brakes is most uncharacteristic of a two-stroke of that era, and the Koni shocks help the Avon tyre to hook up well at the other side of a turn, too. Indeed, the Findlay Yamaha was pretty tractable, with the power coming in progressively rather than fiercely, and it's quite possible to ride the bike round slow turns off the pipe as low as 6,000 rpm, then have it pick up cleanly when you wind it wide

open without having to clutch it to optimise drive. You can almost ride the TZ750 like a four-stroke, it pulls so well from low down - and there's even some engine braking, too, as you zing down through the gears stopping hard at the end of the top straight at Broadford for the tight turn right-hander at the end. Still, I found when using bottom gear - as I had to four times a lap on the tight Aussie circuit - it was best to zip swiftly down through the gears to second under braking, then space out the final change to just grab first just as I tipped into the apex. This made for a cleaner shift, as well as getting the engine revving early, ready to drive out of the turn.

Yamaha's largest-capacity production two-stroke racer made privateer customers into giant-slayers more than once, and none more so than Jack Findlay in 1975. It was a tribute to the TZ750's qualities that so many riders all over the world earned a good living for the best part of a decade racing one of these bikes as the ultimate privateer tool – not only the most performance for the least money any factory has ever offered, but also, ultimately, the most dependable and user-friendly, too.

They don't come much better than this.

Photo credit: Stephen Piper

YAMAHA TZ750B – Specification
Engine: Watercooled transverse in-line four-cylinder reed-valve two-stroke
Dimensions: 64 x 54 mm
Capacity: 694 cc
Output: 120 bhp at 10,500 rpm (at gearbox)
Ignition: Hitachi CDI
Carburation: 4 x 34 mm Mikuni VM
Gearbox: 6-speed non-extractable with gear primary drive
Clutch: Multiplate dry (6 steel/7 friction)
Chassis: Tubular steel duplex cradle frame
Suspension:Front: 38mm Yamaha telescopic forks, Rear: Tubular steel swingarm with 2 x Koni shocks
Head angle: 27 degrees
Trail: 83 mm
Wheelbase: 1410 mm
Weight: 157 kg with oil and water, no fuel, split 49/51%
Brakes: Front: 2 x 298 mm Brembo steel discs with two-piston Fontana magnesium calipers, Rear: 1 x 260 mm Brembo steel disc with two-piston Fontana magnesium caliper
Wheels/tyres: Front: 110/80-18 Avon AM22 on WM3/2.15 in. Borrani wire-laced aluminium rim. Rear: 130/65-18 Avon AM23 on WM4/3.00 in. Borrani wire-laced aluminium rim
Top speed: 273 kph
Year of construction: 1974 for 1975 delivery
Owners: Noel & Victoria Heenan, Mooroopna, Victoria, Australia



Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard



1916 Cont'd: "A sidecar towing a broken down light lorry carrying 5 cwt. of goods and five men. The machine is a single-cylinder 4hp Excelsior."

Melbourne dealer John Oliver, undeterred by the lack of an Aussie industry, built a 1,497cc, single-speed 85mph motor cycle which, understandably, was known simply as 'The Big Bike'. According to Oliver's son, plans were drawn up on brown paper after his dad arrived home one evening "a little the worse for an afternoon at the local hostelry". Oliver was born at Talbot in central Victoria in 1872; he served an apprenticeship to a wheelwright before becoming involved in the bicycle business initially in New Zealand and then in Melbourne. Oliver had previously built a number of motor cycles under the 'Planet' and 'Planet Aero' brand-names. The Big Bike' was built between 1913 and 1916. The original carb was a Zenith later replaced by a Schebler.



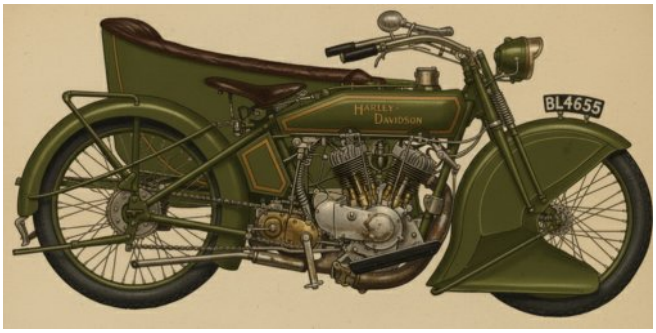
ANYONE WHO HAS CHANGED A TYRE OR TUBE on a spoked motor cycle wheel knows all about rim tape. It seems the idea originated with Messrs Leo Swain & Co of Deansgate, Manchester as the Leosco 'tube saver': "an endless band of good red rubber, thickened in centre and tapered to the edges, which is intended to be stretched over and bedded down in the rim. It effectively prevents contact between the inner tube and the often rusty bed of the rim."

