



VINTAGE CHATTER



'OILS
AIN'T
OILS'
*Keep it
slippery*

A graphic of a golden oil splash is positioned at the bottom left of the page, partially overlapping the text.

CONTACTS

Please remember that the Club is run *by volunteers and not by machines*. No official is paid or reimbursed for the work they do, for the Club. Your priority may not be their priority. Family/personal matters, work or business may have to come first. Regardless, all Club officials work hard to deliver services to members and you can be proud of them. Please treat all Club officials with respect. Treasure them they are harder to find than hens' teeth.

MAIL: P.O. Box 2268 High Wycombe, W.A. 6057

WEBSITE: www.vmccwa.com/oilyrag

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated.

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis - 0488915103 - les@dgas.com.au

Deputy Chair: Stephen Hills - 0413678604 - steve.mag@icloud.com

Secretary: Richard Argus - 0418 934 550 - secretary@vmccwa.com

Treasurer: Jim Douglas - 94016763 - treasurer@vmccwa.com

Communication: Murray Barnard - 0434215665 - cobrat500@gmail.com

Archivist: Shawn Vieceli - 0436 863 115, kelsarni@hotmail.com,

General Committee Members: Neil Freeman - 0459888654 - vn_freeman@outlook.com, Jim McGregor - 0410 735 825 - Jim.mcgregor1958@hotmail.com, Barry O'Byrne - 0418936254 - barryobyrne2007@yahoo.com.au

WEB & CHATTER EDITOR/DATABASE ADMIN:

Murray Barnard - 0434215665, cobrat500@gmail.com

EVENTS COORDINATOR: Stephen Hills - 0413678604 - steve.mag@icloud.com

MACHINE REGISTRATION & CONCESSIONS

Technical Sub-Committee:

Chair/Technical Advisor: Murray Barnard - 0434215665
cobrat500@gmail.com

Machine Registrar: Lat Fuller - 0468310215 - registrar@vmccwa.com

Dating Officer: Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411 750 767
sti22b@live.com.au

CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au
Invigilator:

Note: **1st Time Examiners:** DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag

Club Magazine: Classifieds will run for 1 issue only unless renewed. All content copyright VMCCWA or the author.

Machine appraisal:

contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,
Greg Eastwood - Coolbinia - 0438041072,
Jim Douglas - Kallaroo - 94016763,
Maurice Glasson - Mandurah - 0410000617,
Les Vogiatzakis - Dianella - 0488915103,
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 - mikeblake@inet.net.au

Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com

Spares Store: Chas Bayley - 0422339693 & Bob Cary - 0447788295

Librarian: Ken Vincent - 92932093 3 - Assistant Librarians: Gary Tenardi & Bruce Edgar

Online Technical Library: Murray Barnard - 0434215665
cobrat500@gmail.com

Club Regalia: Andrew Hobday - 0411358428 (leave message)

Meeting Registrar/Raffles: John Voogt

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove

VMCCWA Bank Transfers to - B.O.Q. BSB - 126547 Acc - 21998733

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

Cover picture: Old Forkers by Jim McGregor

Back page: Triumph Bathtub - photo by Jared at MotoMax



LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):

Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Jim Clark, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, May Makin, Ron Morrison, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Paul Armstrong, Murray Barnard, Chas Bayley, Ron Chave, Norman Chester, Frank Cocks, Jack Cunningham, Rex Edmondson, Brian Lawrence, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent, Dave Weeks, Keith Weller & Adrian White.



NEXT CHATTER: The next Chatter will be the June/July 2024 issue. Any contributions required by *late April 2024* at the latest, thanks. This edition will come out later than normal, possibly mid-June 2024.

ASSISTANCE SOUGHT: Assistance is sought from interested members. We need assistance now for the following positions: Assistant Treasurer & Assistant Chatter Editor

These roles offer interesting opportunities to engage with the operations of the Club. Please consider seriously these roles and express interest to the Secretary, Richard Argus. Feel free to discuss the roles with current officer holders. Both positions require some computer skills. Some assistance and training can be provided along with access to the necessary software. The editorial role requires considerably more computer expertise but this can be acquired readily.

BREAKING NEWS: Richard Argus has been approved by DoT to be the Club machine examiner. Well done, Richard.

FIFO DICK: It is hard being Secretary of the Club whilst running a business servicing industry and mining sites spread across the Metro area but also across the State. Richard Argus got an urgent call to fly out at 4.30 on the same day as the March meeting to a remote mine site. Not only was the flight delayed but he now needed to find an assistant Secretary. Neil Freeman stepped in to save the day!

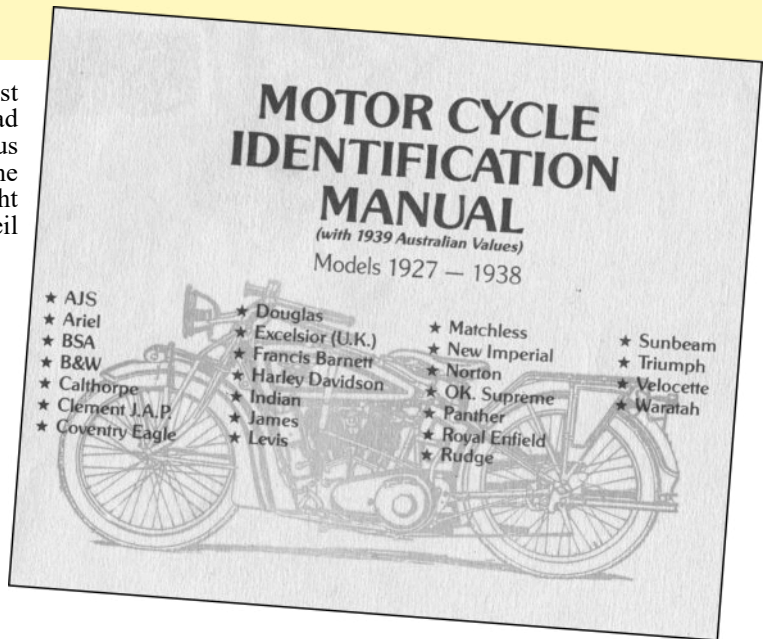
Right: A fascinating piece of motorcycling Americana. Just one of the 4,475 items in the technical library online, accessible via the Oily rag at vmccwa.com.

Below: Avon tyres closed it's doors in December 2023 after 112 years of producing tyres for the motorcycle market. Great tyres, for road or racing, they served us well.

MEN AT WORK: There has been a lot of activity at the Maddington Unit lately and most of the work has fallen on the shoulders of Stephen Hills and Shawn Vicceli.

Stephen has been busy refurbishing the covered trailer to get it ready for sale. The trailer is surplus to club requirements and is for sale at \$6,000 ono. See details in this Chatter.

Stephen and Shawn were kept busy loading and unloading stores for Old iron and now the Mammoth Parts Sale is coming up on May 18th. Shawn in particular has been sorting and classifying parts in preparation for the sale. As well the unit is getting cleaned up and there is enough rubbish to fill a skip.



		RUDGE.											
		1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938
		£	£	£	£	£	£	£	£	£	£	£	£
250 c.c. h.p. O.H.V.	.....	—	—	—	—	—	—	25	30	37	45	—	70
350 c.c. 2½ h.p. O.H.V.	.....	4	7	10	15	—	—	—	—	—	—	—	—
500 c.c. 3½ h.p. O.H.V. Standard or Special	.....	5	12	15	22	30	35	40	45	52	60	75	87
500 c.c. 3½ h.p. Ulster or Replica	.....	—	12	17	22	32	37	42	47	57	65	82	102
		Sidecar Outfits, 20% above List.											
How to Pick the Year's Models.													
1927 and earlier: Flat tanks. 1928: Saddle tanks. 1929: Fork shock-absorbers. 1930: Round-cylinder base. 1931: Separate generators. 1932: Oil bath primary drive, foot gear change. 1933: Special: Engine Nos. up to 6000. 1934: Special New Series: Engine Nos. from 1. 1936: Special: Engine Nos. from 2000; 1937: Totally Enclosed Overhead Valve Gear. 1938: 500 c.c. Sports Special: Engine No. from 5280. 1938: 500 c.c. "Special": Engine No. from 5236. 1938: 500 c.c. "Ulster": Engine No. from 2400, with few exceptions. 1938: 250 c.c.: Engine No. from 100-500.													
		SCOTT.											
		1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938
		£	£	£	£	£	£	£	£	£	£	£	£
500 & 600 c.c. 3½ & 4½ h.p. Twin 2-stroke	.....	—	—	15	20	25	30	35	40	45	55	65	80
		SUNBEAM.											
		1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938
		£	£	£	£	£	£	£	£	£	£	£	£
350 c.c. 2½ h.p. S.V. or O.H.V.	.....	—	10	17	—	—	—	—	—	45	—	—	—
500 c.c. & 600 c.c. 3½ h.p. & 4½ h.p. S.V.	.....	—	12	17	—	—	—	—	—	47	60	72	85
500 c.c. 3½ h.p. O.H.V.	.....	—	12	20	25	—	—	—	40	45	55	65	80
		Sidecar Outfits, 20% above List.											
How to Pick the Year's Models.													
1928 and earlier: Flat tank. 1929: Saddle tanks. 1930: Hand-controlled shock-absorbers on top fork girder. 1931: Single-spring front forks. 1934: 4-speed box. Serial 12. 1935: Serial 12A. 1936: Burman gearbox. 1937: All Models from 100 up. Side Valve Models—Engine prefix 29 and 30. O.H.V. Models—Engine prefix 26 and 27.													
DEDUCTIONS MUST BE MADE FOR REPAIRS OR RENOVATIONS													

NOTICES

Ken Vincent wanted to share this link with you, if you are in the market for stickers for your bike,,,,, <https://www.isaydingdong.co.uk/>

Ken Vincent has also donated the 4 titles below to the library.

New Library Items: a DVD on Phil Vincent and three books on Vincents, also a book on the Japanese Motorcycle Wars.



50th Anniversary of the founding of the VMCCWA

2025 will see the 50th anniversary of the foundation of the VMCCWA. The Management Committee has begun planning for next year's anniversary and is exploring some options already including some significant changes to the presentation of the Old Iron Swap Meet and Display and some opportunities to celebrate the actual foundation.

Suggestions to mark this anniversary are sought from members. Your input is most welcome. Please send proposals to the Secretary, Richard Argus at secretary@vmccwa.com.

Archival role

Shawn Vieceli has kindly volunteered to take on a new role of archivist for the Club. The role initially entails backing up the club's data off-site. Currently I backup the club data to the cloud and to a server, however, this not sufficient to protect club data from loss as it is entirely dependent on my availability, day in and day out. Shawn will regularly backup the Club data as well, thus adding an extra layer of protection.

The amount of club data required these days is extraordinary. We have a large amount of club admin on computer, including club procedures, meeting minutes, concessional licensing requirements and the list goes on. As well we have a massive online technical library, Old Iron display boards, a photo archive, club histories and Chatters. We have the Club websites to backup, as well as a visitors website and an Old Iron page. These are quite large and demanding to backup. Then we have four Facebook sites to manage and the Club database. The Club database holds a mass of information on members and machine registrations. Shawn will also take on assistant admin roles for the database, facebook sites, wordpress sites, club websites, domain and hosting accounts. As can be seen, this has become a major task these days. For the technically minded there is over a 140GB of data to access, manage and retain for this club alone. *Murray Barnard*

For Sale: Tandem axle fully covered trailer suitable for motorcycle, go karts or events. Full electrical fit out with solar panel, solar controller with USB outlets, auto battery charger, deep cycle batteries, fluorescent lighting and stereo.

\$6000 ono

Contact Steve Hills 0413678604



Club Events - Stephen Hills



APPROVED CLUB EVENTS

Please note: members using 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C machines must log all machine use. Concessional use is only for going to and returning from an event by the most direct route, as well as participating in the event.

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

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11 am (except on PHs)

SECTION MEETINGS: (for financial members)

Post 70s Section - 3rd Monday of each month. Clancy's Fish Pub, 51 Cantonment St, Fremantle - 6pm. Organiser: Stephen Hills

Pre31 Section - 4th Weds of the month, 7.30pm, Eric Langton Room, 265 Hale Rd, Wattle Grove (except December). - Chair: Peter Lawson - 0418 933 535, Sec : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411 750 767. Fees payable to BSB 036-087 - Acc 778468

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run

1. **Northern Suburbs - 10am Wednesdays** at Two Rocks Shopping Centre- Jim Douglas

2. **Eastern Suburbs - 10am Thursdays** at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills

3. **Southern Suburbs - 10am Fridays** - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills

4. **Fremantle - 9am Saturdays** - Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser - Stephen Hills

REGULAR MONTHLY EVENT:

Classic Cars, Bikes & Coffee Display - 1st Sunday of each month.

Display bikes in by 8.00 am, event is from 8.30am-10.30am in UWA carparks, 3&4 Hackett Drive Nedlands. Entry by \$5 donation to Prostate Cancer Foundation Aust.

