VINTAGE CHATTER

DECEMBER 2026



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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, 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, Brian Lawrence, 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: Stewart Denton-Giles – Rider of the Year

FROM THE EDITOR'S DESK – *Murray Barnard*

Welcome to the first fully digital issue of The Vintage Chatter. Sad to have reached this milestone. I always enjoyed seeing the Chatter in print. We still can of course, if you have access to a printer, but it is not the same. Well, I guess that is progress. Increasing costs and no-one stepping forward to assist in the print process has it's toll. I worried about those who relied upon the print Chatter, but out of over 700 members less than a handful have required any assistance. With the advance of computers, tablets, mobile phones and with the assistance of family members or friends, the digital Chatter will reach everyone that I am aware of.

VMCCWA SMALL BITES: I have introduced a new email format which all of you should have seen by now. It goes to all members with an email. In it's new format it is harder to miss and also easier to read, plus has the benefit of photos where required. These emails enable us to provide news of upcoming events, changes to the calendar and other items of interest. The email format can inform members in real time rather than waiting two months between issues of the Chatter. They actually make the Chatter redundant in some ways. When change occurs at short notice the emails keep you informed. When an event is due, the email acts as a timely reminder.

FAREWELLS: Since the last Chatter we have had several significant farewells to honour:

BRIAN LAWRENCE: Maurice Glasson provided me with advice that our Brian Lawrence had passed away last year. His passing had escaped us. Brian had been in care for sometime. Brian was awarded Life Membership in 2006 for his work in the Club. Thanks to Adrian we have a pen picture of Brian's life from some time back:



Pic: Richard Argus presenting Life member badge to Brian some years back.

Brian was born in 1941 in Norton Road, Luton, England during the wartime evacuation of London, all his family originating in the Hoxton/Shoreditch area of North London back as far as the mid 1700's, Her Majesty was one of Brian's neighbours living just down the road - at Buckingham House. Brian was one of 6 children and sadly his father passed away when Brian was only ten. Brian left school at fifteen hoping to follow his father's career as a master tailor's cutter - but bronchial asthma from air pollution from coal fires and the famous 'London smogs' ended that career. He was offered a job by the father of a friend as a piece master French polisher and owes a lot to an older polisher who took Brian under his wing and passed on a lifetime's knowledge to him. He worked

on many bank and shop fronts as well as furniture and was fortunate to carry out work for her Majesty the Queen at her privy council chambers, the 'Green Room' in the cabinet office, Number 11 Downing Street and the Lord Butler's office in the foreign office. Brian's first motorcycle was a 1957 Ariel 350 which he very much enjoyed. Typically, he longed for a bit more power so a Tiger 100 replaced the Ariel. Then - inexplicably! - he purchased a Vespa GS scooter; maybe he had ambitions to become a Mod. This, however, was short lived. Cornering the Vespa as if it were a proper motorcycle saw the kick-starter dig into the road and dump young Brian on his backside. Back to a proper bike, this time a Honda CB 92 which Brian loved, even when he got his back brake and his gear lever mixed up and landed once more on the road.

In 1964 Brian married Jean and moved to Haverhill in West Suffolk and lived there until 1972. During this period Brian took on a contract to polish Fitzwilliam Museum and St John's College Master's Lodge Cambridge. The last time a French polisher worked there was in the early 1800's and Brian received a good write up in the Cambridge evening news. In 1972 Brian & Jean and their two children decided to migrate to W.A. They arrived at Fremantle at 2am on 10 November 1972 and by 9am he had a job working for T.H Brown, Furniture makers at Belmont. They settled down easily in their beautiful new environment among Jacaranda trees in full bloom and by the following March their little Aussie was born. Brian's mother was not well so the family returned to UK in 1975 before finally returning permanently to W.A. in late 1977. Eventually in 1978 after being a roof tiler/swimming pool installer/drainage contractor he managed to return to his trade and carried out his work for several well-known Perth families including Sir George Bedbrook, Lady Wray, Lady Giles, Alan Bond and even Rose Hancock. In 1983 Brian was flown up to Fossil Downs to carry out restoration work at the Macdonald Homestead for 'Mrs Mac" as she was affectionately known, after the house had been under water in a great flood. He worked on items for the Tourist Bureau at Pinjarra for 'Eden Vale' Homestead and also restored items in the Cockman House Museum in Wanneroo. In 1983 Brian even worked on a polished barroom on the yacht Kisuka, which was here for the America's Cup. Whilst working in Cottesloe he had Spike Milligan enter the shop where he worked and had a good laugh with him.

Brian & Jean's contented life was dealt a rude blow in 1984. Brian was hit by a high-speed postman on a pushbike, suffering severe spinal and other injuries as a result. During his time in hospital, surgeons removed one of his kidneys and he found it ironic the first meal he was offered afterwards was kidney bean soup! It still tasted OK to a hungry man. Later, he claimed, suffering an attack of flatulence he asked a nurse if anything was available for wind and was offered a trumpet. And later still, on his first post-op walk, complete with stand for drips, he noticed his fly gaping. "Nurse, my fly is open & everyone can see my wife's wedding presents! brought the reply "She didn't get much then, did she?"

He tried to continue his profession but the pain eventually became too much and Brian retired in the early 1990's and decided to focus on a hobby he loved - motorbikes!! A James Comet was followed by a brace of Douglas machines - a CW and a TS. Also in Brian's stable was a Coventry - Eagle J.A.P. and a couple of auto cycles, quite rare items even in those days. He had joined the VMCCWA in 1986 and soon became refreshments officer, a popular role in the Club. He performed this role every month from 1995-2012. He and his wife Jean were also volunteers at the Motor Museum of WA in Whiteman Park for several years. Each April they held a run to their home in aid of Cancer Research both of them being 'two of the lucky ones' to survive this illness. Jean passed away in 2016.

ELLIOTT MONTAGU: Sadly we lost Elliott Montagu in mid October 2026. Elliott had been in care for some time. Elliott had been Secretary of the Club from 2007-2013. Elliott had an interesting career flying as a commercial pilot in WA for MMA and he spent a lot of time flying in the North-West, Kimberley and Northern Territory for many years. He had many adventures flying in all sorts of weather and having to land on dirt strips even.

Elliott was a competent restorer and his most recent venture had been the rebuilding of a 1927 500cc Model N Triumph. Elliott documented his rebuild over many years and the story of his achievements was printed in the Chatter and also published in the Club History Volume Two.

In 2020 Elliott published a book on his flying experiences a pilot for MMA. Elliott Montagu flew single engine VFR, twin IFR and DC3 aircraft around the back blocks of Western Australia and the Northern Territory. He later flew Fokker F27, Fokker F28 and Boeing 767 aircraft on domestic and international routes. Elliott learned to fly

at the Royal Aero Club of WA in1959, the same year as he started my apprenticeship as a fitter in the WAGR Midland Workshops. That same year he started a life of self-imposed poverty to pay for flying lessons. Having attained the required qualifications he landed a job as a pilot with MMA based in Perth.



Pic above: L to R – Elliott Montagu, Terry McKie and Bruce Kirk 2014 *(pic by Nic Montagu)*



L to R:Terry McKie, John Moorehead, John O'Brien & Keith& Yanti Weller at Elliot's funeral on behalf of the Club. *Pic by Murray Barnard.*

In the late 60's Ansett acquired MMA and he held a variety of admin positions in WA in the Flight Department as well as normal flight duties. As manager of one of Ansett's fleets he was responsible for maintaining the operating standards of the 300 or so F28 pilots based in Sydney and Perth. He relocated to Melbourne and flew the Boeing 767 on domestic and international routes until Ansett collapsed. Then after 43 years and over 20,000 hours flight time he retired from flying. He now had the time to restore his motorcycles and participate in club activities. Elliott was awarded an Outstanding Achievement award in 2022 for his contribution to the Club. It was well deserved.

Condolences are extended on Elliott's passing, to his wife Jill, his family and Nic Montagu, who is Elliott's nephew.

IAN PATTERSON: What can I say. The last we saw of Ian he was attending to the kitchen at a monthly meeting in his inimitable manner, good for a laugh and telling everyone to get out of his kitchen. Little did we know that we wouldn't see him again. He had been poorly for awhile. He celebrated his birthday and then before we knew it he had passed away later in October.



A good man who gave generously to the club providing the milk, tea, coffee and biscuits out of his own pocket. Rather than be reimbursed he preferred we make a donation to charity, which the Club did on his behalf. Stephen Hills attended his funeral on behalf of the Club which was reportedly very well attended. Ian will be greatly missed.