FROM IXION: "GOTT STRAFE ENGLAND! I possibly, suffer from the unenviable distinction of being the only Englishman whom the Germans do not hate! At any rate, I have just received news from a civilian interned in the big detention camp at Ruhleben that he has read one of my articles reprinted in a German motoring journal, which referred to me in quite complimentary fashion."



A sidecar outfit de luxe: The 6hp 90° twin P&M. This machine is not at the moment on the market, though it has been on the road eighteen months. Upon the conclusion of peace it will be offered to the public as a thoroughly tested article. Dynamo lighting, a four-speed gear, and all enclosed chain drive are features.

WAIGH'S PATENT MUDGUARDS, pictured on a Harley, were made by the Kumfurt Motor Cycle and Accessories Co, of Cookham, Berks to suit any make of motor cycle. Some manufacturers planned to fit them to order on new machines. The idea was to allow professionals such as doctors to remain clean and presentable.

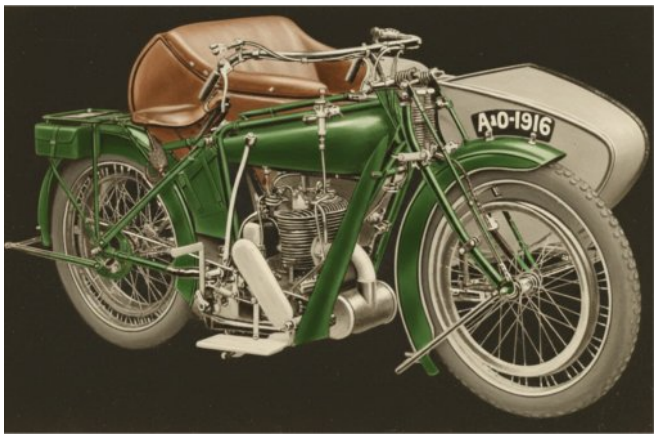


"THE WHOLE BRITISH MOTOR CYCLE COMMUNITY will mourn the loss of one of its most distinguished members, Rear-Admiral Sir Robert Keith Arbnthnot, Bart, CB, MVO, who perished with all his brother officers in the Defence in the great naval battle. He was fifty-two years of age, had seen nearly forty years' service in the Navy, and was one of our most able senior officers. No better all-round sportsman ever rode a motor bicycle. He thought cars only fit for women and invalids, and considered that the sidecar spoilt a motor bicycle. Sir Robert's affections were purely for the fast solo mount. He became a devotee just at the time when motor cycling needed all the encouragement it could get." As well as a third place in the 1908 TT Arbuthnot won gold awards three years running in the Edinburgh run. He generally sailed with his Triumph and Douglas on board.

Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

"ON MONDAY LAST, AT WEST BROMWICH, a motor cyclist was fined 20s for riding to the danger of the public. The police alleged that defendant was travelling at 20mph and turned a dangerous corner without slowing down. Defendant said his machine was an old one, and he was prepared to let the policeman ride it, and if he could get 20mph out of it he would give it to him. Apparently this sporting offer proved of little avail."

"THE APPEARANCE OF A NEW TWO-STROKE machine of the single-cylinder type is nothing unusual nowadays, there being different makes innumerable, but the twin-cylinder machine has been left severely alone by most makers, and it remains for a few firms, given to much experimental work, to introduce a novelty of this kind. Messrs Alldays and Onions, of the Matchless Works, Birmingham, have now in course of manufacture an excellent model of the twin type. Their light-weight single two-stroke Allon needs no recommendation. It is very well-known, and when it is said that the new twin incorporates all the workshop and road experience gained with the lightweight, coupled with the usual first-class workmanship which characterises the products of this factory, it will be readily understood that the new model is a really good thing. There are practically no additional complications, and it is in effect merely a doubling of the single-cylinder with necessary alterations to details. Following the usual Allon practice, the two cylinders and the upper half of the crank case form a one-piece casting, in itself a clever piece of work. Each cylinder is of the three-port type, bore 70mm, stroke 76mm, the pair giving 584cc and rated at 5 to 6hp.