Contact Steve Hills steve.mag@icloud.com or 0413678604

Note: Please send all events notices/proposals to Stephen Hills steve.mag@icloud.com

APPROVED CALENDAR EVENTS

Wednesday - April 3rd - Monthly Meeting at Wattle Grove - Meeting at 8pm - Overlanders Presentation - Rob Veitch

Sunday - April 14th - Gibbo's Run - Meet at 3 Lenore Street Roleystone 8.00am for refreshments. Leave at 8.30am . !00km ride through the hills via Jarrahdale to Pinjarra. Backup provided . Contact Eric Gibbons 94961508 or 0457279633

Weekend - April 20/21 Roaring Twenties Run: *Note - this is a restricted Section event for Pre31 machines only.* The annual Pre31 Section Roaring 20's overnighter to Nannup, for Vintage and Veteran Motorcycles is on again for 20/21 April 2024. Departs from the South West Rail & Heritage Centre, Turner Street, Boyanup. Contact Peter Lawson for details.

Weekend - April 27/28 - Jurien Bay Run: Jim McGregor has confirmed with Ian Boyd a run to Jurien Bay to see his Vincents again on 27th April 2024 which is after the school holidays. Riding up on the morning of Saturday 27th April, having a local lunch and dinner, visiting Vincent Museum, staying overnight and returning on the Sunday morning. Contact Jim McGregor for details, 0410 735 825 - Jim.mcgregor1958@hotmail.com.

Wednesday - May 1st - Monthly Meeting at Wattle Grove - Meeting at 8pm - Presentation by Bob Cary on Drag Racing

Sunday - May 5th - Economy Run - Meet at Gingers Roadhouse on the great Northern Hwy at 10.00 just north of the turning for West Swan Road. Gingers is the middle of 3 servo's along this stretch of road. Plenty of room for trailer parking. We will start the fuel up at 10.30 AM. Bring plenty of loose change for fuel costs. You will fuel-up before and after the run. Have you ever wanted to know what the fuel consumption of your pride and joy is accurately. Well now you can find out. We will give prizes for the best single cylinder, best twin cylinder and best multi cylinder machine. Some of the old singles with long stoke engines and tiny carbs should do well on this event. Further details: Jim 9401 6763 - treasurer@vmccwa.com

Saturday - May 11th - Machinery Preservation Club Open Day - Old Power House, Midland Railway Workshops, Blacksmiths Lane (West) Midland. Meet at 8.30am for motorcycle display. Show starts at 9.00am. Food, refreshments and entertainment on site. Remember this is a social event. Bring your partner or friend. If you can't ride or the weather is inclement, come by car. Contact Steve Hills - 0413678604

Saturday - May 18th - Mammoth Parts Sales - Maddington Unit, 4/4 Malcom Rd, Maddington. From 9am until Noon. Contact Jim Douglas - 94016763 - treasurer@vmccwa.com (see details in this Chatter)

Sunday - May 19th - Distinguished Gentlemen's Run - Register to see details on DGR website - <https://www.gentlemansride.com/rides/australia/perth>. Meet at the start point - Contact Stephen Hills - 0413678604 - Steve.mag@icloud.com

Sunday - May 26th - Old Hotel Run - restricted event - Pre31 Section: This run is being organised by the VMCCWA Pre-31 section and is aimed to encourage members of all clubs who own a Pre 1949 machine and give them an opportunity to get their bikes out of the shed and join us on a visit to some of WA's old, known and lost hotels. This event starting and finishing at the Wattle Grove club rooms. We will be riding mainly on quiet good sealed roads to the Mundaring Hotel for lunch. In 1997 the Mundaring Hotel was categorised as having exceptional significance on the Shire of Mundaring municipal inventory and in 2016 was listed on Western

Club Events - Stephen Hills

Australia's Heritage Register for the contribution made by the place to Western Australia's cultural heritage. The Mundaring Hotel was established in 1899. The run will be approximately 60 miles long all up. Only pre 1949 bikes will be accepted on the run. More information closer to the date. Meet up at 9:30am, stands up at 10:30am. Contact Jeff Sanders 0411 750 767.

Wednesday - June 5th - Monthly Meeting at Wattle Grove - Meeting at 8pm

Sunday - June 16th: Police Museum - 57 Lincoln Street Highgate. Meet at the Museum. Enjoy the display of Police memorabilia and vehicles. BBQ and refreshments provided. This is a social event, Bring your partner or friend. If you can't ride or the weather is inclement come by car. Contact. Steve Hills 0413678604



Wednesday - July 3rd - Monthly Meeting at Wattle Grove - Meeting at 8pm

Sunday - July 21st - TBA

Wednesday - August 7th - Monthly Meeting at Wattle Grove - Meeting at 8pm

Sunday - August 18th - Keith's BBQ - Meet at Keith's shed, 122 Bushmead Road Hazelmere 10.00am. Come and view the bikes and enjoy a BBQ. \$10 for BBQ and refreshments. Contact Keith Weller 92742476

Wednesday - September 4th - Monthly Meeting at Wattle Grove - Meeting at 8pm

Saturday 7th September - Beverley Re-enactment send-off - Meet Bean 2 Brook, Canning Road, Pickering Brook 11.00am view the vintage and veteran motorcycles Enjoy a coffee and camaraderie and maybe a ride to a lunch destination of your choice. Contact Steve Hills 0413678604

Weekend 7/8 September - Beverley Re-enactment - *Note - this is a restricted Section event for Pre31 machines only.*

Extended Weekend - September 20/22 - Orabandon - Kalgoorlie/Goldfields. Details to be advised. Contact Richard Argus.

Wednesday - October 2nd - Monthly Meeting at Wattle Grove - Meeting at 8pm

Sunday October 20th - WA TT - Gidgegannup

Wednesday - November 6th - Annual General Meeting at Wattle Grove - Meeting at 8pm

Weekend - November 16/17 - Gypsy Tour - Details TBA. Event will be based in Albany with a BBQ hosted by the Albany Section. Contacts: Stephen Hills and Lynton Morgan.

Sunday - December 1st - Dam Early Run

Wednesday - December 4th - Monthly Meeting at Wattle Grove - Meeting at 8pm

Saturday = December 14th - Albany Christmas Charity Ride - Contact Lynton Morgan

Thursday - December 26th - Boxing Day Breakfast



Mammoth Parts Sale

The VMCCWA purchased a large collection of mainly BSA parts, including complete bikes which have been sold by tender over a period of time. The remaining parts, stored in the Maddington unit are to be sold by a closed bid tender process on 18 May 2024. Only members may attend. The sale is to be held at the Maddington Unit. Unit 4/4 Malcolm Road. Starting at 0900 and finished by 1200. Similar to an event we ran two years ago.

We have a large surplus of parts we purchased some years ago and we would like to free up some space in the Maddington unit for future purchases. There will be projects and parts for sale. Loads of BSA parts but also various others as well. This will be the last chance to purchase some of these parts as the club may well sell

various surplus items to the general public in the future. There will be a sausage sizzle available for a gold coin donation.

We will be able to take cash and credit card payments. More information from the parts store guys or committee members

The Process on the Day

LOT's

Parts will be allocated into Lots. Each LOT will be numbered

A LOT may comprise of collections of parts that could make up a complete bike or various parts. No guarantee is made as to the completeness of the parts in the lot to make up a complete bike. It is the bidders responsibility to be satisfied with the Lot

LOT's will be grouped. All the bids for the LOT's within a group will close at designated times, as advertised on the day.

LOT Pricing

A price will be allocated for some LOTs. This price will be displayed. The LOT price is considered to be a fair price for the parts within the LOT. Where no LOT price exists reasonable prices may be tendered acceptance will be at the evaluators discretion.

Tendering

A member may tender for a LOT or multiple LOT's. Only tenders made on the Tender Form will be accepted. The Tender Form must be complete, including LOT no, name, member no., tender price and signature

The tendered price can be lower than the LOT price

Where there is no LOT price, any price may be tendered

Completed Tender Forms must be placed in the tender box prior to the close of bids for the LOT

Warning of Lot closure times will be announced

Tender Evaluation

Upon close of bids the tenders for each LOT will be evaluated. There will be 3 Committee members evaluating the tenders

Where there are multiple tenders at the LOT price a random selection process will be used to select the successful tender

Where there is no LOT price and multiple tenders the highest reasonable tendered price will be selected

The Tender Evaluation committee has no obligation to accept any tender

The decision of the Tender Evaluation committee is final.

Following the decision, the successful tenders will be announced

If no tender is deemed acceptable the LOT will be passed on and retendered later in the day





In my report re our donation to the Salvos of nine children's bikes, I neglected to name those who helped make nine Christmases special. Thank you Art Woldan, Terry Conway, Lat Fuller, and an anonymous member who left a nicely refurbished bike on the back lawn at the Club house. I assumed it was meant for the Salvos; no kid has bailed me up accusing me of nicking his treadly so that must have been right! I also did one bike. THANK YOU! to the above. You've made nine kids happy. It's a great pity a few more didn't get involved, it's easy work at minimum cost. Maybe next Christmas.

Long term member #319 **Kevin Kerr** must be wondering which black cat crossed his path. He's reminded frequently of his advancing years, but to catch shingles is devastating at any age. Fortunately, that excruciating pain is now just an unpleasant memory, but now he's informed he has bladder cancer, treatment for which will be an operation on March 5. This seems grossly unfair; Kevin is one of the nicest and most compassionate people you'd ever meet, and it's frustrating the only thing we can do is wish him our very best for a quick recovery. Good luck mate!

Vale: Alan Annear - Very sad to announce the death of Club member #60 Alan Annear. Alan was the son of prominent Club member Max Annear. Alan was a long term member having joined the VMCCWA in 1976. Fragile health blighted Alan's life, and although he was a "Velo Fellow," he wasn't particularly active in Club life, though he died a paid up member, suggesting he valued, via the "Chatter," the continued connection. He was an enthusiastic skin diver, diving with Alby Kalajzich, as his health allowed. We offer his family our heartfelt condolences. *Footnote: Alan's father Max is remembered by Club members as a very amiable gentleman, who became a fierce competitor when the helmet went on. So fierce, in fact, he won the Australian Unlimited Sidecar Scramble in Queensland, in 1963. Max's Ariel outfit is now in the safe hands of Gary Tenardi.*

Vale: David Hill - Sadly, David succumbed to long term leukaemia, compounded by septicaemia, aged just sixty, surrounded by sons Lachie and Josh, and partner Claire Hughes. At his request, a few close friends attended his funeral, followed by cremation. David loved his motorcycles, including a Mike Hailwood Replica. His sons and Claire, on her BMW 310R, often accompanied him on rides through the lovely riding territory like York. He'll be remembered as a man of action; windsurfing was another favourite. He spent six years in the Army, then thirty years in real estate. Our condolences to Claire, Lachie and Josh, for the loss of a good man, taken too soon.

Richard Matthews: Hadn't spoken to Richard for some time, he's no longer riding, having hung up his helmet aged 83, so I gave him a call. He's thriving! Still has his drivers licence. Still the same urbane gentleman, with fond memories of Club life. The consummate motor cyclist, a quick "lap of the block" was frequently a couple of hundred kms round the wheatbelt. Sadly, his beloved wife has dementia, and Richard is her devoted carer. Richard values the "Chatter" as his connection to the Club, and wishes everyone well. He turned 93 on March 14. Happy birthday mate!

Numb Bums & Oily Rags by Adrian White

A long term motorcycling mate made me laugh. A wine lecturer and foodie, he was required to fast for twenty- four hours before a major operation. Arriving for the latter in plenty of time, he was consigned to a waiting room, with television, showing, to our starving friend,.....none other than the charming Nigella Lawson! The torture continued, as a request to change channel was vetoed by his fellow patients.

Not much motorcycle in this, but I found it interesting. After changing oil on a bike, I've always removed the spark plugs, and kicked the engine over many times to hopefully fill the oil galleries. This was particularly important on Royal Enfield, as they were one of the first manufacturers to fit a decent, washable felt filter, which left quite a void to fill. Admiring a friend's beautiful self built aeroplane, he told me of several extras he'd included over and above the standard plan. The pre oiler, in particular, interested me. A flick of the switch produces a buzzing sound. That is oil being pumped through the engine. When the noise stops, the engine is ready to fire.

On a slower scale, I once wondered why big diesel railway engines are left idling, for what seems like a very long time. A driver told me this was to keep oil up to the engine, which because of its size, has very long oil galleries to fill.