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. From 1 December 2026 I only have a matter of days before I have to report details of unfinancial members to the Department of Transport. So don't tarry if you have a machine on 404 or C4C,

The new renewal form is available online at the Club website vmccwa.com, but 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. Life members and Active Senior members do not have to pay a renewal fee, but if your contact details need updating, submit a form, advise the membership secretary or use the humanitix form. To renew, access the website or use the renewal form attached to this Chatter and pay by debit. Or save time and effort and pay online. The Humanitix link for

renewals is: https://events.humanitix.com/vmccwa-membership-renewal-2027. The link is not valid after 30 November 2026. For any renewal enquiries, contact the Membership Secretary on 0418 212 863 or email membership@vmccwa.com

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WELFARE: ADRIAN WHITE: Adrian has been out of sight, but not out of mind for a while now. He can't drive at night so hasn't been able to attend the monthly meetings. He also has been a bit poorly lately after hitting his head earlier in the year and suffering vertigo since. Lately Adrian has been in hospital having surgery on an ankle which has been giving him curry for some time. He had to wait nearly twelve months to have the operation. I spoke to him recently whilst still partly coming out of the anaesthetic and all seemed to have gone well. Wishing Adrian a full recovery.

CLUB CALENDAR: If you wish to organise an event please send all event notices/proposals to Stephen Hills - steve.mag@icloud.com

APPROVED CLUB EVENTS – 2026

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

December 6 (Sunday) - Dam Early Run - through the hills. Start point is Jack Healy Centre, Sister Tait Lane off Mead St, Kalamunda. Meet at the Centre at 7.30am for a morning cuppa. Stands up at 8am for a ride around the dams and back for a hearty breakfast. $10 a head for the breakfast and refreshment. Contact: Stephen Hills 0413678604.

December 12/13 (weekend) - Albany Xmas Charity Ride (40th) - support the Albany section and ride in the Salvation Army's Xmas Charity Ride on Saturday 12 December 2026. Start at the Parade Street Foundation Park, assembling from 8.30am for a 10am departure time, anything with two or three wheels is welcome to attend, let's make this one the best yet. Leaving south into Stirling Terrace into Port road and out to Frenchman's bay returning back to along Port road then up York Street concluding at the town square and Hartman gardens, will you be there to donate to the Salvos? Last years event had about three hundred plus riders and over $7,000.00 in cash was raised plus a small truck full of donations was also achieved. All funds and donations go to the Salvation Army Christmas funds appeal. Perth riders interested in attending please contact Stephen Hills for details as a run down from Perth may be organised. If you are attending from Perth let Stephen Hills know.

December 26 (Saturday) - Boxing Day Breakfast held at Mundaring Weir. Self catering B.Y.O. breakfast. Bring your own eggs and bacon, etc. No catering provided. We will be at the lower weir below the Dam, Look out for the Number 1 Pump Station, Mundaring Weir Rd, next to the O'Connor museum. There is good parking and toilets/BBQ's. You are invited to attend on your bike or if under the weather let the family bring you by 4 wheels. We gather at the Weir from about 7.00-7.30am and it's usually over by 10.30-11.00 in time for an afternoon nap. It's all informal, no entry fee or fixed time table. Any questions please call 0439 294 366 - Ken Vincent

APPROVED CLUB EVENTS – 2027

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

January 17 (Sunday) Chairmans Meet n Greet new members- Canning River Cafe, Kent St Weir, cnr Kent St & Queens Park Rd, Wilson. From 9.00am. Come and join our Chairman in this hidden gem next to the weir. Note: access to Kent St is difficult on Albany Highway when heading South, turn at George St W or come via Fleming Ave on Manning Road. Heading North on Albany Highway there is no problem. Contact Steve Hills – 0413678504

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

February 6 (Saturday) - Overlanders 100 years Commemoration and display – James Mitchell Park, South Perth. All details will be advised by email closer to the event.

February 21 (Sunday) Old Forkers Run and Display, Short run about 45min. 7.30am for 8.00am start at the clubrooms, Hale Rd, and return about 9.00 am for BBQ breakfast. All VMCCWA club bikes are welcome to come on the ride or just take in the Pre31 display. Breakfast $5.00. Enquires Ken Vincent - 9293 2093 or 0439 294 366.

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

March 20/21 (weekend) – Vincent Museum – Jurien Bay – details TBA

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

May 16-17 (weekend) - Donnybrook Two Day

MONTHLY MEETINGS: Held at Wattle grove 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

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 EVENTS:

a. 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.

b. Third Monday of each month. Social meet at Clancy's Fish Pub, 51 Cantonment St, Fremantle – 6pm. Advise Stephen Hills beforehnd if attending as a table booking has to be made.

USING CONCESSIONALLY LICENSED MACHINES: 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.

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 (3 for $5), Cloth Badge $10, Lapel Pin $10ea Or (2 for $15). Contact Jim McGregor on meeting nights or Ph. 0410 735 825 or Email Jim.Mcgregor1958@Hotmail.Com

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SERVICES

Small engineering jobs : turning, milling, repairs, the odd re-manufacturing etc. For helpful and friendly service please contact Eric Gibbons, on phone 9496 1508, or call Steve Shelton 0472 730 333.

Assorted engineering services. Reboring & resleeving, turning, milling, welding, and repairs or re-manufacture of faulty parts. Located North of the river. Don Price 9304 3807 or mob 0478632159.

MEETING MINUTES

VMCCWA ANNUAL GENERAL MEETING (AGM) – NOVEMBER 2026

A precis of the minutes follows. The full minutes of the meeting can be found on the Club website at vmccwa.com

The AGM was held at Wattle Grove with 70 members present and 20 proxy votes, achieving the required quorum. The meeting ratified the 2025 AGM minutes and reviewed the club's activities, finances and committee structure before electing office bearers for 2027.



Chairman's Address: Chairman Stephen Hills reflected on his first year in the role following Les Vogiatzakis' departure overseas. He thanked the club's many volunteers and welcomed Warren Cartledge to the committee. Tribute was paid to the late Ian Patterson for his longstanding contribution to club hospitality, and recognition was given to Adrian White and John O'Brien for their welfare and Christmas charity work.



Rider of the Year: Stewart Denton-Giles received the 2026 Rider of the Year award in recognition of his outstanding attendance at club rides and events.

Management Committee Report: The club maintained a membership of approximately 720 members and continued to provide an extensive calendar of rides, rallies and social activities. Although the Old Iron 2026 event was cancelled due to severe weather, planning for a larger 2027 event was already underway. The report highlighted the contributions of volunteers across all areas of the club, including events, membership, library, welfare, spares, dating and registration services, website management, publications and the Maddington unit. Special recognition was given to Murray Barnard's work on the club website, technical library and completion of the fourth volume of the club history.

Finance Report: Despite the cancellation of Old Iron and lower trading income, the club remained in a strong financial position.

Key outcomes included: Net profit of approximately $24,248. Net assets increased to $796,389. Membership and interest income remained strong. Charity donations totalled $1,350, with an additional 30 refurbished children's bicycles donated to the Salvation Army. A budget for 2027 was prepared on a conservative membership estimate of 500 members.

The annual audit confirmed the club's finances presented a fair and accurate view and that the club remains financially viable.

Secretary's Report: Membership remained at record levels, although attendance at meetings and rides remained relatively low. Members were encouraged to become more involved and contribute presentations at general meetings. Improvements continued at the Maddington unit through ongoing maintenance and strata-management initiatives.

Election of Office Bearers: The following officers were elected unopposed for the 2027 term: Chair: Stephen Hills, Deputy Chair: Shaun Vieceli, Secretary: Richard Argus & Treasurer: Neil Freeman. Five general committee positions were retained, with: Murray Barnard, Mario Cudini, Barry O'Byrne, Jim McGregor and Warren Cartledge elected.



Annual Reports. Key highlights included:

Welfare Officer Adrian White reported ten years of welfare support activities and encouraged support for the Christmas appeal and children's bicycle refurbishment program.

Membership renewals were progressing strongly, with approximately 360 renewals already processed and Humanitix proving popular.

The library continued to expand through member donations.

Spares trading remained healthy.

Registrar statistics showed substantial growth in concessional licence activity.

Dating Officer Jeff Sanders processed 110 motorcycles, significantly higher than the previous year.

The Pre-31 Section enjoyed strong participation and growth through collaboration with other historic vehicle clubs.