SIR —ON THE CHESTER ROAD NEAR STONEBRIDGE I was resting by the roadside when three testers came along on two-stroke machines. The leader looked curious in the distance, and seemed as if his hat were over his face. To my surprise, he was riding backwards, his handle-bars behind him. He nodded to me as he passed at 20mph, and that threw him out and upset his balance. His bicycle ran up the bank, down again, and wobbled across the road, and the rider, evidently forgetting his position, tried, to steer his back wheel, and ran up the opposite bank. No damage was done, although he narrowly escaped being run over by his two companions. He then rode to the top of the hill, turned his machine, got on again backwards, and came blinding along at, I should think, 25mph.

"I NEVER THOUGHT I SHOULD write a word against the belt-rim brake, and I may yet have to withdraw the hint I now offer," Ixion revealed. "The belt-rim brake has always appealed to me as the simplest, most foolproof, most reliable, and easiest adjusted brake it was possible to apply to a motor cycle. But after years of aversion of the band brake, and even greater aversion of the concealed internal expander, I have been driving an external band of modern design, and it has proved a revelation. When I first needed it, I needed it very badly. I had foolishly counted on finding a lonely hill deserted, and was sliding down much too fast when I met a herd of bullocks, jammed between hedges on a very bad corner. I crushed on the band, expecting to feel the usual stagger of the hind part of the machine, and to experience something of a dry skid, possibly mild, possibly demanding much resistance on my part. Not a bit of it. The machine slowed down perfectly smoothly without a wobble or a protest. I held my pen in leash for a thousand miles, expecting chatter, glazing, or adjustment difficulties to crop up in due course; but so far they have not appeared, and as I ride other machines with belt-rim brakes 'in between whiles', as the cumbrous colloquialism goes, I have every chance to muse on the merits of the other type. I look like revising one of my sturdiest allegiances."

"I ALWAYS BELIEVE IN KEEPING on good terms with the police," Ixion remarked, "and when one of the local constables accosted me the other day as I was referring to a map, I demonstrated the many novelties on my ABC to him, as he evidently had a smattering of mechanical knowledge. Suddenly his eye spotted my Watford speedometer, which on all ABC machines is calibrated to 80mph for reasons which need not be laboured here. He looked at me very meaningly, and said, 'I see I must keep a special eye on you!' I have not owned a Bonniksen speedometer yet, but unless memory betrays me, their needles go round and round the dial ad lib instead of registering such accusing digits as '8o'. Anyhow, I ask Mr Bradshaw if he considers it wise or kind to give his customers away to the police so completely. I feel quite nervous now whenever I go put."

"FOR YEARS MOTOR CYCLISTS have clamoured for a more certain method of lubrication than the usual 'hit or miss' hand pump type or the drip feed…perfection will not be approached until the feed of oil to the engine is governed by

Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

the throttle opening, so that the engine shall supply itself with just the proper amount of oil needed according to the work it is called upon to do…We have seen in the past mechanical lubrication alone, and throttle controlled lubrication alone, but what, we believe, is the first attempt to combine the two methods is now being developed by Messrs. Best and Lloyd, of Cam- bray Works, Handsworth, Birming- ham. It consists of a small pump run preferably off the timing gear by worm drive. It is intended to be fitted to the side of the crank case. An eccentric cam operating on the roller head of the pump plunger makes the necessary down-stroke, the return being given by a small spring of piano wire. Two ball valves in the lower part of the casting alternately admit and let out the oil."

"A NOVELTY FROM AUSTRALIA: Evidently our motor cycle cousins 'down under' suffer considerable discomfort on their very bad road surfaces. Our own English roads are bad enough, but they are smooth compared to the average road in Australia. With the idea of minimising, if not entirely eliminating, handle-bar shocks, Mr Percy MacLean, of Hamilton, New South Wales, has invented a curious looking device, which is to act as an insulator between the handle-bars and-the frame. It consists of two powerful graduated springs, a series of arms, and no fewer than seven pivots. The thinner parts of the springs take the small vibrations, the thicker parts coming into action to absorb the larger shocks. Our contemporary, The Motor of Australia, speaks very highly, not to say amusingly, of this invention, describing it as 'an appliance that makes the holding of the handle-bars of a motor cycle as easy as stroking the hand of one's best girl.' Neither article being at hand we have no means of verifying this statement. A terrible picture is drawn of the woes of motor cyclists in the Commonwealth due to bad roads—health is sadly impaired, heart strain and digestive troubles being the direct outcome of 'clinging for dear life to the handles to prevent them being shaken from one's grasp'. Making due allowance for journalistic eulogies, it is certain that the invention is reasonable and effective, and should go far to eliminate discomfort."