THE OVERLANDERS - 1926/27

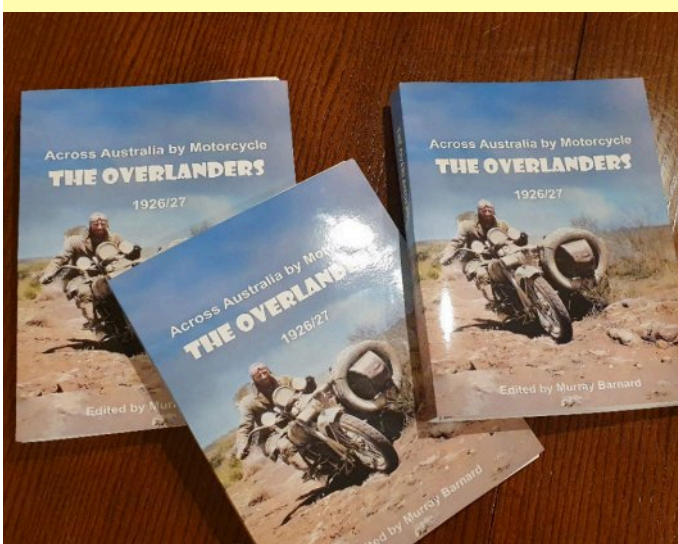
It has taken almost two years; but, a comprehensive illustrated history of the WA Harley Club's epic crossing of the continent in 1926/27, has finally been printed. This was a bigger task than expected. Collecting original material, writing, illustrating, editing and proofing a 300 page A4 book proved to be a considerable challenge.

The book also documents Norm Cunningham and Ted Cracknell's follow up record run from Perth to Sydney in late 1927. Importantly for the VMCCWA, with the able assistance of Rob Veitch, the book also captures and records, for the first time, the re-enactment of the Overland crossing by the VMCCWA in 1990. Rob Veitch was the Secretary for the re-enactment.

Copies of the book will go into the Club library as well as a copy for the Albany Section. Pre-ordered copies may be collected from me at the April monthly meeting.

The Club Histories will going to the printers mid-year.

Murray Barnard



MEETING MINUTES

MINUTES for VMCCWA Monthly Meeting – 7th February 2024
Held at Wattle Grove commencing at 8 pm. Chairman: Les Vogiatzakis, Secretary: Richard Argus

Apologies: Andrew Hobday. Members Attending: - 44

1. - Microphone Usher: - Jim McGregor
2. - Visitors: Hennie Jordan. Rides a BMW R100 1980. Returned to Perth recently after 6 years working abroad. Rob Neil; new member; Kawasaki Z1 owner. Bernard Hughes has 1969 Bonneville. Looking to join a club of like-minded motorcyclists.

Motor Schrader; 1968 BSA Firebird. Roy Lightfoot; 250 cc 1963 Greeves, and other bikes.

3. - Welfare report - Adrian White
Albany Stalwart Kevin Palfrey died. He weathered cancer but the family said, “he just wore out”. Not an active rider, Kevin’s forte was in administration. Steve Loue crashed his Vespa, doing himself quite a lot of damage. Now doing OK. Murray Parsons is awaiting surgery; delayed because surgeon fell off a pushbike. To be rescheduled. Kevin Kerr not well. His daughter Alison is trying to ensure he eats and takes medicines. Noel Simmons has serious back problems; his body is worn out and he may have to go into full-time care. Barry Redhead to undergo a knee replacement so he can continue being one of those “nicest people you can meet on a Honda”.

4. –New Members applications - Mario Cudini – Membership Officer.

A busy January for new member applications; 15 so far. Renewals have almost come to a halt &

any members who have not renewed please do so now. A total of 15 applicants for the month of January that were received and approved by the board: Steven George Eatts, Andrew Cole, Geoffrey Raymond Holt, Paul James Norman, Georgios Papageorgopoulos, Peter Lock, Daniel David Mead, Mark Andrew Cheeseman, Paul Gordon, Dennon Robert Pike, Michael Thomas Peirce, Patrick Michael Flynn, Brad Schrader, Frank Koning, James Henry Knipe Miller.

5. – Chairman’s Report – Les Vogiatzakis

The Old Iron is coming up in March. Bikes need to be registered for the show. This is a premier event for the club, our major exposure to the public. Members who get involved in the event get to “see stuff” and benefit from the involvement with other club members, and the public.

PRESENTATION - At this moment of the meeting, an interesting presentation was provided by Chris Cooke about his 1946 Manx Norton. Chris Cooke spoke about his father Lindsay Cooke’s Manx Norton. Original VMCCWA member (#26). Lindsay was a Norton man; Chris was a BSA man. after Lindsay died (11 years ago), Chris inherited his father’s Norton collection. The bike on display was originally an International Norton and had the frame stolen. A friend sourced a Manx frame which Lindsay procured. Lindsay raced the Inter Norton, with CS1 motor, and Manx running gear. After Chris inherited the bike, he swapped the Inter motor, frame etc for Manx parts. A Manx motor was bought from USA, and Chris scoured the world for the other parts. Thanks to Greg Boothey, who provided much help throughout the project. Boothey. The bike is now concessionally licensed, and Chris has ridden it on three club events to date (320 miles). This was a 50-year project, and a tribute to his late father; the bike was started for the meeting and fumigated the hall but no-one complained; a wonderful noise and aroma. Chris was thanked by the chairman.

6. – Secretary’s Report - Richard Argus

The club offers its sympathies and commiserations to Adrian White (our welfare officer), who sadly lost his brother Noel at the end of December; our thoughts are all with you.

Registrations for Old Iron; keep them coming – more are required.

We are seeking a member to assist Murray Barnard, as Publisher of The Chatter. The role involves reviewing (proof reading) each edition, creating the print files, sending the final version to the printer, and preparing the distribution list. It will take about 4

hours each edition.

The surveying has been undertaken for the complex at 4 Malcolm Road, and fencing will be installed soon.

2025 is the club’s 50th anniversary. The committee welcomes ideas from the members regarding appropriate commemorative celebrations.

Inwards Correspondence –

Sherwood Strata: 4 Malcolm Rd property

Surveyor’s report, prior to fencing continuing.

Engagement of surveyor prior to fencing commencing.

Advice from Landgate that the property is surveyed prior to fencing.

Antique MCC of Aust.: 2025 National Veteran Motorcycle Rally from Sunday 19th – Friday 24th October 2025 in Ballarat.

Sterling Electroplating can provide cadmium and other plating services, excluding chrome.

Unit 6 / 8 Carole Road, Maddington WA 6109 PH: (08) 9452 7055

Chris Ing (9th Jan) requesting meeting with Fencing contractor at 4 Malcolm Rd site.

Chris Ing (5th Jan) – report on fencing installation issues.

Dept of Transport – clarification that vehicle concession requirements only apply to Australian roads; owners must apply for a carnet. If the event interstate is club sanctioned and the owner abides by the conditions of the license, that is fine.

WA Newspaper (Malcolm Queckett) – seeking permission to use material from Murray Barnard’s publication re WA TT races.

Outwards Correspondence –

Murray Barnard (Comms Officer) 8/01/24 – Report to DoT re unfinancial members with concessionally licensed machines; there were 10.

Dept of Transport – seeking clarification of eligibility for use of concessionally licensed vehicles interstate and / or overseas.

WA Newspapers (Malcolm Queckett) – Murray Barnard contact details

Sherwood Strata: 4 Malcolm Rd property

-Advising that VMCCWA recommend a hold on the fencing until the block has been surveyed.

7. - Finance Report - Jim Douglas

If any visitors would like a copy of the club magazine (“The Chatter”) see me after the meeting.

Financial Report for the year-to-date 31 January 2024

Trading Income: \$208.00, Cost of sales: \$403.92, Gross profit:

-\$195.92, Other Income (mainly members Fees): \$8003.57,

Operating Expenses: \$911.25, Net Profit: \$6,896.40

Mammoth Parts sale will be held at the unit in May on a Saturday morning.

Bike ballot: Maico 250; winner is Dennis Cranston. Matchless 350 G3; winner is Geoff Russell. Honda XL350; winner is Kim Grey.

DoT has approved club member Richard Argus as a vehicle examiner. The next step is for DoT to provide training in procedural matters.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; Communications Officer

Thanks to Chris for displaying his bike. All consuming work for last couple of months big job managing membership issues. DoT will not accept non-compliance. Currently have 620 members which is a strong position at the start of the year. The new data base helps; reduces time managing club matters. 4 volumes (books) are being prepared for printing; History of Life Members, Overlanders in the 1920’s, and 2 volumes covering the Club History (which should be printed in March). Also preparing forthcoming Chatters as Murray will be away travelling for a while, in the coming months.

8.2 Library report Ken Vincent, Librarian

Always receiving books for the library. Have been asked for a DVD “Speed is Expensive” about Phil Irving. Graeme Prall, and Peter Richards have outstanding books.

8.3 Spares report: Chas Bayley, Spares

MEETING MINUTES

Going well, replenished stock of oil, and new line: V twin oil.
8.4 Registrar's Report: Lat Fuller

New Rego to 404

10.01.24	1932	Glen Bickley	60005	Royal Enfield Clipper
25.01.24	1734	Stewart Giles	60277	Norton Commando MkIII

From Full License to 404

05.01.24	1944	Warren Cartledge	60214	Harley D XLS
18.01.24	1951	James Knipe	60303	Honda CT125
18.01.24	1463	Andrew Duncan	60278	BMW 1100GS
18.01.24	1952	Paul Gordon	60302	Suzuki GT550M
30.01.24	1778	Leon Bonolo	60349	Kawasaki GPX250R

Transfer of Ownership

25.01.24	Trevor Stephenson	12	Peter Lawson	60367	Sunbeam Sidecar
31.01.24	Lloyd Elliott	1956	Steve Eatts	57589	Ariel VB

Transfer to C4C

27.1.24	1848	Roy Brittain	60365	Vincent Comet Velocette
27.1.24	1848	Roy Brittain	60366	MSS

8.5 Dating Officer's Report: Maurice Glasson

Hi just three bikes for the month of January,
1951 Vincent Comet for Roy Brittain
1955 Velocette for Roy Brittain
1914 Sunbeam for Peter Lawson

8.6 Dating Officer Post 70: Jeff Sanders

No report.

8.7 CMC Member Representative: Les

Les attended last month's meeting Had a discussion with Indian Harley Club. CMC have postponed the car show until September. Les will attend next meeting. If any member would like to share the experience and attend, please let Les know.

9 Events Coordinator: Stephen Hills

9.1 Events Past

Chairman's Meet & Greet Sunday 21st January. There was a last-minute change of venue, due to a clash with another event. There was a good turn-out of members on a diverse range of bikes. Also, some members came by car, with partners.

9.2 Events Future

Sunday February 18th – "Gibbo's Run" Meet at Eric Gibbons house; address is 3 Lenore Street, Roleystone (from 7.00 am). There will be refreshments and some of Flo's homemade treats. Enjoy a 100 km ride through the hills, to the Pinjarra Bakery. Make your own way home from there. Back-up provided. (Note date change - run now in April)

Sunday February 25th – "Old Forkers Run" Open to all members of the club. Meet at the Hale Road Club Rooms from 7.30 am. Enjoy a short ride of 45 minutes and return for a BBQ breakfast provided by the Pre-31 Section. This event is open to all members and bikes. Enjoy the display of the Girder Fork bikes. The theme for this year is the BSA Bantam. A \$5 donation is required for the BBQ.

Sunday March 17th – are still required "Old Iron 2024". Display bikes are still required. Please notify Murray Barnard to register your pride and joy(s) in the show. Cannington Show Grounds will be open on Saturday 16th from 11.00 am until 5.00 pm for those that wish to bring their bikes in early. There will be security overnight at the show grounds.

Saturday / Sunday 27th & 28th April – "Jurien Bay Run; Vincent Museum". April run to Jurien Bay to see the world's most significant collection of Vincents. Contact Jim McGregor if you are attending. Need to book accommodation soon. Ride to Jurien Bay Saturday and view bikes, return Sunday.

10 Regalia Report: Andrew Hobday

No report

11. General Business.

No General Business

12 Bits & Pieces.

- Bob Cary – Reminded everyone that water in the fridge in the spare parts room is not for general use.

- B31 (plunger); - Ivan Graham is seeking an exhaust valve rocker cover, and side stand.

- Warren Carpenter - Frame straightening jig required for 1981 HD. From the floor, Forbes and Mills Wangara frame were recommended for frame straightening.

The meeting ended at 9.50 pm.



See Chris' tale of the Manx rebuild in the Features section of this Chatter.

Minutes for VMCCWA Monthly Meeting – 6th March 2024 - Held at Wattle Grove commencing at 8:00 pm.

Chairman: Les Vogiatzakis, Minutes Neil Freeman

Apologies: Richard Argus, Murray Barnard, Andrew Hobday, John Laurance. Members Attending: - 37

1. - Microphone Usher: - Rob Rowe - Visitors: None
3 - Welfare report - Adrian White: Member #60, Alan Annear passed away as a result of a stroke complicated with diabetes. He was a keen Velocette and Ariel rider although not active recently due to ill health. Member #1733, David Hill passed away from leukaemia complicated by septicaemia. He rode a Mike Hailwood replica and had a career in the army and real estate. Barry Redhead has had a knee operation. Kevin Kerr has had an operation for bladder cancer but recovering slowly. Noel Simmons is in a permanent nursing home in Wanneroo.
4. -New Members applications - Mario Cudini – Membership Officer. A total of 10 applicants have been endorsed by the board for February: Roy Lightfoot, Martin Moorman, Chris O'Neil, Kim Heaton, Robert Neil, Brendon Mckay Nigel Cross, David Stronge Ian Reeson and Colum Igoe.