Post-70 activities continued through rides, challenges and social gatherings.
Events throughout the year were generally well attended, including the WA TT, Donnybrook Rally and numerous social rides.
The AGM closed at 8.50 pm.

NOVEMBER 2026 MONTHLY MEETING

Following the AGM, the November Monthly Meeting commenced.
Membership: Six new members were approved, bringing continued growth in club membership. No new members were present to be formally welcomed.
Chairman and Secretary Reports: Members were again encouraged to support the annual Christmas food and bicycle appeals. Correspondence mainly related to strata matters affecting the Maddington unit.
Registrar and Dating Reports: During October: Nine motorcycles transferred to 404 concessional registration. Two motorcycles entered the C4C scheme. A 100-Year Badge was awarded to David Riddell for his 1925 Triumph Model P. Fourteen motorcycles were dated during the month, predominantly Post-70 machines.
CMC Report: The Council of Motoring Clubs discussed its upcoming Classic Car Show and the possibility of coordinating more closely with Old Iron. The matter will be considered by the VMCCWA committee.
Events: Recent highlights included: Continued success of the Joey's Diner Tuesday coffee meet. A well-attended WA TT ride. Clive's Pie Run, which attracted ten riders.
Upcoming events included: Gomboc Gallery Run (15 November), South West Rail & Heritage Centre Display (22 November) & Chairman's Run to Coolup for pre-1949 motorcycles (29 November)
General Business: Members assisted the club library with technical magazine resources, while a new member offered surplus first-aid supplies to members. A Japanese twin-leading-shoe brake assembly was donated to the spares department.
The November General Meeting concluded at 9.00 pm**.**



ALBANY SECTION VMCCWA MEETING - 1 October 2026 – Precis

The Albany Section met at the Little Grove Chalet with 12 members present and seven apologies. Lynton Morgan chaired the meeting, with Andy Duncan acting as secretary.
Chairperson's Report Members reflected on several successful recent rides, including the Robin Webb ride and the Cheynes Beach ride. Strong sales of badges for the upcoming Charity Ride were noted, and despite several wet riding days, participation by dedicated members remained encouraging.
Administration and Finance The previous minutes were accepted, with confirmation that chalet insurance costs had been reimbursed by the Perth section and posters for the Charity Ride had been ordered. Correspondence included receipt of *Smoke Signal* and transfer of the Synergy account to the Chalet Committee.
The Treasurer's report showed finances remained healthy, with the section balance increasing from $4,598.87 in August to $5,003.47 in September.
Chalet Report A recent council inspection identified no major concerns, although some additional safety signage was recommended. A working bee was scheduled for 5 October to undertake mowing, trimming and general grounds maintenance.
Welfare Members discussed the welfare of fellow members, with no major issues reported.
General Business and Upcoming Events Plans for forthcoming activities included: Ride to Lynton's Shed on 11 October, featuring a guessing competition and morning tea. Stirling Terrace/Poker Run on 31 October and the Hill Climb on 1 November, which is already oversubscribed. Progress toward the Christmas Charity Ride, with

applications and insurance documentation submitted to the City of Albany. Adoption of a revised Coffee Ride schedule, including rides in October, November and the December Christmas Charity Ride.
The meeting closed at 8.10 pm.



ALBANY SECTION VMCCWA MEETING - 5 November 2026 – Precis

The Albany Section met at the Little Grove Chalet with 12 members attending and seven apologies. Chairperson Lynton Morgan presided, with Nigel Fiander acting as secretary.
Chairperson's Report Members reflected on the successful Lynton's Shed Ride, which included a popular steampunk display. Thanks were extended to Gay and Andy for their assistance. Charity Ride posters were distributed, badge sales were progressing well, and appreciation was expressed to members who assisted with the recent chalet working bee and preparations for required firebreak maintenance.
Administration and Finance The previous minutes were accepted, and members noted that twelve proxy votes had been forwarded to Perth for the VMCCWA AGM.
Correspondence included receipt of *Smoke Signal*, transfer of the Synergy account to Manfred, and advice of planned road resurfacing works near Amity Quays in early January.
The Treasurer's report showed a healthy increase in funds, with the account balance rising from $5,003.47 to $5,211.47 during the month.
Chalet and Welfare Chalet maintenance matters had largely been addressed through the recent working bee. Member welfare was discussed, with no major issues reported.
General Business Preparations for the annual Christmas Charity Ride continued, including allocation of member tasks, liaison with the Salvation Army and ongoing badge sales.

Members were also reminded of upcoming activities, including: Stirling Terrace Display (7 November), Gary Dibble Mystery Quiz Ride (15 November), Christmas Charity Ride (12 December), Combined Ride and BBQ at King River (10 January 2027), Treasure Hunt (14 February 2027).
The club also adopted its ride calendar through to November 2027, providing members with a forward schedule of monthly rides and social outings.
The meeting closed at 8.10 pm, with the next meeting scheduled for 3 December 2026.



VMCCWA PRE-31 SECTION MEETING NO. 464 - 23 September 2026 – Precis

The Pre-31 Section meeting was held at the Eric Langton Room, Wattle Grove, and chaired by Shawn Vieceli. Thirteen members attended, with apologies received from Nat Brazzaloto and Ken Vincent.
Administration and Finance Minutes from the previous meeting were accepted without amendment. The section also received a historical article from David Riddell detailing the origins of the Beverley Re-enactment. The financial report showed a modest reduction in funds, primarily due to Beverley Re-enactment expenses, BBQ costs, backup fuel, and purchase of a new secretary's minutes book. The report was accepted.
Past Events Members reviewed recent activities, including the Heritage Club's Dwellingup Cidery Run and the successful Beverley Re-enactment. Appreciation was extended to Jeff Sanders for organising the event, Greg Boothey for managing the BBQ, and Jeff Lindley for providing backup support.
Members were also advised of major 2027 events, including the Overlanders 100-Year Commemoration Display, Old Forkers, Old Iron, and the Roaring 20s Rally.
Event Planning David Riddell was presented with the Double Crown Trophy for completing both the Beverley Re-enactment and Roaring 20s events on the oldest motorcycle. Jeff Sanders will send formal thanks to supporters of the Beverley event. Peter Lawson proposed reversing the Beverley route in 2027 to improve participation and allow an earlier finish.
General Business Members were reminded of the forthcoming VMCCWA AGM and the need for sufficient attendance to achieve a quorum.
Bits and Pieces Several interesting historic components were displayed: Peter Lawson presented a crankcase for a 1927 Norton Model 25, notable for its preservation by Castrol R oil. Jeff Lindley displayed a gearbox from a 1937 Royal Enfield. Jeff also showed a rare Lucas Silver King kerosene-powered headlamp.
The meeting closed at 9.06 pm.

VMCCWA PRE-31 SECTION MEETING NO. 465 - 28 October 2026 – Precis

The Pre-31 Section met on the verandah of the Wattle Grove clubrooms after a lighting failure in the Eric Langton Room. Shawn Vieceli chaired the meeting, attended by 12 members, with apologies from Jeff Sanders and James Farley.
Administration and Finance The previous minutes were accepted without amendment. Correspondence included arrangements for awarding a 100-Year Badge to David Riddell for his 1925 Triumph Model P and discussions regarding motorcycle displays at the South West Rail & Heritage Centre Open Day.
The financial report showed the section balance decreased from $3,622.26 to $3,523.26, reflecting a donation to the Beverley Men's Shed, meeting refreshments and other minor expenses. The report was accepted.
Past Events Members reviewed several recent events, including: Graham Coole Memorial Run, Australian Historic Road Racing Championships at Collie, WA TT, Golden Ponds Telethon Display, VMCC South Australia 70th Anniversary Rally, VCCWA Swap Meet & British Motorcycle Enthusiasts Club Concours
Congratulations were extended to Gary Tenardi, who won the Period 2 Championship at the Historic Road Racing Championships.
Future Events Members discussed a busy schedule of upcoming activities including: VMCCWA AGM, Albany Hill Climb, Gomboc Gallery Run, Great Escape Rally, South West Rail & Heritage Centre Open Day, Chairman's Run

for pre-1949 motorcycles, Dam Early Run, Perth Bikers' Charity Ride, Pre-31 Christmas Dinner & Albany Christmas Charity Ride
Planning also continued for major 2027 events, including the Overlanders 100-Year Commemoration Display, Old Forkers, Old Iron, the Roaring 20s Rally and the Tasmanian Tour.
General Business Members were reminded of the importance of attendance at the VMCCWA AGM to ensure a quorum. Discussion also took place regarding possible alternative meeting venues, although enthusiasm for relocating was limited.
Historical and technical interests remained a strong feature of the meeting. Ken Vincent shared photographs of a rare Gregory engine from the UK, while Art Woldan donated a previous Pre-31 minutes book to the club library. Greg Boothey highlighted a specialist magneto restoration service that may be of interest to members restoring vintage machines.
Bits and Pieces Members displayed and discussed a variety of vintage components and equipment, including: Acetylene headlights offered for sale., damaged Albion gearbox from a 1937 Royal Enfield., A cylinder head from a 1927 Sunbeam and a tool for replacing hairpin valve springs., vintage adjustable workshop tool & collection of motorcycle spokes available from Greg Hughes.
The meeting closed at 9.20 pm.