"MOTOR CYCLE VS OSTRICH: An officer with General Smuts's force writes of his experiences from Kondoa Irangi. After describing how an apparently pro-German rhinoceros had over turned one of the armoured cars, he tells the following story of a race with an ostrich: "When riding a motor cycle one day an ostrich took it into its tiny head to keep pace with me. I opened my machine out full, but the Ostrich had no difficulty in keeping up, and if it had liked I am sure it could have beaten me hands down."

"Motor cyclists of military age! Carry your exemption cards! Birmingham military authorities, in conjunction with the police, are displaying great activity in rounding up men who should be in the army, and last Sunday many motor cyclists, among others, were stopped to show cause why they were not in khaki."



"A SWEEP IN WESTERN AUSTRALIA: We are informed that H.V. Norton, a name well known in Western Australian motor cycling circles, has recently won in four consecutive events the track championship, petrol consumption trial, two days' reliability trial, and hill-climb. Norton used the same machine (BSA) for each competition."

"AN INTERESTING CASE WAS tried at Barnsley last week, where a motor cyclist was charged with driving a motor cycle and sidecar to the danger of the public. The defendant stated that he controlled the machine from the seat of the sidecar, an attitude which the Chairman described as ridiculous. In spite of the defendant's assertion that he had complete control of the motor cycle he was fined 20s."

THE MAGAZINE MOTOR CYCLING OF AUSTRALIA WARNED: "In the interests of British motor manufacturers it is most desirable that they should fully realise the great strides American builders have made. The tendency has been to under-rate American competition, and British manufacturers have frequently ignored warnings from their own representatives. British manufacturers should not ignore opinions expressed in the Dominions, because if we do not build here we are certainly in an excellent position to test machines under conditions that do not exist in England, and of which the manufacturer is ignorant. American road conditions are mostly similar to ours in Australia, and the Colonies possess good testing grounds from which to obtain data further to improve machines, particularly as regards springing methods and frame construction."

THE SALES MANAGER OF a US manufacturer covered 60,000 miles in a world tour of potential motor cycle markets, taking in China, Japan, Java, India and "the Colonies".

Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

WHEN A SANITARY ENGINEER needed to inspect six and a half miles of sewer beneath the streets of Passadena, California he did it in style. A motor cycle was lowered into the tunnel; "the engineer rode on the carrier, scrutinising the walls as he was driven along by his companion".

"THE AUSTRALIAN GOVERNMENT proposes to increase the licence fees on motor cycles, and to prohibit all speed trials. It recommends these drastic proposals because, in its opinion, races and overloaded sidecars seriously damage the roads. Moreover, it contends that motor cycles are the noisiest machines on the road, hence the proposed prohibition of trials. A special sub-committee has been appointed by the Victorian and NSW MCCs to prevent, if possible, these proposals being carried into effect. It points out and illustrates a report showing the serious damage done to the roads by untaxed horse and bullock teams. To suggest that rubber tyres damage some of the Australian roads is worse than accusing a camel of damaging a desert tract in the Sahara."

A rider from Parramatta, New South Wales, reported on the perils of motor cycling Down Under: "A short time ago I was spending a holiday in the Illawarra district, and had a very amusing experience. There was a spot where the track passed near a water-hole, which, according to the stories told by the local 'blacks,' was inhabited by a 'bunyip'. Now, the 'bunyip' is the aboriginals' idea of a ghost or spook. For instance, if a spot is supposed to be haunted, the aboriginals will say that a bunyip lives there. This imaginary creature is supposed to inhabit swamps and water-holes, and is greatly feared by the natives. I was passing this particular spot one very dark night on my way back to the station where I was staying.

As I drew near the water-hole I heard a strange shuffling noise ahead of me. I had a splendid lamp (a very big P&H), and as I looked ahead I saw what seemed to be a mass of glittering stars, stretched across the road and into the bush on either side. I promptly lowered the Zenith's gear, and let the machine crawl slowly forward; at the same time I got out my Colt's .44, which I had in my hip pocket. The 'mass of stars' started jumping about as I got closer, and I began to feel 'a wee bit queer'. I listened intently for any sound which might give me a clue to the meaning of the strange phenomenon. The glittering mass was now only about twenty-five yards ahead of me, and as I stood beside my machine I could almost feel my hair standing up. Not a sound could be heard. Suddenly a loud 'Baa' broke the ominous silence, and relieved my suspense. It was only a flock of sheep standing in the darkness, with their eyes glittering in the light of my lamp. I felt rather sheepish, I can tell you. In a country like this (Australia) motor cyclists often have very novel experiences. I have had a Brooks saddle almost eaten by a cow who suddenly developed a taste for leather, and, again, I have had tyres eaten through by a cockatoo."