5. – Chairman's Report – Les Vogiatzakis: 17th March 2024 the Old Iron Motorcycle Swap Meet & Display at the Cannington Show Grounds. Register your bikes to avoid parking it outside in the sun or rain. Volunteers will get a chilled icy cold refreshment and hotdog, expertly sizzled by the Post 70's Super Stars. (Set-up – VMCCWA members only – Gate 1 for display bikes 11.00 am-5.00pm Saturday and 6am until 8.00am Sunday).

a. Gates open 6.00am – 8.00am for swap meet sellers only – enter via Gate 2 on Station St

b. Gates open 8.00am for members of the public – enter free parking area Gate 3 on Station St

c. 8.00am until Noon – Motorcycle Display inside main display hall and swap meet on fenced grassed area d. 11.00am Trophies & Awards presented in the Main Display Hall

6. – Secretary's Report - Richard Argus: A lot of questions from the general public regarding Old Iron.

Progress report on the Maddington unit: Installation of the security fencing around the units is underway. Currently 108 bikes registered from members; we are hoping to receive more before the event.

Inwards Correspondence – CMC WA Notification that 2025

MEETING MINUTES

Northam Swap Meet will be held in Toodyay on 16th March. Sherwood Strata Management advising the fencing contractor was proceeding with the project at 4 Malcolm Road.

Outwards Correspondence – Councilor Rachelle Prednovik (City of Swan) – Invitation to attend Old Iron

7. - Finance Report - Jim Douglas: Ballot for the 3 motorcycles has been completed and monies received.

Financial update to be provided at the end of the first quarter but currently finances are healthy.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; Communications Officer

Progressing the very large print runs for the four historical volumes of the VMCCWA, among other things.

8.2 Library report Ken Vincent, Librarian: - Yamaha spare parts manuals have been purchased for \$100.

Thanks also to Andrew Mallone for his book donations.

8.3 Spares report: Bob Cary, Spares: All tracking normally

8.4 Registrar's Report: Lat Fuller:

From Full rego to 404

06.2.24	547	Richard Argus	60413	Yamaha DT1-C
13.2.24	1957	Andrew Cole	60623	Triumph Trident 900
17.2.24	981	Luke Sala Tenna	60683	Yamaha TZ250
23.2.24	1590	Paul Smith	60789	BSA B40 Military

New Rego to 404

8.2.24	1943	Ivan Graham	60215	BSA B31
12.2.24	1958	Geoff Holt	60400	Honda CB450 K3
22.2.24	1519	Walter Cattelino	60685	Kawasaki H2B 750 Mach IV

Transfers

20.02.24	1070	Lloyd Elliott	1962	Peter Kuiper
29.02.24	514	Stephen Lock	1969	David Stronge

C4C

1.2.24	1070	Steve Eatts	57589	Ariel
6.2.24	1870	Zac Hanly	58119	BSA Bantam
17.2.24	1955	Daniel Mead	60736	Moto Morini 3 ½

8.5 Dating Officer's Report: Maurice Glasson : Nil

8.6 Dating Officer Post 70: Jeff Sanders: Nil

8.7 CMC Member Representative: Les: LV attended 19 Feb 2024 T Eden Hill.

- CMC joined the AHMF - \$500 to try to get some East Coast sponsorships for WA.
- CMC confirmed 102 current financial members.
- Media Junction WA have been booked as the event coordinators for the Classic Car Show at Ascot in September, sponsored by Shannon's.
- CMC are investigating cheaper insurance via Shannon's for CMC member clubs with Rory Court Lewis
- Question of impromptu rides raised by a CMC member club while they are over-East, and reported with a giggle. We all have Code 404 handbooks, spares available in the library, and on our website. It's a DoT document that the CMC help with members to support the DoT.
- Next meeting 15 April 2024 if anyone is interested in attending.

9 Events Coordinator: Stephen Hills

Past Events: Feb 18 Gibbo's Run Postponed due to hot weather. Feb 25 Old Forkers There was good turnout of older bikes for the display, with a mixture of old and modern bikes on the run. Members enjoyed a BBQ breaky cooked by Garry Tenardi and team. Mar 03 Classic Cars and coffee. Old Iron promotion. A small number of members attended and handed out flyers to the general public. Moto Max, one of our sponsors for the Old Iron, unveiled their new Royal Enfield 450 Himalayan. They will have this on display at the show.

Future Events: Mar 16/17 Old Iron. The showgrounds will be open on Saturday from 11.00am until 5.00pm for setup purposes. Members can bring their bikes along and they will be secure overnight. We have 100+ bikes registered for the display so far. Many members have volunteered to assist with running with event. Apr 14 Gibbo's Run. This will replace the Roley TT. Meet at Eric Gibbons home in Roleystone. Enjoy some of Flo's home made treats prior to the run. Apr 27/28 Jurien Bay Vincent run. Book now for accommodation. Contact Jim McGregor for details.

10 Regalia Report: Nil

11. General Business.

General discussion on the Midland workshops and potential for association particularly for the VMCCWA 50th Anniversary events in 2025. Shawn Vieceli displayed a 1949 Ambassador in splendid condition and spoke about his association with the marque. His collection is the largest in Australia.



12 Bits & Pieces. Information requested on Velocette MSS magneto rebuilds, Ken Vincent offered support. Meeting closed at 9pm.

BREAKING NEWS: Police in Italy have fined a 103-year-old woman who was caught driving an uninsured car at night with an expired driving license. Officers received a call at about 1am reporting a vehicle being driven dangerously in the centre of Bondeno, a town near Ferrara.

The officers dispatched to the scene in the northern Emilia Romagna region were "greatly surprised when they discovered the year of the driver's birth", according to a police report. Giuseppina Molinari, known as Giose, was born in 1920. She had been driving to Bondeno to meet friends and "probably" got disoriented in the dark and lost her way, police said. Molinari's license expired two years ago. In Italy, drivers over 80 must undergo a medical exam every two years to renew their license. Molinari was fined and taken home by police.

"I will buy myself a Vespa," Molinari told local newspaper La Nuova Ferrara.

TINSMITHS FREMANTLE - SATURDAYS









The Old Forkers event was hosted by the Pre 31 Section - Pics by Jim McGregor





OLD IRON 2024: What a fantastic show. This would not have been possible if it wasn't for an Army of Volunteers. From Wednesday afternoon at the Maddington Unit, Shawn, Jeff, Colin and myself loaded the events trailer with all the equipment ready to be transported to the showgrounds on Saturday morning. From Saturday morning set up, Colin Hankinson and his team sweated it out in oppressive conditions setting up the Swap Meet area with the limited space and access available and on the day, it worked very well.

Shawn Vieceli and the hall team had 50% of the display bikes signed in and assembled by 5.00pm on Saturday. The Members of the Machinery Preservation Club set up their display on Saturday afternoon only to get it doused by the reticulation early Saturday morning. This didn't dampen their spirits and they put on a great display. Shawn, Jeff, Brian, Colin and myself stayed overnight swagging it on the Pavilion floor to provide security for the assembled bikes. We enjoyed take away Chinese and a few well deserved beverages.

The rest came in and were positioned by the 8.00am deadline on Sunday. Jeff Lindley and Gary Tenardi set up a fantastic period display to complement the Girder Fork Bikes, the oldest being a 1903 Minerva. The Hall team ensured the security of the display bikes also answering any queries regarding the bikes and our club. Les, Richard and Murray manned the admin desk taking membership enquiries, sorting and distributing display boards, taking voting forms and overseeing the judging for the fantastic category prizes generously provided by Penrite and MotoMax Motorcycles.

Jeff Sanders and his Post 70's team had the gazebo, tables, equipment and BBQ ready Saturday afternoon to fire up for the onslaught first thing Sunday morning. It was hot frantic work keeping up with the demand during the show. Flo Barnett and her team toiled away prior to the show, making cakes and sandwiches and served the hungry patrons with a smile on the day.

Neil Freeman and his gate team worked tirelessly to get the swap meet sellers in, starting from 6.00am on Sunday, plus setting up signage on Saturday. When the gates opened to the public at 8.00am on Sunday, they managed the initial rush and continued to man the gates throughout the show. Chris Cooke managed the motorcycle start ups during the show. This provided a lot of "bang and crackle" to the atmosphere.

The same army of volunteers packed up, cleaned, emptied bins, loaded the events trailer for return to the Maddington unit. We were finally cleaned up and left the Showgrounds as we found it, by 3.30pm on Sunday. Many thanks to all the volunteers that made this such a successful Show.

I also want to acknowledge the contribution from our Sponsors, Shannons Insurance, MotoMax Motorcycles and Penrite Oils.

Steve Hills



OLD IRON '24



What a fine turnout for *Old Iron*. The display hall was packed all morning with people and I hear that the swap meet area was well filled with sellers and buyers. There was a great atmosphere at the show and we had a good number of new members sign up at the admin desk. It would not have been a success without members bringing in their machines and/or volunteering for various jobs. I can only vouch for the display hall as we so busy we couldn't get away. Shawn Vicceli did a great job issuing machine receipts to ensure security. Chas Bayley, John Moorehead, Lat Fuller and Terry McKie helped keep an eye on machines. Richard Argus and I were overwhelmed in providing advice and sorting display boards. My son, Michael, helped with setup, unloading and loading machines. The list goes on, sorry if anyone is missed, it was such a busy day. Of course, particular mention is warranted for John O'Brien and Rob Rowe who so ably manned the door all morning and ensured security. A welcome visitor was Lynton Morgan from Albany. Thanks to all. *Murray Barnard*



OLD IRON '24



Jeff Lindley, on the left, headed up the Pre31 display and John D'Arrietta is seen on the right, with his 1905 Minerva.
 Below left : Melissa Argus, Anna Mastai and Rennaye Bonolo helping with the canteen. Below right: Midland Councillor Rashelle Predovnik & Les Vogiatzakis



Below left: Veteran / Vintage Motorcycle – (Pre 1931) trophy winner, 1903 Minerva Romania - Dennis Cranston & Below right: Trophy winner Post Vintage Motorcycle (1931 – 1948), Keith Wishart - 1935 AJS



OLD IRON '24

Below left: Trophy winner Classic Motorcycle – (1949 – 1970), John Moorehead 1950 Bantam & Below right: Trophy winner Post Classic Motorcycle – (post 1970), Moto Guzzi V7 Special - Patrick Flynn.



Below left: People's Choice trophy winner - Rex Neal - 500 BSA Gold Star & below right: Door prize winner - David Williamson



OLD IRON '24



MotoMAX have supported the Old Iron Swap Meet and Classic Motorcycle Show for several years, Their support is much appreciated. This selection of excellent photos were taken by Jared Rowe from MotoMax Motorcycles.



OLD IRON '24

Photographer - Jared Rowe from MotoMAX



OLD IRON '24



OLD IRON '24





Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com, Secretary: Nigel Fiander 0417997580, blufame@bigpond.net.au, Treasurer - John Banks, banksy1954@gmail.com, Bernie Wolfe - Roving Reporter & Peter Ogborne, Official Photographer.

Albany members please note: if you change your contact details please notify the section secretary.

The Albany section meets the 1st Thursday of each month at 7.30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing from the Amity Quay at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing from the Amity Quay at 10am. No backup trailer. Note: some members go for a longer ride on Wednesdays so please come along.

Please note: The section trailer may be borrowed by financial section members at times. However the trailer MAY NOT be borrowed when it is required by the Section.

ALBANY SECTION VMCCWA FEBRUARY 2024

MINUTES - Chalet Little Grove 01/02/2024 7.30pm

Chairman - L MORGAN, Secretary - N.FIANDER, Treasurer - J.BANKS

Present- Members 13, Apologies 3, Visitors Nil

CHAIRMAN'S COMMENTS - Lynton Remembered former member Kevin PALFREY. He was active for many years and was a solid supporter of the Club. Bill MORRELL thanked the Club on behalf of Shirley MORRELL for the kind comments that have been received.

PREVIOUS MINUTES - Distributed to members via email. Moved: Accepted John BANKS, Seconded. Graham WROTH. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES
HONOUR BOARD – Recognising past Chairpersons from 1982 to current. List provided by Shirley MORRELL. David BEECK has offered to make a board.

CHALET GARDENS – A clean-up of the Chalet grounds is proposed. Discussion about the concrete sump removal. To be raised with the Chalet committee.

SAFETY CONES – John BANKS raised the purchase of 15 safety cones for on-road activities.

RIDE DESTINATION – John Summers has offered his place for a ride destination.

CORRESPONDENCE

IN - Invite to Lynton “ARMSTRONG” for State Cabinet Meeting in February. Lynton declined. Smoke Signal magazine – circulated. Chalet Power Bill. Passed to Chalet Committee.