THINGS HAVE CHANGED AT BEAN 2 BROOK: The café has put in bollards to discourage parking near the drive through entrance. Too many machines were being parked in this area causing a concern for motorists wanted to make an order at the drive-through window. To remain welcome at this venue please park away from traffic.

DECEMBER MONTHLY MEETING – 2 DECEMBER 26 XMAS CHEER: if attending the last monthly meeting for the year, please remember to bring some donations for the Xmas Cheer bin…food, gifts, toys are all welcome.

RIDE REPORTS

WA TT RIDE -*Dave Ridell*: Knowing full well I was going to be the slowest, oldest, motorcycle taking part in this year's WA TT ride, wasn't going to kill my enthusiasm as I once again made ready my 500cc 1925 P Model Triumph for the one hundred and fifty kilometre ride from Mundaring to York and return.

Being accustomed to riding at an average speed of sixty km/h (on a good day) and not wanting to sit just ahead of the backup vehicle's front bumper I decided to leave an hour before the rest of the field. Letting the ride leader know my plan, before I left I introduced myself to the backup vehicle driver letting him know that hopefully we wouldn't meet again that day.

According to the run sheet, the ride out to York and back was easy with a little time spent on the Great Eastern Highway, which I was kind of worried about so I wore a fluoro vest for the first time. As it turned out the Sunday morning motorist we're all kind to me, as I rode along on my own.

To stay ahead of the field, I had to forgo a few scheduled stops. Arriving at the Spencer Brook hotel way too early, I ate my sandwiches and was getting ready to head off when four of the main group of riders pulled up. After a quick chat, feeling no pressure I rode off on my way knowing those guys were stopping for lunch and would be a good hour behind me.

Stopping at Northam I topped up the fuel tank and headed off again towards York. It was really nice riding those relatively quiet back roads, that was until I saw an object bounce off the road and hit me just below the knee, with a bit of a delay in comprehending what had happened I decided to pull over and just have a quick look. Good thing I did, as I pulled into a clear spot on the side of the road, I noticed my front wheel wobbling pretty badly. Turned out I'd somehow snapped the front axle; I wasn't going anywhere.

Lucky I had phone reception and made the call to John; please pick me up about 10 km north of York.

I had a fair time to wait before anyone caught up so I walked up and down that hill about three times looking for the missing section of axle, to no avail. Eventually, a few riders stopped and let me know how far behind the backup was. Sitting, waiting in the silence it was good to hear the sound of Jeff's Ariel disappear way off into the distance. The main field of riders then passed, followed by the backup vehicle stopping, which was a relief to see. We all finally met up at our last meeting point in York I could then get an idea of how many bikes had attended the ride and then with a last check of the tiedowns we were off to Mundaring.

Thanks to all involved in the organisation of this ride, the participants and of course the valued backup vehicle.

That night, I removed my broken axle and the next day I was assured by Steve Sheldon (advertised machinist in vintage chatter) that there would only be a week's turnaround on my new axle. This is the second time I've used Steve and highly recommend his services. All going well, I'll be back on the road soon.

BEVERLEY RE-ENACTMENT 2026 – *Shawn Vieceli*. The 2026 edition of the Pre 31 Section Beverley Re enactment on the 12th and 13th of September brought some new machines out of the sheds to take part in this fantastic event to celebrate the first motorcycle race in Western Australia in 1904. I was all set to ride Peter Lawson's stunning 1926 Sunbeam Sprint for the event but unfortunately I couldn't take part due to last minute work commitments. I test rode it earlier in the week, what a fine machine it is. A very big thanks to Peter. I would also like to thank Jeff Sanders for organising the event, Jeff Lindley for providing backup and Greg Boothey for putting on a BBQ lunch on Saturday and Westdale. A new award was presented after the event this year, the "Pre 31 Section 2026 Double Crown" the oldest bike to complete the Roaring 20s and Beverley Re enactment in the same year. The inaugural award went to Dave Riddell and his reliable 1925 Triumph Model P. A special mention to Bob Whittingstall for travelling from Albany and supporting both events, well done. Thank you also to Dave Riddell for providing the following report and photos.

BEVERELY RUN REPORT – *Dave Ridell*. Prior to any event it always takes weeks of preparation "The Beverley Re enactment" was no exception. I'm sure most were hard at work pre-empting failures, making the necessary changes to anything that could fail, fabricating, machining bits and pieces that made your bike reliable to travel. As the event day came closer keeping an eye on the weather was just as important as all the prior work completed on the bike. No one wants to ride in the rain and as the rain literally cleared hours before the event started. Most were confident enough to leave their wet weather gear at home.

Meeting up in Pickering Brook, as always you don't know how many riders will turn up until the day, we had 12 in all, a good turnout with a varied selection of pre 31 machines. Soon we were off: a short stint down to the

Karragullen roadhouse to fill our tanks, perform some last minute maintenance then the long stretch of the Brookton Highway toward Beverley.
Riding the slowest bike (1925 P model Triumph) it's not that often you get the pleasure of overtaking, but on this occasion I'd made my mark and in the distance was a certain BSA that I was ever so slowly gaining on, think it took me about twenty kms to catch him and catch him I did. Still, maintaining the lead was another thing as that BSA almost got me just before the Westdale turnoff, saved by the gravel pit lunch break.



It was good to have a break and sort out what needed sorting. I take my hat off to John Rheinlander, replacing the rear inner tube to get his 1920 Triumph back on the road.
The final leg toward Beverley took us on some interesting back roads with good declines on the approach to town. Meeting as planned at the Men's Shed we were thankful not only to our event organisers but to the Beverley Men's Shed for the safe overnight storage of our valued motorcycles. We all drank, ate and slept at the pub knowing our motorcycles were safe.
After having a reasonable night's sleep it was time to head back to the Men's Shed for breakfast. We had time for a quick once over of our machines and to perform last minute maintenance before our group photo. It was then time to ride the short distances between the towns of York, Northam and Toodyay where we stopped for a break, not before passing a Booze Bus, so glad the local police didn't seem interested in checking any of us, no random test for us as we rode by. A bite to eat for some or a chat to the inquisitive day trippers interested in our worldly examples of mostly British mechanical marvels, took care of some time.
Heading ever closer to home we tackled the light traffic on the Great Eastern Highway and the rolling hills of the back roads of Wooroloo, Chidlow and eventually Mundaring.



Along the way, we did have a few maintenance issues with several bikes requiring a little time out on a trailer plus the odd bike just having a hissy fit, then continuing again. Back at the Pickering Brook Sports Club by about 3pm I think we were all happy with the event's outcome and were ready to head home for a well deserved rest.

MANDURAH COMMUNITY AGED CARE VISIT :

There was a good turnout for a visit to the Mandurah Aged Care Centre. Numbers were helped by having a few of the Mandurah Indian Harley Club Section participating as well. Good inter-club activity. The event was organised by Stephan Hills as past President and Life Member Rex Edmondson is lodged there now. Richard Argus gave Adrian White a lift down there as well which was a good outing for him. The aged care residents enjoyed the visit and the centre provided morning tea. Rex was pleased to see the members and their bikes. As the Centre management said, the bikes were the "talk of the town for a week!"



Pic: Rex Edmondson at the centre.

GOMBOC GALLERY RUN – *Stephen Hills*.

There was a great turnout of members today with a variety of different bikes. Many thanks to John O'Brien and his lovely wife Lorraine for organising the event and providing the BBQ at The Gomboc gallery. Also thanks to Rob Rowe, ride leader, Mike Hesford corner marker extraordinaire and all members who attended. There were a couple of technical issues that didn't result in the backup put into service. It's surprising what can be accomplished with a paper clip.