"MESSRS AJ STEVENS and CO, of Wolverhampton, have obtained a great reputation for their three models—the 2¾hp single and the 4hp and 6hp twin—but they have always shown a marked preference for the twin. It will be recalled that he single-cylinder machine ridden by Eric Williams won the Junior TT Race in 1914, yet the firm have never looked upon the single as a permanent feature of their programme and we were not, therefore, surprised to hear that they will, discontinue its manufacture after the present stock of parts is exhausted, and concentrate upon twins. The 2¾hp mount has many admirers who will express disappointment at its disappearance. This decision is in accordance with the belief, which the makers firmly hold, that the twin engine is an infinitely better mechanical proposition, and will undoubtedly supplant the single-



cylinder in public favour in time to come…"

THE BOSCH MAGNETO CO, British subsidiary of the German giant, was ordered to close under the Trading with the Enemy Act.

A DEAF ENTHUSIAST HAD to resort to the law, with the support of the ACU, to force his county council to issue him with a licence. The Motor Cycle pointed out that "it has been proved over and over again that a deaf motorist is not a danger on our roads—in fact many expert motorists of to-day are deaf…It is on record that in the year 1903 a licence was granted to a man who was blind, so that no physical defect, under the present regulations, debars a man from holding a licence to drive a motor vehicle."

"ENGINES WITHOUT OIL: An American firm has succeeded in impregnating graphite with metal, thereby combining the self-lubricating properties of the graphite with the tenacity of the metal used. The question arises in the mind as to whether we shall eventually have an oilless engine and bearings."

Kiddies Korner - suitable for all ages 65+



Saw a sign whilst driving home, “Free Range Eggs - available here” I eagerly pulled over and went in and asked for two dozen range eggs please. Imagine my surprise when she asked for $16. The sign said that they were free!

I entered a competition yesterday to see who had the most prominent veins. I didn't win but I came varicose.

English can be hard to learn.Pronounce, through tough, thorough, thought, though, trough!

A local thug has been threatening strangers with a Ten Pin bowling ball. Police are desperate to catch him before he strikes again.

Chromosomes - a beginners guide: XY - Men, XX - Women, YYY - Deliah.

No point paying a therapist when my kids will tell me everything that's wrong with me for free.

Meaningless statistics are up 19% today.

David Beckham's son turned up for a charity football match. He said, what number shirt should I wear Dad ? David said , Wear 4 out there Romeo !

The biggest joke on mankind is that computers have started asking people to prove that they aren’t robots!

I was in the bank earlier, The woman behind the counter started singing "Downtown". I thought to myself , "What a Peculiar Clerk"

I went into a Cake shop and I noticed they were also selling two pies for $10, I asked how much it was for just one pie, he replied $8, I replied, I'll have the other one.

Nothing worse than when I’m on a treadmill and some idiot switches it on.

I was looking at myself naked In the mirror this morning and thought to myself " It's only a matter of time before they kick me out of IKEA.

My new car has a button for just about everything. There’s even one that says ‘rear wiper.’ I’m still too terrified to press that one!

My Doctor said “I have good news and bad news.” I said "So, what’s the good news?” He said “You’re not a hypochondriac.”

Someone has just told me that I don't know how to shave properly. Bloody cheek!

At the recent robot Olympics in China, a number of competitors were disqualified after they tested positive for WD-40.

My friends have started a Chinese Burn club...I wasn't going to join, but they twisted my arm.

I found an old ticket for shoe repairs in my drawer dating back to 2022. I thought I would take it back to the shop to collect them. The fella there said: "They will be ready next Tuesday".

I can't believe I've finally been cured of my kleptomania. I have to keep pinching myself.

I used to have a pet bird called Woody, until he attacked my wife. I still can't believe Woody would peck her.

Faulty Quiz Machine For Sale. No Questions Asked.

I was going to a fancy dress party yesterday, dressed as a crocodile. The bus driver refused to let me onto his bus!! Honestly, I just snapped.

Local man addicted to brake fluid says he can stop anytime he wants!

My yoga teacher fainted mid lesson, which left me in a rather awkward position.



I ran a half marathon. It sounds so much better than " I quit halfway through a marathon.”

Faulty jumper leads? Don't get me started!




MOTO GUZZI
GUZZI
TOILET