OUT - General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Murray BARNARD and Albany Section members.

Moved: Accepted . Moved Graham WROTH. Seconded Andy DUNCAN. Passed

TREASURERS REPORT – John BANKS, Moved Accepted Ian REDMAN. Seconded Paul ARMSTRONG. Passed

LIBRARY = Nil.

MACHINE EXAMINATION - Nil

GENERAL BUSINESS

CHRISTMAS CHARITY RIDE - • To be held either the 7th or 14th December 2024. Lynton to follow-up.

COFFEE MACHINE - Discussion on the purchase of a coffee machine for the club. Motion withdrawn by Andy DUNCAN. Status Quo with Coffee will remain.

CLUB FINANCES - Andy DUNCAN suggested that the Club have a review of their finances in relation to maintaining a minimum balance in the Club account. Further discussion was held on donations. Resolved that Lynton will discuss with Jim

DOUGLAS.

CLUB BANNERS - Paul ARMSTRONG discussed that the dilapidated old Club Banners require replacing. It was moved that 2 new Banners be procured. Moved Paul ARMSTRONG: Seconded John BANKS: Passed.

VINTAGE MOTORCYCLE CLUB HISTORY BOOKS - Discussion was held that the Albany Section would like to purchase each volume of the VMCCWA History books as outlined in the Vintage Chatter. *Ed. I have already allowed for a copy for the Albany section at no cost.* Moved Paul ARMSTRONG: seconded Ian REDMAN: Passed

ROCKY GULLY SHOW AND SHINE Ian REDMAN provided information on the Rocky GULLY SHOW AND SHINE to be held on 2nd March 2024. If there is enough interest, some riders may participate.

LYNTONS TREASURE HUNT Lynton provided information on the Treasure Hunt to be held on Sunday 11th February 2024. Ride will conclude at the Chalet for a light lunch. BYO. There will be a sausage BBQ.

ANNUAL MONTHLY RIDES 2023-2024: 9th December – Charity Ride, January 7th – Oldest Bike Ride with Albany Vintage and Classic Motorcycle Club. February – Treasure Hunt Lynton and Ron, March - Lloyds Poker Run – (TBC), April – Andy DUNCAN’S Monty’s Leap Ride, May – Geoff OSBORNE and David BEECK Ride (TBC), June – Paul’s Fair weather Ride. July – Webby’s Sidecar & Pie Run (TBC)

ORA BANDA PRESENTATION - John BANKS gave a mini presentation on the Ora Banda Run attended by Albany Section Members.

Next Meeting – Thursday 07/03/2024 @7.30pm Little Grove Chalet. MEETING CLOSED 8.30pm. Prepared by Nigel FIANDER – Club Secretary

VMCCWA (ALBANY SECTION) MEETING MINUTES - 7 March 2024 7.30 PM - Chalet, Little Grove

Chairman - Lynton Morgan, Acting Secretary - John Banks, Treasurer - John Banks

Present 15, Apologies 9, Visitors – nil.

CHAIRMAN’S COMMENTS: Lynton reported that 15 members attended the 11 February Treasure Hunt ride. Members were divided into four teams. Manfred’s team won. A most enjoyable day. Many of our members joined others (totalling 16) on Saturday 2 March on an ‘open’ (not a club) event from Albany to Rocky Gully (Market Day) and return. **PREVIOUS MINUTES** - Moved: Accepted Paul Armstrong, Seconded Ian Redman. Passed.

BUSINESS ARISING FROM PREVIOUS MINUTES

1) The 2024 Charity Ride is to be held on Saturday 14 December. This has been confirmed with the Salvation Army. Lynton has applied to council to use both the town square and Alison Hartman gardens for parking.

Albany Matters

2) The section will proceed with the purchase of two new club banners (at a cost of \$250 each). This was approved by members at the last (February) meeting. Lynton will organise this.

CORRESPONDENCE

1) IN

• Received from Dennon Pike (*a VMCCWA Club member*), production designer with a movie company requesting use of vintage motor cycles as props for movie being made in Albany. 1

2) OUT

• Reply to Dennon Pike regarding availability of members' motorcycles for movie.

• January 2024 minutes & Treasurer's report emailed to Albany section members and Murray Barnard.

• Email to Georgina at Little Beach Store enquiring about members' visit.

Moved: Accepted Bill Morrell, seconded Graeme Wroth. Passed.

TREASURER'S REPORT - John Banks - Moved. Accepted Arthur Wust, seconded Graham Wroth. Passed

LIBRARY REPORT Nothing to report.

PROPERTY REPORT Nothing to report.

MACHINE AUTHENTICATION - New member Andy Cole's 1990's model Triumph was inspected

GENERAL BUSINESS

1) The calendar of significant rides and events for the remainder of 2024 was discussed.

2) It was reported that fellow member Dave Beeck has been having discussions with a contractor to have the large concrete tank removed from the grounds. This will enable maximum

outside use of the shaded area afforded by the canopy provided by the WA Peppermint trees.

3) Lloyd Elliot gave instructions for the Sunday 10 March Poker Run.

4) Lynton requested members to think about ways in which the section's funds can best be enjoyed. Suggestions included a lunch at Sandalwood or Little Beach Store and increasing the donation given to the Salvation Army.

5) It was suggested that fellow member David Beeck be asked whether he is still prepared to make an honour board (that would list all past Chairpersons).

6) John Banks will remove one moribund WA Peppermint tree and two dead stumps from the lawn area and ask Roger Bittner if he would be prepared to then use his stump grinder to remove the three resultant stumps.

7) Lynton Morgan has registered his motorcycle in the forthcoming Old Iron Swap Meet and Display.

8) Long time member Peter Ogborne is suffering from ill health. A get well card will be sent to him.

9) Manfred Feichtinger will contact a carpet cleaner and get a quotation to clean the chalet carpet.

10) As the Secretary (Nigel Fiander) is away travelling, he will email these minutes after his return on 14 March.

Graeme Wroth finished the evening with a reading of three of his homespun bush poems.

Meeting closed at 8.20 pm.

(Prepared by John Banks - Albany section Treasurer).



Run to Ian Boyd's Vincents in Jurien Bay Sat 27 April/Sun 28 April 2024.

The club is organising a run to Jurien Bay to visit Ian Boyd's world famous Vincent collection on 27/28 April. Ian is a retired cray fisherman turned collector of all things Vincent. His collection is vast but focused, mainly on Vincents. This is the largest collection of Vincent Motorcycles in the world. There are over 80 Vincents jam-packed into a showroom specifically built to house this collection, and includes at least one of every model ever made, except for the elusive White Shadow of which only 15 were produced.

There are two options for this run;

1) Find your own way up and back and meet the group in Jurien Bay on Saturday 27th April for lunch, followed by a visit to Ian's collection.

2) Ride or drive up on the Saturday and meet the group in Jurien bay on Saturday 27th April for lunch, followed by a visit to Ian's collection then make your own way home. Or stay overnight in Jurien bay with the group going out for dinner and a drink coming back to Perth on Sunday.

I will need confirmation of names and numbers to book lunch, dinner and let Ian know how many to expect. If you live South of the river meet at my place, from there we go up the freeway to Johnny Rotten's place to meet up with the others then go up to Jurien Bay as a group. A donation is also required for entry into Ian's collection. All enquiries to Jim.McGregor1958@Hotmail.com or text 0410735825. Book early

May 11th - Machinery Preservation Club Open Day

Old Power House, Midland Railway Workshops, Blacksmiths Lane (West) Midland. Meet at 8.30am for motorcycle display. Show starts at 9.00am. Food, refreshments and entertainment on site. Remember this is a social event. Bring your partner or friend. If you can't ride or the weather is inclement, come by car. Contact Steve Hills - 0413678604

Machinery Preservation Club of WA presents
PUBLIC OPEN DAY
11 May 2024 9am-2pm
\$5 Adults • Kids Free

Museum • Working vintage engines • Historic machinery display • Blacksmith
Vintage steam traction engine in action • Scale model steam engines • Kids' rides
Vintage cars & motorbikes • Food • Drinks • Icecream
Live bands • 1960s electric organ • Flamenco guitarist

Hear the iconic timekeeper's whistle tooting again!
Power House & Boiler Room
Blacksmith Lane (west) off Main Gate Road MIDLAND



VMCCWA Pre 31 Section Meeting No. 434: 24 - 01 – 2024, Opened at 7.30 pm, Venue, Eric Langton Room, Hale Road, Wattle Grove, Chaired by Peter Lawson, VMCCWA Members Present Richard Argus, Greg Boothey, Roger Bowen, Greg Hughes, Peter Lawson, Jeff Lindley, Greg Macham, Jeff Sanders, Tony Southall, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan & Steve Hills. Visitor - Matt Harrington

Minutes of Previous Meeting Emailed by Art Woldan Accepted, Dave Weeks, Seconded, Peter Lawson, Business Arising from the Previous Minutes nil. Correspondence nil, Financial Report The Westpac account had \$3039.92 on October 25th and \$2385.79 on January 23rd, for a reduction of \$654.13. The reduction was for the Christmas function, Beverley Run trophy engraving, and beverages and biscuits for meetings. Accepted, Dave Weeks, Seconded, Greg Boothey. Business Arising from the Financial Report: \$100 will be paid to the Beverley Men's Shed for their assistance during the Beverley Run when their bank account details are received. Jeff will follow this up.

Past Events: • 26 - 11, Old Hotel Run, by Jeff Sanders. Richard Argus reported that the run to the Spencers Brook Tavern was very enjoyable. • 3 - 12, Dam Early Run by Steve Hills. Steve gave a report and mentioned that a car pulled out in front of a rider and caused him to fall off his bike. • 26 - 12, Boxing Day Breakfast by Ken Vincent. Ken said attendance was low. • 21 - 01 - 2024, Chairman's Meet & Greet at the Kent St Weir, by Steve Hills. Several positive reports were given including that the event had an attendance of about 30 bikes. • 21 - 01, Bendigo Swap Meet, by the Bendigo Veteran, Vintage & Classic Club. Greg Boothey attended and reported that it was a huge event.

Future Events • 18 - 02, Gibbo's Ride, by Eric Gibbons. The ride will go to Dwellingup and Pinjarra. • 18 - 02, Northam Swap Meet, by the Avon Valley Vintage Vehicle Assoc. • 25 - 02, Old Forkers Event, by Ken Vincent. The theme is the display and riding of BSA Bantams. Greg Hughes and Gary Tenardi will supply the breakfast, which is \$5. Ken emphasized that this event is open to all bikes. • 17 - 03, Old Iron Event, Canning Showgrounds. Richard Argus and Steve Hills outlined some details. A map showing the changed layout of the event from last year was passed around. It was suggested there will be about 50 vintage bikes. Bikes for display can be brought in on Saturday, with overnight security, as well as normally on Sunday. Richard will reprint display boards if required. Starting some of the vintage bikes outside is proposed and starter rollers will be available to assist with this if necessary! • 24 - 03, Old Hotel Run, by Jeff Sanders, tentatively to the Jarrahdale Hotel. • 20 & 21 - 04, Roaring 20's Event. Greg Boothey reported on progress. The Indian Harley Club will be contacted about attending. • 5 - 05, Economy Run, by Jim Douglas. • 26 - 05, Old Hotel Run, by Jeff Sanders, destination to be determined.

Business Arising from Events • The cost of having the Old Iron Event at the Canning Showgrounds has increased significantly so changing it to the Midland Railway Workshops is being considered. • The 50 year anniversary of the VMCCWA will be in April 2025 so Richard Argus is looking for ideas about how to commemorate this. • Steve Hills said visits to retirement homes have been popular so he's looking for suggestions about ones to go to, especially ones with VMCCWA members or ex-members.

General Business: • At the last meeting it was suggested opening the Spares Room before Pre 31 meetings to improve attendance. Peter Lawson said agreement would be required to determine who would be responsible for monitoring the Room. • Because it was his birthday Ken Vincent brought out some Jacobs Creek Trilogy sparkling wine that was well received! • Greg Boothey showed the *Sunbeam News* and the *Vintage Classic* magazines from the UK with articles about the Pioneer and Banbury Runs, respectively. Both articles mentioned that attendance was well down on what it used to be.

• It was suggested Pre 31 Section participation can be improved by organizing rides for VMCCWA members on vintage bikes, but it was observed that insurance can be a hurdle.