The run wound through the northern suburbs after starting out in the wilderness of Ballajura (somehwere near Geraldton, I believe). Rob bravely lead the string of bikes through the streets with strict discipline being enforced as everyone behind him was most likely lost. Stephen Hills brought up the rear in his ute as backup driver. John O'Brien carried his Weber to Gomboc Gallery and gamely conducted a BBQ.



CLIVE'S PIE RUN: Clive Rawson recently lead a disparate group of riders on a hunt for a decent pie in the hills. On the way they enjoyed some nice roads through the hills. The picture below shows the happy bunch at their chosen destination, Baker's Hill pie shop! Baker's Hill bakery reported that their takings doubled that morning from the consumption of pies.



BIKES FOR THE SALVOS: Christmas already! Almost, anyhow. Just enough time to refurbish a couple of kids bikes for the donation to the Salvoes.

You can't hear a news bulletin, or read the 'West Australian' without being informed of the sky-rocketing cost of living; you probably know , from the last time you bought petrol or groceries! Sadly, and I think unjustly, it's the bottom end of the market .

that is most cruelly punished, the young bloke "put off" as his boss tries to cut down his expenses, the single mum fleeing an unbearable violent partnership or having a child with serious health issues. They're all suffering, and the festive season will only serve to underline the misery of their position.

We can help! The Christmas cheer bin is there for your support, we've a good track record with that, keep it up! But we also have the Children's Bikes collection, whereby we take grown-out-of kids bikes, and refurbish them to be safe and useable, then pass them on to the Salvos.

They're not worn out, just cast aside and neglected, and if you need a tyre or parts, the Committee has allocated $500 as the Club's contribution. Keep your receipt and let John O'Brien know what you need and spend. This is a unique way to put a smile on a lot of faces. As far as I can discover, we're the only club doing this. Since the scheme's inception, in 2016, we've provided two hundred and eighty-one bikes, and fifteen assorted scooters, one pedal car and a trike. That's quite a few smiles! And right now is a great time to substantially add to that tally, so how about it guys and girls; if everyone at a monthly meeting did just one bike, that's fifty or so! Makes you think, eh? Go for it! John O'Brien is running the show. Talk to John if you need anything, including bikes, 0417 337 874. *Adrian*

FOR SALE: 1927 Triumph, 494cc side valve. The bike belonged to John Berkshire. It needs a good clean and polish as it has been sitting for some years, it was running when parked but would need at the least a new front tyre and chain to be rideable. We have advertised it at $11k, that was before noticing the front tyre or chain so definitely happy to look at offers. Kim is looking to sell the bike for John's wife Pam. Contact Kim Kelly, Ph. 0412094833 or email on firemonkeykk@gmail.com.



THE MAPLE MOTORCYCLE & THE WEBB FORK | 1911-15 | AUSTRALIA : *by Murray Barnard*

The Maple was one of the many motorcycles assembled in the suburbs of Melbourne in the busy years before the First World War, and in its own right it was a typical product of the local trade. A machine built around imported British engines and proprietary fittings by a capable cycle maker with a strong interest in competition. What sets it apart from almost all of its contemporaries is the man behind it. Arthur Norman Maplestone, better known as Norm, designed a spring front fork for his own machines that was taken up in England after the war. It was sold in Britain under his name and then developed by H.C. Webb and Co. of Birmingham into one of the most widely used girder forks of the vintage era. Few Australian motorcycle builders of the pioneer period left so lasting a mark on the international industry.



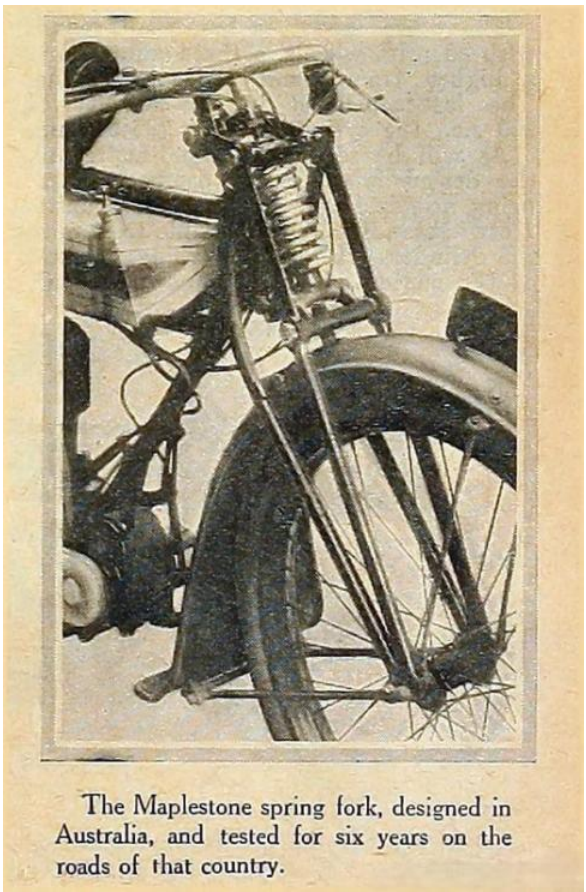
Maplestone ran the Champion Cycle Works at 733 Sydney Road, Coburg, on the main road running north from Melbourne through Brunswick and Coburg, a strip that in the years around 1910 supported a remarkable concentration of small cycle and motor works, including Andrew Johnston's Thistle works a few doors along at 288 to 292 Sydney Road and the short lived Chaple Motor Works at Brunswick. Some accounts date Maplestone's first motorcycle as early as 1907, but the earliest that can be firmly identified are the Maple Fafnir machines he began building in 1911. These used German Fafnir engines of 3 1/2 or 4 1/4 hp, the Fafnir being one of the most popular proprietary engines in Australia at the time, together with Druid front forks, the British fork favoured by most local assemblers. A photograph survives of Maplestone himself seated on his 1911 Maple Fafnir, a lean, purposeful machine without mudguards, which were not then compulsory for registration.

By 1913 the Maple range had moved to engines from F.E. Baker's Precision works in Birmingham, offered in 3 1/2, 4 1/4, 6 and 8 hp sizes, the larger two being V twins. Precision engines were sold in enormous numbers in this period, so many that ninety six machines at the 1911 Olympia show in London were Precision powered, and

in Australia they were distributed in quantity through the Melbourne firm of A.G. Healing and Co. Maple advertising never mentioned JAP engines, but there is a suggestion that some of his machines were fitted with them. During 1913 Maplestone moved his business a short distance north to 755 to 757 Sydney Road, North Brunswick, and traded from there as the Maple Motor Works.

Maplestone was a keen and able competitor, and Maple machines appear frequently in Victorian race results of the period. He finished second in an event in August 1911 and third in a race in April 1912. A meeting in October 1912 featured three Maples, one of them ridden by Maplestone himself, which caught fire during the proceedings, and in November 1913 L. Marriott won both heats of a race on a Maple. Racing was both advertising and a proving ground, and it was on his competition machines that Maplestone worked on the design of his front fork. His 1913 Maple Precision 3 1/2 hp racing machine had a modified Druid fork, reshaped so that the two fork spindles lay in line with the wheel spindle. In February 1914 Maplestone lodged a provisional patent application for a spring fork for motorcycles, and the 1914 Maple motorcycles used his new design, with a single barrel wound central compression spring and a straight front tube. The Maple motorcycle itself did not long survive the war, the last machines being built in about 1915, by which time imported engines and components were becoming hard to obtain and many of the small Melbourne assemblers were closing their doors.

Maplestone then sailed for England and joined the Royal Flying Corps. He reached the rank of flying officer and served with No. 43 Squadron in France, where he survived two minor crashes in Sopwith aircraft and was wounded in the leg while flying. His time in England also brought him into the heart of the British motorcycle industry, for he met and married the daughter of Frank Baker, founder of the Precision engine concern whose engines had powered his Maples.



The Maplestone spring fork, designed in Australia, and tested for six years on the roads of that country.

After the war Maplestone set about finding a British manufacturer for his fork. The Motor Cycle of 7 October 1920 described it as having been thoroughly tested on Australian roads for six years past, praising its simplicity, strength and neat appearance. The single compression spring took off from a dog leg link just above the mudguard and bore at its upper end against a screwed member carried in a stout lug, which provided adjustment of the spring compression to suit the rider's weight. Because the fork moved with the wheel, provision for a

front brake was easily arranged. On a test machine, an old countershaft Triumph, the magazine's rider took it over half a mile of rough common land and found it behaved admirably, bottoming only once on a very severe bump, and concluded that so simple a fork was bound to become popular. A new company, Maplestone Cantilever Spring Forks Ltd. of Birmingham, acquired the sole British manufacturing rights, with its correspondence handled through Precision Gauges Ltd., jig and gauge makers of Wrentham Street, Birmingham, who marketed and probably made the early forks as the Maplestone Cantilever fork. Its advertisements sometimes carried a kangaroo in the background, a clear hint of the design's origins. Maplestone forks were fitted to a number of British makes in the early 1920s, among them Massey-Arran, Elfson, Wigan-Barlow, Ajax, Triple H, Coventry-Mascot and Lethbridge.

In 1922 the design was bought by H.C. Webb and Co. Ltd. of the Century Works, Aston Brook Street, Birmingham, who at first continued to sell it as the Maplestone fork, advertising its cantilever principle combined with compression springing, its phosphor bronze bushed bearings with screw down grease cups, and its principal lugs made as steel forgings rather than castings. By about 1923 the Maplestone name had been dropped and the design was sold simply as the Webb fork. Developed further through the following years, the Webb girder fork became a serious rival to the long established Druid by the late 1920s and went on to be one of the most popular proprietary forks ever made, fitted to a great many British machines of the vintage period. In Australia a local version of the fork was made by Firth Bros. of Cubitt Street, Richmond, Victoria. Sources differ over the extent of this, one account stating that Firth Bros. made the fork from about 1914 until the early 1920s and another that only a small number were built in 1921, however it does not appear to have been widely used.

Having sold his fork design, Maplestone returned to Australia with his wife and set up as a motorcycle dealer in Melbourne, holding the sole agency for Beardmore Precision motorcycles, which were the machines produced after the war by the association between his father in law's Precision company and the Glasgow engineering giant William Beardmore and Co. In September 1923 the firm of Maplestone Motors at 318 Elizabeth Street, in the heart of the Melbourne motorcycle trade, was advertising Beardmore Precisions as the world's best, and the business is also recorded at being located at Kew. Beardmore withdrew its capital from the Precision venture in 1924 and production of the Beardmore Precision ended soon after, but by then the most enduring part of Maplestone's work was long established. The Maple motorcycle is now a rarity remembered chiefly through surviving photographs and race reports, while the fork he devised for it on the roads of Coburg lived on for many years under the Webb name on motorcycles throughout Britain and the Empire.

ALBANY HILLCLMB:

Colin Hankinson shared some photos from the 2026 event. Colin & Fred rode down to compete. Regular competitor Gary Tenardi was snapped during the line-up as well, looking grim. The event was held at Middleton Beach, Albany.



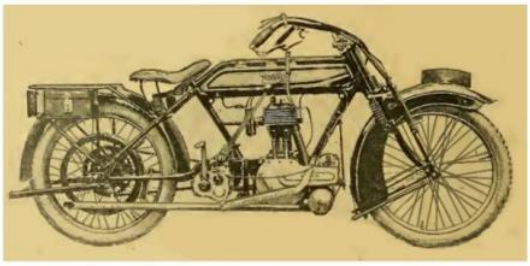

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Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

1916 Cont'd: Motor cycling in the Colonies conjures up visions of wild wastes of sand and rock; devoid of any kind of road, perilous crossings of rivers in flood, or deep dried-up water courses, and adventures with wild animals, these ideas being derived chiefly from accounts of exciting cross-country journeys as recounted in our columns from time to time…we frequently hear complaints from Overseas readers of the unsuitability of English standard models. The chief defects are want of ground clearance and insufficient or unsuitable mudguarding…the latest product of Norton Motors, Aston, Birmingham…is quite a special design, and not merely a standard model altered in detail. Its outstanding feature is exceptional ground clearance; there are 6¼in to spare below the crank case. This increase, about 2½in more than the standard type, is obtained by a careful rearrangement of the frame tubes and the Norton method of carrying the gear box. A horizontal stamping is cranked up behind the engine, under which the Sturmey-Archer three-speed countershaft gear is bolted, so that no part of it projects below the bottom of the crank case…the tank has been increased in size to accommodate two and a quarter gallons of petrol and over three quarters of a gallon of oil…The engine is the Norton 'big four', 82x120mm bore and stroke, giving 633cc.





Jack Booth rode his eight-valve Indian over a measured mile stretch of the main Gawler Road, a few miles outside Adelaide, in 35sec to set a world record of 102.8mph.

OLIVER GODFREY, WHO WON THE 1911 TT ON AN INDIAN, was killed in action while flying with the RFC. In 1911 Indians came first, second and third; that year Godfrey also won the 70mph handicap race at Brooklands. In 1914 he tied with HR Davies (Sunbeam) in the Senior TT. Godfrey, in partnership with 1912 Senior TT winner Frank Applebee, also founded Godfreys, a high-profile motor cycle dealership in Great Portland Street, London."

THE MOTOR CYCLE REPORTED: "We are at the present moment riding a two-stroke machine fitted with a throttle-controlled lubricator…of late months we have seen three designs of throttle-controlled lubricators specially designed for two-stroke machines. Two years ago, in dilating upon this subject, we suggested that the throttle-controlled lubricator is surely ideal and perfectly automatic, relieving the rider of



all lubrication worries. We went on to state that from these considerations alone it was to be hoped that some discovery would be made that would overcome the objections outlined." (thus 45 years before Yamaha made the claim that it's auto-lube revolutionised two strokes.



Above: Calthorpe

Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

1917: "FOR MAXIMUM EFFICIENCY there is nothing to equal the overhead valve. This type of valve would figure much more frequently on touring machines were it not for the ever-present possibility of a valve head snapping and falling on to the poston with disastrous results…latterly, however, with improved methods of design and a closer study of metallurgy, we have valves of practically unbreakable material, and engines of such superlative efficiency 'that valve breakages are becoming few and far between. This happy change of conditions, therefore, may reasonably cause designers to pause and consider whether the bias against overhead valves, which has been prevalent hitherto—and not without justification—may gradually disappear."

"EXCESSIVE ZEAL AT STRATFORD COURT: Recently a photographer of our staff was convicted at the Stratford Court House in London for exceeding the speed limit with a motor cycle and sidecar, the Bench imposing a fine of £5. The defendant asked whether he might go to his home and procure the balance, but apparently the magistrate made no reply, and the police in court promptly put the unfortunate motor cyclist into a cell, where he was kept for an hour and five minutes. During that time the police telephoned to our Tudor Street offices, and a member of the staff at once went to Stratford Court with the money. In view of the fact that the original summons had been served on the defendant at his home address, which was, therefore, verified by the police, and further that he offered to leave either his motor cycle and sidecar (which stood outside the court) or his gold watch in charge of the police till he obtained the money, we need hardly ask whether, in the opinion of our readers, the steps taken were rather too drastic."

"MAJOR TW LOUGHBOROUGH, the secretary of the Auto Cycle Union, while on duty with the Surrey Volunteers the other evening, was driving his 7hp Matchless and sidecar at a very slow speed, when he gently bumped into a pillar box at a point where three roads joined. He dismounted to examine one of the roads and see if it were the one he wanted to take, and then, as he thought, crossed over to where his machine was, only to find that he had lost it completely. After groping about for twenty minutes, he had to call in the aid of a passing cyclist before he was able to discover it. This is one of the weirdest fog experiences of which we have heard."

AUSSIE TRAFFIC COPS were issued with motor cycles. The Motor Cycle in Australia reported that the mounted constables wore "a uniform of neat-fitting khaki with tan leggings and boots". And The Motor Cycle remarked: "Let us hope that the British police will follow the example of the more progressive Colonial…The Sydney motor cycle police are mounted chiefly on British-made machines, including Douglas, AJS, BSA, James, Speedwell, and Rover. 'Some exciting dust-ups are being eagerly awaited', remarks the motor cycling journal."

"ENRICHING THE ENGLISH LANGUAGE: The use of the term 'flat twin' in preference to 'horizontally-opposed engine' is merely a case of economy in words. Americans cannot agree whether to accept the term. Some time ago, Mr EB Holton, a leading motor cyclist over the water, seized upon the term with enthusiasm, and said: 'As it is good, I hope we adopt it into our own lingo. It is the English appellation for a doubly opposed motor. The beauty of it is that it fully describes the type, and at the same time is short.' Mr John M Taylor, of the Hendee Co, dislikes the term 'flat twin' so much that he has gone to the trouble of denying its American origin in a letter issued to all the technical journals. 'We have undoubtedly played a great many tricks with the English language,' writes Mr Taylor, 'but we have not perpetrated 'flat twin'.