Bits & Pieces: • Greg Hughes showed four 8" pre-WWII Lucas headlight shells he'll have available at Old Iron. • Roger Bowen showed a BSA Sloper head he had restored by Galloway Engines in Pinjarra for \$360. • Art Woldan showed a 77cc Qualcast two-stroke motor he got from Chas Bayley to show his grandkids how they operate. • Ken Vincent showed a petrol tank in good condition for a Model K Velocette. Ken also showed a swivel for mounting sidecars but how it's locked was a mystery. • Jeff Lindley showed the following; - Racing number plate with signatures on the back. - D7 Bantam Parts Book. - 1957 book with technical info about Lucas electrics. Crystal radio. Mail bag locks. A long cylinder, perhaps for applying grease. Closed at 9.35pm

Meeting No. 435 28 - 02 – 2024 Opened at 7.30 pm VMCCWA Pre 31 Section Venue, Eric Langton Room, Hale Road, Wattle Grove Chaired by Ken Vincent while Peter Lawson is away. Members Present Greg Hughes, Jeff Lindley, Jeff Sanders, Ken Vincent, Art Woldan. The attendance was low because some members were in Tasmania. Apologies Richard Argus, Greg Boothey, Roger Bowen, Peter Lawson, Sue Lawson, Brian Rodwell, Tony Southall, Gary Tenardi, Dave Weeks Visitors nil New Members nil

Financial Report Read by Jeff Sanders. The Westpac account had \$2385.79 on Jan. 23rd and \$3028.30 on Feb. 28th, for an increase of \$642.51. Income was from Roaring 20's entries, the Old Forkers breakfast fee, and a new membership. Expenses were for beverages and food for the Old Forkers event, and for meetings. Accepted, Greg Hughes Seconded, Jeff Lindley

Business Arising from the Financial Report The VMCCWA Treasurer has agreed to cover the cost of the BBQ area for Old Forkers event because all VMCCWA members were invited.

Past Events • 18 - 02, Northam Swap Meet by the Avon Valley Vintage Vehicle Assoc. Greg Hughes and Jeff Lindley reported that it was a hot day and there were few motorcycle parts. • 25 - 02, Old Forkers Event by Ken Vincent. It involved a display of classic bikes including three BSA Bantams (the theme bikes), a short ride in the area east of Wattle Grove, and a breakfast. There were no breakdowns.

Future Events

• 17 - 03, Old Iron Event, Cannington Showgrounds. Approximately 30 Pre 31 bike are expected and Jeff Lindley and Gary Tenardi will ring owners to encourage them to bring them. Some bikes may be started up. Details are in the *Chatter*. • 24 - 03, Old Hotel Run, by Jeff Sanders, tentatively to the Jarrahdale Hotel, for pre 49 bikes. • 14 - 04, Gibbo's Run, by Eric Gibbons. • 20 & 21 - 04, Roaring 20's Event, for Pre 31 bikes. Ken Vincent will organize the raffle and hard luck trophy. Jeff Lindley is the tentative backup. • 5 - 05, Economy Run, by Jim Douglas. • 18 - 05, Mammoth Parts Sale at the Maddington Unit, by Jim Douglas. • 26 - 05, Old Hotel Run, by Jeff Sanders, destination to be determined. • 7 & 8 - 09, Beverley Re-Enactment, for Pre 31 bikes, by Peter Lawson.

General Business Opening the Spares Room before Pre 31 meetings was mentioned.

Bits & Pieces Greg Hughes showed a 1949 - 1950 Ariel Model VCH frame he had sandblasted and he primed. Greg also showed a BTH magneto for a twin cylinder bike. Ken Vincent showed three Velocette gear boxes with integral clutches from 1922, 1928 and 1930. Closed at 8.25pm



THE RILEY COMPANY are about to place on the market a new type of motor-bicycle, in which will be embodied all the superior equipment of their 2¾hp machines. The engine is a 2½hp (75x75mm) [331cc] placed in an inclined position, the Longuemare carburetter with float feed and throttle is used, Basse Michel trembler coils are fitted, both coils and accumulators, of which two sets are supplied, being carried in a neat wooden case behind the diagonal tube of the frame. The exhaust valve lifter is operated by a twisting handle and it is practically decided to control both the throttle and the cut-off from a twisting handle also."

"THE LATEST PATTERN PEUGEOT' Motor-Bicycle. This excellent machine of French construction has recently undergone many improvements in detail. The motor will develop 2½hp, and is fitted with a Longuemare carburetter. There is also an exhaust valve lifter added. The front forks are of the duplex pattern, and two rim brakes are provided. Transmission is by 'Lincona' belt, and lubrication by force pump. A luggage carrier is fitted which can also be used as a stand."

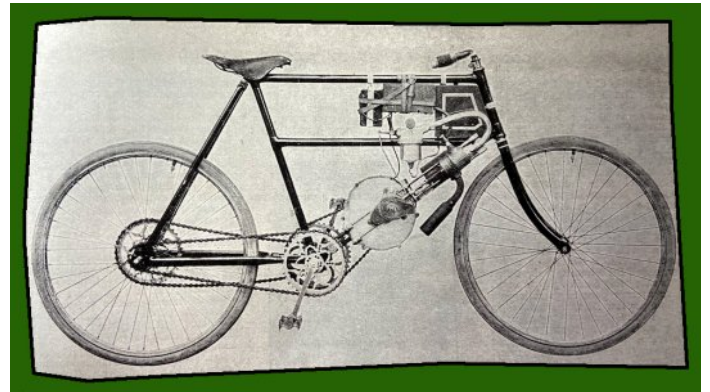


"I ENCLOSE A PHOTOGRAPH of a motor-bicycle that I manufacture. It has combined belt and gear drive, neat in design and light in weight. I might mention that a long-distance road race for motor-bicycles (limit 3½in bore and 3½in stroke) from Warnambool to Melbourne (first road event) will be run off in about four weeks' time. - Edgar Tozer, Swanston Street, Melbourne."

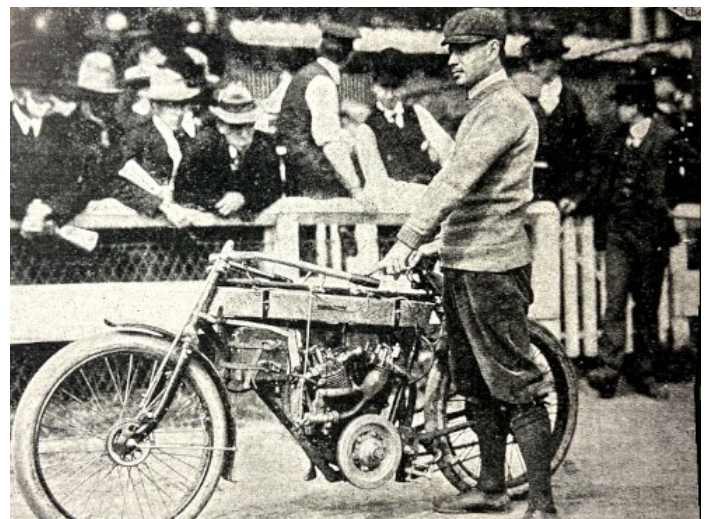


"AN INTERESTING RACING MOTOR-BICYCLE is that made by Messrs Humber and Co. This comes out at only 70lb total weight. The engine weighs 31lb, and is a standard 1¾hp size, and it will be seen that it is minus radiating flanges on the cylinder. The total weight of the chain gearing (comprising three chains and six chain wheels), frame, coil, tank, accumulator, carburetter, saddle, etc, is only 39lb. The wheels are 26 inch, with 1½ tyres

fitted, and the frame has a double horizontal tube. This machine proves instructive, in as much as it shows what really can be done in the way of saving weight."



"A MILE IN LESS THAN one minute on a bicycle track was made, and a new world's record was set when, bending low over his handle bars in order to make the least possible resistance to the wind, Albert Champion, the great motor-cyclist and pace follower, travelled the distance in 58¼sec at Charles River Park on his racing motorcyle. This is the fastest mile that has ever been travelled on such a machine, and the manner in which the Frenchman circled around the five-lap track was spectacular in the extreme. It was a hair-raising exhibition of masterly management and of speed. He was in and out of the stretches almost instantaneously, and to the spectators looked as if he was flying through the air rather than following the smooth board surface of the circular track. The machine used by Champion was a long, 14hp four-cylinder affair, with a wheel base as long as the old tandem machines, and requiring handle bars about five feet long and bent almost semi-circular in the middle to enable him to grip them tightly. The motor is placed between the wheels, and in a position to give it an even balance. His management of the machine was perfect, and the ease with which he followed the black line at the pole of the track was a marvel to those who witnessed the feat. It took him but three laps to get warmed up to his work, and then he was off like a rocket in his endeavour to beat the mark of 1min 3sec, which he established on the same track last Tuesday night. Before people could realise how fast he was travelling, it was all over, and when the time was announced the spectators simply went wild."



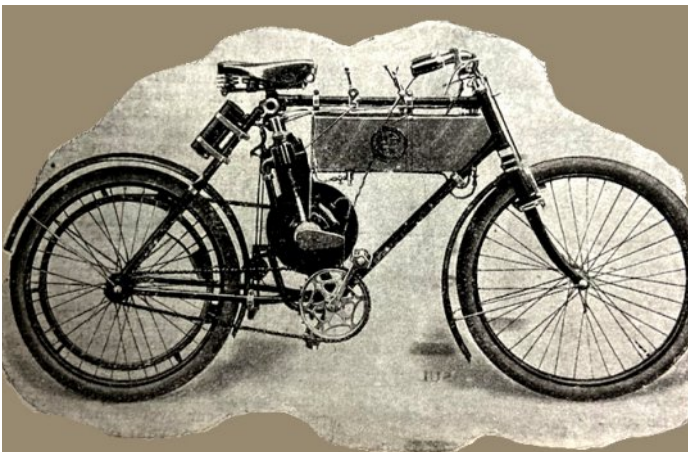
MOTORCYCLE TIMELINE



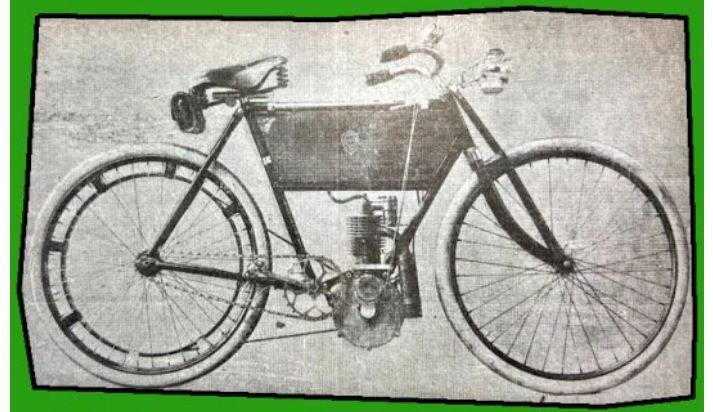
“WHEN A.A. HANSEN, of Minneapolis, started after the 24 hours motorcycle record, he hardly expected to better the cycling record of 624 miles, held by A. E. Walters, the Englishman. His was the first attempt on the record for twice round the clock for a mechanically-propelled bicycle, and he hardly knew the powers of the machine for such a journey. He had expected to reach the 600-mile mark, but thought the Walters’ record a little too far for him. Therefore, when the sheets showed 634 miles 75 yards at the completion of the grind, Hansen and his friends were greatly elated. In making the record he averaged 28mph, not including the stops at the end of each 100 miles to reload the gasoline tank and to eat a bit. Hansen rode his first century in 3hr 15min 57sec, which completely casts in the shade the road record of 4hr 28min. For 200 miles his time was 6hr 54min 56sec, as against the road mark of 8hr 35min, which shows how much superior the track is to the road for record riding. The 500 miles were covered in 19hr 35min 11sec. Hansen claims that if the electric lights had not been turned off at night he could have beaten 700 miles. At that time he was left in darkness and was afraid to take any chances going at such a high rate of speed and consequently had to slow down, losing many valuable miles. He rode a bicycle equipped with 2hp.”



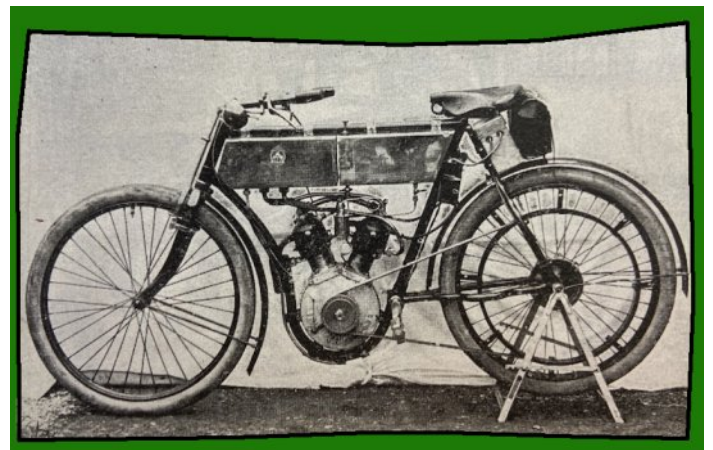
“THE SEE MOTOR CAR Supply Company, Hills Place, Oxford Street, has the sole agency for the Lamaudiere motor-bicycle in England and the Colonies. The engine develops on actual brake test over 2½hp, and really forms part of the frame, taking the place of the down tube. Inserted brazed-on lugs are used where the motor is attached. A chromated raw hide twisted belt transmits the power. A jockey pulley, adjustable by lever from the top tube, enables the rider to free the engine at will by slackening the belt so that it loses frictional contact with the engine pulley. This is particularly useful in traffic, as the bicycle can be brought to a standstill, the rider remount and dismount with the engine running all the time.”



“THE MACHINE ILLUSTRATED [below] is built by the Beauchamp Cycle and Motor Co, Chapel Street, Prahran, Melbourne. Every part except the front hub and cranks was made at the company’s works. The motor is of 2hp, belt drive and fitted with spray carburetter and high-tension electric ignition. Duplex front forks are fitted. On the whole the machine is well designed and does credit to the makers.”



“THE TWO-CYLINDER ‘IRIS’ BICYCLE is driven by a 5hp water-cooled motor and has a free engine clutch. It weighs 150lb, and will carry water sufficient for a run of 200 miles. As will be noticed, it has no chain. Fixed foot-rests are provided, and these are fitted with pedals simply to allow for a variation of the position of the foot of rider. A good show of ‘Iris’ bicycles will be exhibited at the Stanley. The motor is mounted in a specially designed loop frame, and drives by a flat belt. The accumulators are carried in a box on the back forks. Two brakes are provided, viz, a rim brake on the front wheel and a band brake on the rear hub. The machine is started in the manner usual with pedal-less motor-bicycles by running alongside for a few yards and then jumping in the saddle. The great reserve of power enables the machine to take the steepest of hills and for a side or fore-carriage attachment the power is ample.”



“HANDLEBAR CONTROL, EXCELLENT AS it is, must have a limited scope for application. The ingenious devices fitted on the handle-bar for actuating the brakes, valves, throttle, etc, are too numerous to mention, but inventors must not lose sight of the fact that nature has only provided man with one pair of hands, whereas there are enough devices on the handlebar in many makes of machines to find work for several pairs when occasion arises for simultaneous action at a critical moment. It is clear that there is an opening for a simple and thoroughly reliable form of foot control, these useful members having at present no duty assigned to them on certain types of motorcycles which are becoming increasingly popular. The arrangement is as follows: An ordinary cycle pedal is mounted so that it is free to revolve in a bracket clipped on to the side tube. In its normal position when



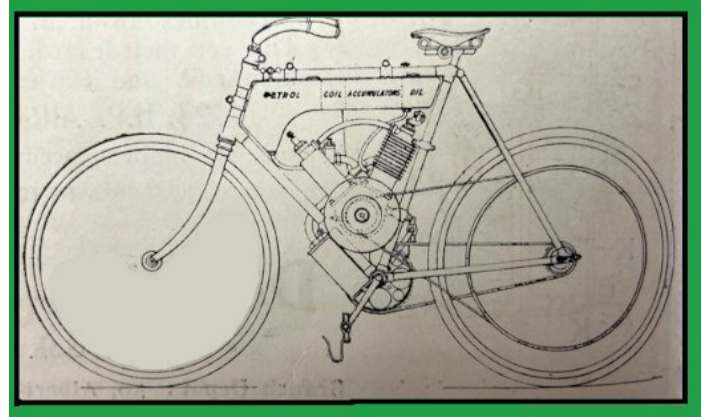
at rest, this pedal is inclined at the most comfortable angle for the rider's foot and serves as a foot rest. By depressing the foot (and pedal) horizontally, movement is imparted to the lever (of which two kinds are shown) and thence the movement is transmitted to the exhaust valve lifter, throttle or whatever part it is desired to open, the reverse movement closing it again. It may be reasonably argued that pedal control is more suitably adapted to such 'positive' movements as brake application, clutch and variable speed gear movements, whereas for throttle and spark advance it is desirable to regulate these by hand by reason of the greater sensitivity of adjustment obtainable.

"THOSE PEOPLE WHO STILL HOLD BACK from participating in the pleasures of motor-cycling because they imagine the motor-bicycle is still an experimental machine, will be interested in the riding record of Mr T.H.W. Fox, of Wimbledon. This young gentleman has ridden a Rex motor-bicycle 6,453 miles in a year and his rides include the following: 86 miles non-stop in 2hr 47min; 120 miles with two stops for refreshments; 300 miles with a stop at York for the night—16 hours' actual riding time. Mr Fox tells us he has ridden over 100 miles on a gallon of petrol. He speaks in the highest terms of his machine, which he was overhauling at the time of writing."

"IN AN AMUSING CASE AT HALIFAX in which a joiner sued a motorcyclist for injuries sustained by being knocked down by the motorcycle, the judge requested the defendant to blow his horn outside the court. On his return his honour remarked: 'Isn't it a public nuisance to make that awful row?' to which defending counsel retorted: 'If you don't make a row there's a row because you don't.' Finally, the judge decided that the motorcyclist, so far from showing negligence, had shown every precaution that he could, and gave judgment for him accordingly."

"THE MACHINE MADE BY Messrs Guy and Wheeler, South John Street, Liverpool, has a frame of unusual length, the wheelbase being no less than 5ft 1in. The motor, a 3hp air-cooled Aster, is placed behind the bottom bracket. No pedals are fitted. Petrol capacity is two gallons, and two accumulators are fitted. A new form of wiring is fitted which gives a considerable increase of voltage on that usually obtained. This ignition makes the engine much more efficient. A large type of Longuemare carburetter is used. The silencer is very large, with a cut-out for obtaining full power when required. The G&W 'picrator' is fitted to this machine. Transmission is by chain to a hub giving two speeds and free engine, but the belt drive is also fitted when desired."

Aster, is placed behind the bottom bracket. No pedals are fitted. Petrol capacity is two gallons, and two accumulators are fitted. A new form of wiring is fitted which gives a considerable increase of voltage on that usually obtained. This ignition makes the engine much more efficient. A large type of Longuemare carburetter is used. The silencer is very large, with a cut-out for obtaining full power when required. The G&W 'picrator' is fitted to this machine. Transmission is by chain to a hub giving two speeds and free engine, but the belt drive is also fitted when desired."



"WITH THE POWERFUL ENGINES ranging from 2¾hp to 3½hp which some of the best makers are now fitting, and also provided that a really good carburetter is used, then, in my humble opinion, pedals are entirely unnecessary on a really good up-to-date motor bicycle; nay, I will go further, and venture to predict that in two years or less very few high-class makes of motor cycles will have them fitted. I have not been led to form these conclusions hastily, but after mature deliberation, founded on the experience of over 10,000 miles of riding on various styles of machines. The makers of the renowned Bat machine, which has gained such laurels on the racing path, certainly do not seem to consider pedals necessary to the efficiency of their machines, and are evidently prepared to pin their faith on the success of the pedal-less machine. Many riders will ask, 'What are you going to do with a pedal-less motor bicycle if it goes wrong?' To this my reply is, It should not go wrong if properly made and well looked after by its owner."

"THE SUBJECT OF OUR ILLUSTRATION is that of Mr FR Butler, a well-known motor and cycle agent, at Baldock, Herts. He recently called at our office on his Enfield motor bicycle, and explained that this machine, which was originally delivered in February, 1902, had been in constant use ever since that time. We call attention to the durability of the motor cycle, as many of our readers are constantly enquiring whether second-hand machines of good make are worth buying." "We have heard so many



"THE MACHINE MADE BY Messrs Guy and Wheeler, South John Street, Liverpool, has a frame of unusual length, the wheelbase being no less than 5ft 1in. The motor, a 3hp air-cooled





discussions and have had so many enquiries from motor cyclists about side-cars that we think a few words about our own experiences with them will not be out of place. Our first ride with one was both unpleasant and uncomfortable, and, like Mr Arnott, we felt it tiring to steer. But we did not set it aside and try another means of taking a passenger. We were not long in making another trip, and at the end of 40 miles we returned quite delighted with our purchase. The steering is simplicity itself. Corners may be taken with ease, though we do not advise them to be taken too rapidly, and the charm of sociability is delightful. Provided an efficient silencer is fitted to the machine, there is no need to shout to make one's passenger hear. In our opinion the trailer is far behind this enjoyable means of locomotion, while the fore-carriage is not much in front of it."

"ALL CYCLISTS OF THE 'good old ordinary' days will remember with pleasure the delightful 'freemasonry of the wheel', as it was then called. One used to make new friends each ride, and in a year or so seemed to know every rider for miles around. The writer, in the good old days of 1878, 1879, and 1880, made many acquaintances in this way who are to-day and seem likely to prove lifelong friends. All these thoughts are recalled by what may now be called the 'freemasonry of the motor cycle'. Every motor cycle we meet we have the same old interest to see what make of machine is being ridden, and whether we know the rider...the qualities of the various machines—engine power, position of the engine, accumulators, sparking plugs, valves, etc.—form interesting topics to converse about and pass comments upon. But by far the greatest source of satisfaction is the evident desire of all motor cyclists to assist one another in the case of a breakdown or mishap, and many acquaintances are made in this way. One feels almost compelled to sing out, 'Is anything wrong?' The writer has had the pleasure many a time of assisting to put matters right—faults which have never happened to his own machines. In this way, he gains knowledge, which comes in extremely useful, and teaches him to guard against similar mishaps occurring in his own experience. The obvious moral of it all is 'Help one another', and, independently of being of assistance, you will find the time and trouble bestowed anything but wasted. Moreover, the writer also perceives a time rapidly approaching when the brotherhood of the motor cycle will require to hang together even more strenuously than at present.. In saying this, he of course refers to the 1st of January next, on which date the new Motor Act will come into operation...it is very obvious that the stringent clauses it contains (in which the mildest penalty is .£5, ranging up to or at the discretion of the Court imprisonment for not exceeding three months) will give plenty of scope for the previously quoted moral of 'Help one another'. Indeed, this view of the question has struck some members of the motor cycle confraternity so strongly that they consider, as an addition to 'moral help', a 'Motor Cyclists' Protective Association' should be promoted, and we think this is an idea well worth consideration."

TO CONCLUDE THIS RAMBLE through the motor cycling world of 1903, here are some quotes that reflect the speed at which the new-fangled motorised bicycles were evolving into motor cycles:

"The new 3½hp Simms bicycle motor fitted with the Simms-Bosch 'Arc-light' (high-tension) magneto ignition, which the makers claim as one of the greatest novelties for the coming season. This system of ignition consists of a magneto machine which produces a 'jump' spark without the aid of a coil, the machine forming a complete outfit in itself. Further, it is fitted with a lever by means of which the spark may be advanced or retarded. It is also applicable to any motor, as all that is necessary is to arrange a suitable rotary drive, and connect one wire from the terminal to ignition plug...

All taps and levers are dispensed with, the machine being controlled from the handlebar by means of twisting handles and Bowden wire...

The clutch is on the engine pulley and is operated by a lever on the left handle grip, by means of a Bowden wire...

The drive is by a Hans Renold motor chain from a spring clutch...

The new Raleigh-patent two-speed gear may be fitted to machine if specially ordered...

Pedals are dispensed with as these are unnecessary, foot-rests being provided for the feet...

Motorcyclists will be interested in the new 'hand protector' which obviates the necessity of wearing gloves. As riders well know, it is not possible to have the same control over the machine with a thickly gloved hand. The new protectors are of leather, fur-lined...

A novel hinged rear mudguard greatly facilitates the removal of the rear wheel...

A cure for all tyre punctures is shown here in the shape of Millennium, sold, in pumps, by means of which the puncture closer may be forced into the inner tube through the valve...

There is no doubt that the 'Alldays' motor-bicycle is a beautifully finished and serviceable machine, all the parts of which are made to gauges and interchangeable...

The firm also makes a speciality of what is known as gauge limit work, which provides the certainty of any part so made being certain to work without fitting...

Savon des Chauffeurs, a special soap for automobilists, was on sale. It is retailed in collapsible tubes at 1s each, and will remove grease, oil, etc., from the hands."

Farewell to 1903.....



WHAT OIL TO USE IN A CLASSIC BIKE?

Few topics provoke as much debate as choosing the right oil for classic cars or motorcycles. My recently oil burning issue with my Trumpy 100R was diagnosed by many as “You are using the wrong oil mate!” Everybody seems to have a different opinion! However, it turned out that the real reasons for burning oil was that the valve guides had come loose in the head due to them not being installed with the correct interference fit (by the previous owner – not me!). Now on to the subject of the “correct” oil!

The oil recommended in my original Triumph owner’s book is 20W-50 multigrade (Castrol GTX, BP Visco-Static, etc al). However, prior to the introduction of multigrade oils, only monograde oils were available, so the handbooks of older classic machines recommended monograde oils – typically SAE 20 or 30 grade in the colder climates or winter and SAE 40 or 50 in the hotter climates or summer. SAE 20W/50 multigrade has the viscosity of a 20 grade at low temperature (W stands for Winter) (so flows more easily after a cold start) and the viscosity of a 50 grade at high temperature, so maintaining a thicker oil film when engine reaches running temperature, whilst maintaining a lower viscosity to enable the oil to circulate rapidly upon cold start.