"Lt FA (Eric) Robinson, to whom the Military Cross has been awarded for great gallantry whilst in command of a Tank'. His wife in the chair. They are both keen sidecarists, the motor cycle being on this occasion a Bradbury, though the Zenith was most frequently Lt Robinson's mount in peace time. After tremendous fighting his tank became 'ditched', which necessitated fourteen hours' hard digging under under heavy fire to release it. On another occasion his 'Tank' was hit by a direct shell and damaged, but he got his men out safely and immediately went into the trenches and worked a machine gun."

"BOTH THE WELL KNOWN exponents of AJS machines, Cpl Cyril Williams and Eric Williams (late Cpl), who are, unrelated

Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

have received honours for bravery in the field. The latter, it will be recalled, received the DCM many months ago, and the latest news is that Cpl Cyril Williams has been awarded the Military Medal. Congratulations! New readers may be reminded that Eric was first and Cyril second in the Junior TT Race of 1914.

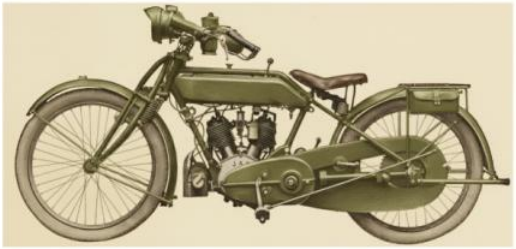
THE NORTHAMPTONSHIRE LICENCES Committee asked the Home Office and Local Government Board to forbid driving licences to "obviously incompetent persons, such as those suffering from blindness, deafness, etc" (there was no such thing as a driving test). The Motor Cycle noted "a glaring inconsistency in this matter, viz, that whereas efforts are, on the one hand, being made to provide motor vehicles for men incapacitated in the war by arranging the controls suitably for men who have lost an arm or a leg, on the other we have an authority actually urging that licences be withheld from people who are deaf... Whilst the committee are undoubtedly right in recommending that some discrimination should be made in granting licences to blind and limbless people, they are surely over-stepping the mark when they specifically include those who suffer from deafness. Many successful motorists of the present day are deaf...A man does not steer by ear or avoid a collision because he hears another vehicle...A deaf man may occasion some delay to those who are overtaking him on a narrow road, but this difficulty can easily be removed by the use of a mirror on the handle-bar, and it cannot be said that deaf people are the only sinners in this respect."

THE WOLFRUNNA ENGINEERING Co, which made Wolf motor cycles, complained that having called a halt on civilian motor cycle production and banned imports, the Government had allowed Harley-Davidson to ship bikes over the pond. The Blue 'Un reported: "...a few weeks ago, at short notice, the Harley-Davidson Co agreed to release the whole of its stock of HD machines to the Russian Government for Army purposes on the condition that they were granted a permit by the Board of Trade to import new machines from America to replace the stock. This course, in the exceptional conditions, was allowed."

Not every American wanted a big V-twin, nor yet a flat twin. The Merkel Motor Wheel Co of East Rochester, NY, offered a 26in wheel incorporating leaf-spring suspension and 200cc 2hp ohv engine. The manufacturers claimed that a standard rear wheel could be replaced with a Merkel rear mudguard, fuel tank and engine in 30 minutes. Meanwhile, back in Blighty the 98cc 1hp two-stroke Simplex power unit, made by Patrick Engineering of Birmingham, had evolved from a 1915 patent drawing to a working model of 'The Motor on the Carrier', attached to a New Hudson bicycle via an aluminium carrier bracket. Simplex claimed its engine could be fitted in just five minutes, but production could not start until after the war.



Rover was also producing bikes for Russia. It had a reputation for sporting singles, but for the Russian contract it fitted a 654cc 5hp JAP V-twin with all-chain drive running in oil-bath case and a three-speed box.



"ON STOPPING TO HELP a novice struggling at the roadside over a tyre repair, we were informed that he had experienced four punctures—one a huge hole—in the last four miles, and that, to add to his difficulties, he had lost one of his tyre levers. Examination revealed the fact that the missing lever was actually inside the inner tube It had evidently fallen into the cover during the first repair, cutting its way to the interior of the tube when the machine was ridden—hence the large hole. There was nothing for it but to make another tear to get it out. Naturally the novice felt foolish, but our sympathies were with him. Once we ourselves lost a small metal-handled penknife, ultimately finding it snugly tucked between the cover and the tube. There it had ridden for 1,000 miles before chafing through the tube."

AUSTRALIAN ACES ED FERGUSON and Jack booth had been going head to head for some time when Booth, who had already set one- and five-mile records at 84 and 76mph, rode his Indian over a mile to claim a record at 103mph. The Adelaide Mail reporter was clearly impressed: "Booth was cool, confident and calculating. He knew what was his machine could do and meant to have it out. With firm set

Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

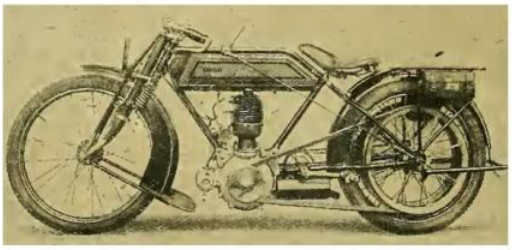
tightly clutched handlebars and slightly advanced form, the rider pressed his machine forward like a shot from a gun, leaving behind considerable dust and blue smoke from the exhaust. He is Australia's Indian Speed King." Ferguson was unable to beat that but went on to become South Australia's most prolific road racer, winning the gruelling annual 200-mile epic on Yorke Peninsula. Jack Booth, below:



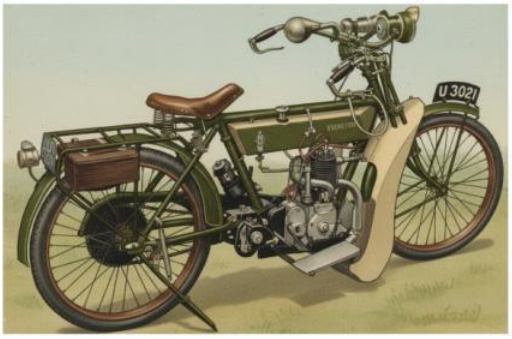
"A YEAR ON THE SPRING FRAME Douglas–What Douglas riders may expect after the war. Those flat twin enthusiasts whose Douglas experience is limited to the pre-war models have a rare treat in store for them as soon as the Hun gives us Best. I have always been a great admirer of the rigid-framed 2¾hp TT Douglas, the best combination of speed and nippiness with light weight which I have yet handled—and when I uncrated the post-war type of spring-framed Douglas, I was a little dismayed to find that the familiar low saddle position had been sacrificed, and that the weight had risen quite appreciably. Any hankering after the lost features rapidly evaporated when I took the road. The Douglas has always been a very fast machine for its power; but no sensible owner dare utilise its full paces on bad roads, because of its lightness. The new model is bound to be the lightest fully sprung machine on the road for some time to come, and it is so beautifully insulated from road shocks that it can be driven really hard even on our modern war-scarred highways. See below:



"A neat Italian two-stroke twin: An experimental machine built by Ing Garelli, of Turin. The engine is a side-by-side twin, with the magneto enclosed in an extension of the crank case. It will be observed that the gear in the hub is a Sturmey-Archer and many other fitments are British." See below:



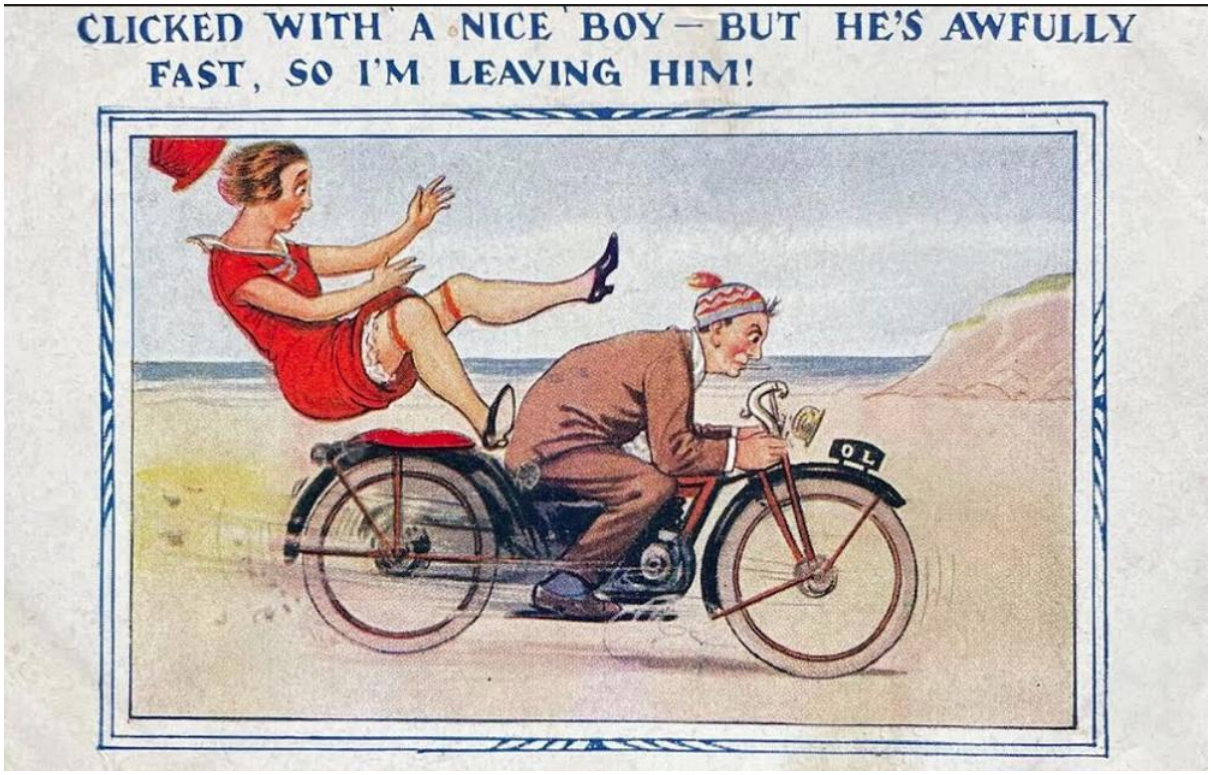
1917 VELOCETTE: The rider of a 2¼hp Velocette two-stroke reported that it did 3,000mpg of oil and a commendable 154mpg of petrol despite being used on repeated short winter runs when it never had a chance to warm up. He concluded: "It has proved absolutely reliable under really adverse conditions, runs exceedingly smoothly, and...for comfortable riding, reliability, and particularly economy, I have not as yet come across its equal." See below:



US HARLEY RIDER H Parsons claimed a record after covering 200 miles in 200 minutes, an average of 81.5mph.

KIDDIES KORNER - SUITABLE FOR ALL AGES 65+

We tried a New Religious Themed Restaurant near us, 'The Lord Giveth' (He also doth Takeaway),
Just heard our local police station has had their tumble dryer stolen. Officers plan to have a line up later today.
I'm struggling to keep my hands warm in these fingerless gloves, any tips?
They say one in every seven friends have a gambling addiction. My money's on Jackson.
My wife is leaving me over my obsession with magicians. I'd like to let her know that I'm sorry, but I don't have the courage to pick up a Penn and Teller.
Surprised to see our carpenter didn't make the team for our Sunday football game. He didn't even make the bench either!
Last year I was living in an inflatable house. Unfortunately I got a puncture and now I'm living in a flat.
How do you know when you're too drunk to drive? When you swerve to miss a tree then realise it was your air freshener.
I haven't been sleeping well so I went to a doctor and he said I have insomnia. I asked "is it serious?" He said "no need for alarm."
My Wife said if I don't do page 7 of the Kama Sutra she will leave me. It's put me in a very difficult position!
My obese pet parrot died today. Sad news, but it's a huge weight off of my shoulders.
Hecklers Anonymous meeting, Tonight, 7pm. Bring your own boos.
If your name is Mr. Bitt, don't become a painter or a window cleaner.
I had my ears pierced, 'cos I wanted to wear gold earrings like a Caribbean pirate. They only charged me a buck an ear.
My robot friend always wondered why his family ran on DC current but he ran on AC. Until one day, he found out he had been adapted.
Our village vicar has disappeared, the police have launched a missing parsons inquiry.
Hidden airline fees are getting ridiculous now. They just tried to charge me $25 for the bags under my eye
They scoffed when I told them one day I would learn the secret of invisibility... If only they could see me n
I stayed at the YMCA once. It was okay, but nothing to make a song and dance about.
If dentists make their money off people with bad teeth, why should I trust a toothpaste that 9 out of 10 dentists recommend?



ALBANY SECTION OF THE VINTAGE MOTORCYCLE CLUB OF WA

ALBANY BIKERS

40TH ANNIVERSARY CHARITY

12 DEC 2026 RIDE

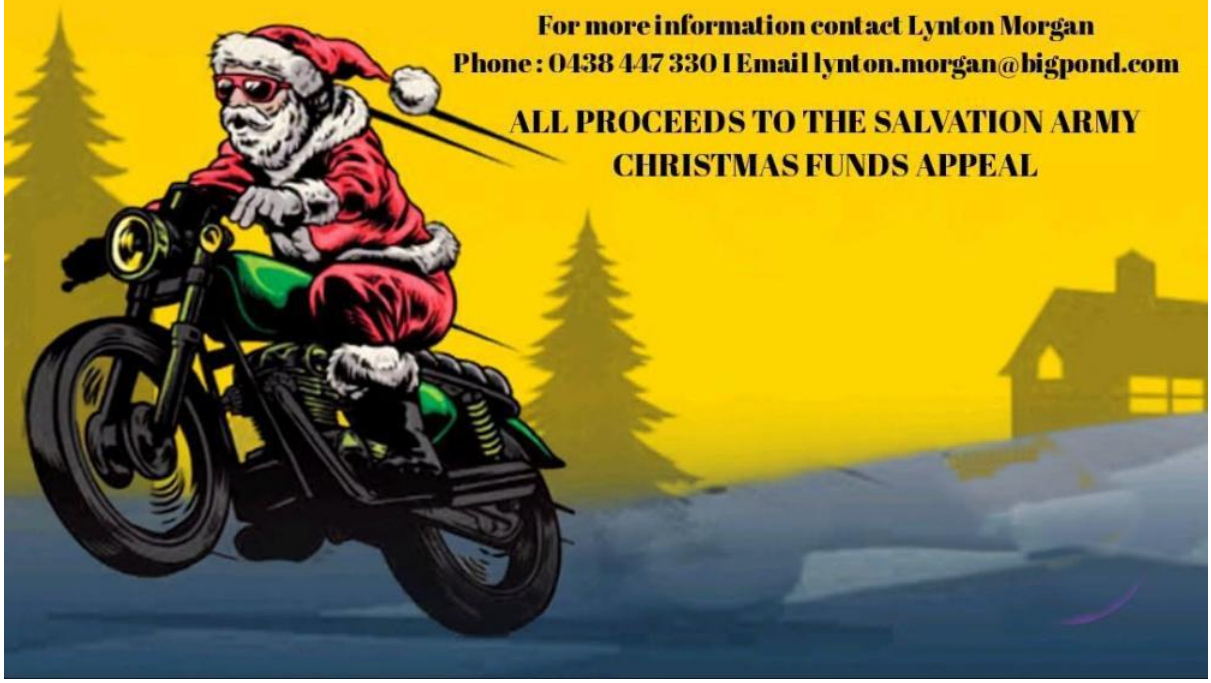
THE SALVATION ARMY

ALBANY SECTION VINTAGE MOTORCYCLE CLUB W.A. INC.

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

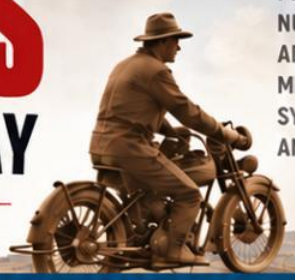


OVERLANDERS

100TH ANNIVERSARY DISPLAY

VINTAGE MOTORCYCLE CLUB OF WA

1926/27 – 2027



PERTH
NULLARBOR
ADELAIDE
MELBOURNE
SYDNEY
AND RETURN

SIR JAMES MITCHELL PARK, SOUTH 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 Sir James Mitchell Park, South Perth on Saturday 6 February 2027. Thanks to Shawn Vieceli who gained the approval of the City of South 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