Friction modifiers were introduced into oils in the late 70s. This presented a problem for bikes that shared the oil with the engine and clutch, because it often resulted in clutch slip. Hence the introduction of specific oil for motorcycles, without friction modifiers. Most modern multigrade oils have friction modifiers and hence should not be used in your bike unless you have a dry clutch (e.g. most Ducatis) or a clutch that has a separate oil containment. Other modern additives include detergents and dispersants, which work by enveloping contaminant particles either to keep them in suspension in the oil and prevent sludge formation. However, this assumes the oil to be filtered via an effective oil filter. Most classic British bikes used rudimentary wire meshes in the oil tank to catch large items of debris, coupled with a sludge trap in the crankshaft. This relied on crank rotation to centrifuge any fine debris out of the oil into a machined ‘dead end’ where it would be safely held captive.

The sludge trap relies on two things; periodic cleaning to prevent potentially catastrophic blocking of the crankshaft oilways, and an engine oil that did not hold metallic or carbon deposits in suspension, so the sludge trap was able to do its job.

Modern bikes were designed to work with oil containing detergent and dispersant additives that dissolved deposits and kept insoluble particles in suspension, to be carried around and removed by the filter. It is possible to easily fit an after-market filter in the oil return line on classic bikes that operate a dry sump system. I have done this on my Trumpy and it fits neatly underneath the gearbox, out of sight. This has enabled me to use modern motorcycle oil, containing detergents and dispersants (but not friction modifiers because the Trumpy shares the engine oil with the clutch). Another modern additive is “zinc”, which is actually zinc dialkyl dithiophosphate, (ZDDP). This provides excellent protection for areas under very high pressure, such as cams/followers.

Since the introduction of Mobil 1 fully synthetic oil in the 70’s, synthetic oil has become very popular. It lasts longer than conventional mineral oil and also reduces wear. Early synthetics contained esters that could cause deterioration of engine seals. However, modern synthetics are now compatible with all engine types. There is no reason that modern synthetics (without friction modifiers) cannot be used in classic bikes to good effect. However, synthetics tend to be more expensive and the cost may not be justified – particularly if your bikes burns or leaks oil!

My choice is to stick with 20W/50 or 15W/50 mineral motorcycle oil as a good compromise. Full synthetic motorcycle oil is only

typically available in 10W/40 or 10W/30 grades, which is a bit thin given the relatively wide tolerances on classic bikes.

Penrite do a 15W-40 “running in” mineral oil, which is similar to motorcycle oil, since it has no friction modifiers, but contains high zinc (1600ppm). It also has minimal detergent and dispersant additives. This oil is meant to assist with bedding in of new piston rings/cylinders during running in. However, it should be ideal as normal running oil for classic bikes that do not have after market oil filters fitted, because it does not contain additives, except zinc. The lack of detergents in running in oil can also be a problem if you are using a proper cartridge oil filter, for reasons stated above. “Running in” oil is about half the price of mineral motorcycle oil. Finally, additives such as STP, Wynns, Redex (or molasses!) are not generally required with modern oils. Many of these additives merely increased the viscosity which resulted in lower oil consumption on worn engines. Some contained high levels of zinc to reduce wear. Redex contains a cleaning agent. However, modern oils already come with these additives.

In conclusion, I would recommend a good quality 15W-20 or 20W-50 motorcycle mineral oil for bikes with proper oil filters fitted and 15W-40 running in oil for those without filters. If your bike is pre 1970 or is burning oil, you could try Penrite Classic bike oil which is available in 2 grades:

- “Enduro” is a 25W-70 oil and is designed for use where monograde SAE 40 oils were originally specified. It is low in detergents and has a zinc level of 1760ppm.
- “HD Oil” is a “50-70” designed for use where monograde SAE 50 oils were originally specified. It is also low in detergents and has a zinc level of 1340ppm.

Another subject of debate is “How often should I change my oil?”.

This essentially depends on the type of engine, type of oil, typical usage, manufacturers recommendations, and whether an effective oil filter is fitted. Recommendations from manufacturers that I have experience with vary greatly as the following examples:

- 1973 Triumph T100R Daytona (no filter): 20W-50 mineral oil/filter changed every 2400km
- 1998 Ducati 916SPS: 20W-50 mineral oil/filter changed every 10,000km.
- 2003 Suzuki SV1000: 5W-40 synthetic oil changed every 6000km, filter every 12,000km
- 2006 Triumph Daytona 675: 10W-40 or 15W-50 synthetic changed every 10,000km or annually.

Note that the first 3 bikes did not recommend changing annually, just based on km.

I cannot find a real basis for logic in recommended oil change intervals, so this is what I do myself:

Classic bike with no filter: 15W-40 or 20W-50 mineral oil changed every 2500km or 12 months.

Classic bike with filter: 15W-40 or 20W-50 mineral oil changed every 5000km or 12 months. Filter change every other oil change.

Modern bike: 10W-40 synthetic oil changed every 10,000km or 12 months. Filter changed every other oil change.

If you hardly ever use the bike and don’t do a lot of short trips, you could reasonably increase the time intervals to 2-3years.

The above is just my opinion based on years of experimentation and require a lot of research. But feel free to comment!

Clive Rawson (Batty).

Building A Manx by *Chris Cooke*



In 1972 my Dad, Lindsay Cooke, purchased 2 Norton International bikes, in bits, for \$200.00. I was 10 years old then. Dad builds the first bike a 1949 International road bike from the parts and with the help of Bill Young the bike is completed in late 1973 - early 1974. The "inter" was Dad's favourite Bike and it was used in Club events such as the WA TT and the Busselton 2 day. This bike was also his everyday ride to work "rain, hail or shine" for over 10 years.

After completing the road bike Dad's next project was the 2nd bike in bits. Dad's dream was to own both a Norton International and a Manx. The second frame and collection of parts, were for a 1946 Manx and the assortment of parts were also Manx the only thing missing was the important part the engine.

When Dad was ready to start on the Manx an unfortunate thing happened. On the 16th of May 1974, the rolling frame was stolen. Dad did a hand sketch with every detail he could remember and reported it stolen to the closest police station.

Dad then started to collect parts and built a 1948 International race bike (special) with the parts that weren't on the rolling frame when it was stolen. This bike was completed about 1976 and Dad did several York Flying 50's and competed with the Historic Motor Cycle Racing Club; but, there still was no Manx in his collection.

Left: Lindsay Cooke on his Norton International at the start of the 1975 WA TT.



One evening in about 1984 at a VMCCWA club meeting, Dad was approached by a fellow VMCCWA club member who told Dad he had just purchased a Manx rolling frame. After that conversation a time was arranged for the next evening to have a look at the said Manx rolling frame. With his drawing and police report in his back pocket, Dad arrived at the address to have a look at the frame. The frame was viewed and it was the rolling frame that had been stolen 10 years previous, the details on Dad's hand drawn police report matched exactly. The Manx rolling frame was returned and back home, now the search was really on for an engine to complete the "Inter & Manx" dream.

Left: Lindsay Cooke on his race Norton International at Wanneroo in 1989. Pic by Murray Barnard



The frame was for a 1946 350cc; however, to find a 350cc MANX engine was proving difficult as the 350cc engines had a short life expectancy and were often destroyed through mechanical failure. Dad had accumulated some 1927-29 Norton CS 1 parts (a complete engine, frame and fuel tank) and these parts were offered for swap to anyone for a 500cc long stroke SOHC engine. Many years passed and nothing was happening with the Manx project. Dad fell victim to Asbestosis in



2009 and as his health declined his interest in motorcycles declined and the dream of completing the pair of bikes was not going to happen. My Father's interest in motorcycles was passed down to me along with his collection of Norton's and a couple of projects and also the dream to complete the Inter & Manx pair.

Left: Lindsay Cooke on his Norton International ca. 2006. Pic by Murray Barnard.

In 2021 interest from a club member was expressed in the CS 1 parts and was Dad's offer still available (swap CS 1 parts for a Manx engine), and the response was yes, I would. Now with an engine I could proceed with the dream. The frame had been stored/buried in the shed and over the years it was no longer a rolling frame. The frame was wire buffed to bare metal and all the welds inspected for cracks and as luck would have it, it was crack free. Then came the searching through boxes, tins and cupboards for the missing Manx parts. Most were located with the exception of Wheels and forks as they were on the Inter race bike. A second set of fuel and oil tanks were found hiding in the storage loft of my shed. With the frame free of any sign of fatigue and cracks I started the dummy build process in assembling all the parts and seeing what still needed to be found.

The hard to find Manx front wheel hub was found and laced with new spokes and a replica Borrani alloy rim. The rear wheel got the same replica Borrani rim and new spokes. Front forks parts were sourced from the club spares and new parts purchased ex UK and locally. The assembling of the parts is now starting to look like bike and it had turned into an obsession.

December 2022, in the USA, another Manx engine is offered for sale on Facebook Marketplace. How much?? and a what is your PAYPAL account number message, was sent, and after many messages backwards and forwards I succeeded in purchasing the Manx engine. The obsession was now getting out of control and I was spending 7 days a week, 10 -12 hours a day on it.

I had given myself a deadline to have the bike completed by October 2023 for the WA "TT" run. Unfortunately the "TT" run did not go ahead. The Manx was completed and first road test around the block was on 16 October 2023. The Manx was dated, inspected and is now concessionally licensed for Club use. I have ridden it on 3 club events so far.

I don't have any history of the Manx, purchaser, rider or any history of placings. This will be an ongoing search and I will be contacting Norton owners in UK and registering the bike as a survivor and getting the factory records if possible. During the rebuild I did find the lower frame tubes packed with a very red hard dust. Possibly from being raced off-road.

I have completed my part in making Dads dream a reality and I regret that he didn't live long enough to be able to see it, assist with the building and ultimately enjoy the feeling I get every time I look at it and take it out for a ride. It has been 51 years in the making.



For Sale



Left:

For Sale: 1969 BSA Thunderbolt.

Fully restored new rims and tyres, with some minor mods. Very Good condition, almost excellent. Matching numbers, original km, electronic ignition. Two tanks, \$11,250.

For sale: 1982 Triumph 750cc Bonneville.

Pretty much original, very good condition, with some minor mods. Matching numbers, original km, tyres about 95%, Tank fully sealed \$11,500.

Both have been very reliable and easy starting. Not ridden for 4 years due to an accident. (me not the bike!!). Club recorded & registered. Warren. Mob 0487 799 007

Free -1 carpet square about 2.6m x 3.0m in good clean condition. No animal fur or crap. From a vintage car/motorbike shed. Not suitable for house, but good for shed if sick of kneeling on cold concrete. Pressure washed about 3 months ago. Can be made available in Ocean Reef or Albany. Warren - Mob. 0487 799 007

Below:

For Sale: 1971 Triumph TR6, not registered at the moment (was) for \$6000 Ono. Cheers Roger Parham email: rog-erp@live.com



Above:

For Sale: CZ258 enduro \$2500 - Honda CB350 \$2500 - Jawa 350 twin \$2500. Chris Discroll 0488471012

For Sale: 1970 Norton Commando 750. New paint, Avon tyres, mufflers, alternator, primary drive belt, rear chain & sprockets. Wheels re-laced and gearbox reconditioned by Vintage & Modern, Boyer electronic ignition, LED lighting, many new parts, tight motor, fully licensed, starts, steers and stops. \$19,500. Damien Martin 0407 664 436

Kiddies Korner - suitable for all ages 65+



I recently went to the police station wishing to speak with the burglar who had broken into my house last night. "You'll get your chance in court," said the desk sergeant. "No, no, no!" I said, "I want to know how he got into the house without waking the wife. I've been trying to do that for years!"

Recently I've been teaching my dog how to beg last night he came home with \$26.50.

Just got back from my mate William's funeral. He worked for Nestles and died after falling into a vat of melted chocolate. The final send off song was, "BILLY don't be an Aero".

BREAKING NEWS: A grandfather has gone missing after eating four cans of baked beans, two steamed cauliflowers, 30 boiled sprouts, 6 pickled eggs and a large jar of gherkins. His family have made an emotional appeal for him not to come home for at least a fortnight.

I don't see why we should have to pay to go on the bus, When the drivers going that way anyway!

3,026 years from today, life will either be really good, or really bad! It's 5050...

A friend of mine has been playing a few pranks on his wife recently. Last night he replaced her sleeping tablets with laxatives, just before they got into bed. Unfortunately it backfired on him.

I love the look on people's faces, standing freezing at the bus stop as I drive past them. It's partly why I became a bus driver.

After 25 unanswered calls to the Doctors I realised that 08001800 was their opening hours not their phone number.

My wife left me because of my obsession with jigsaw puzzles, now I am left to pick up the pieces.

My son took his driving test today. He ended up getting 8 out of 10.....The other 2 blokes managed to jump out the way.

Boss: "This is the third time you've been late this week, do you know what that means?" Me: "It's Wednesday?"

Someone just sent me a text asking me the best way to lift a heavy object. I messaged him, straight back!

Washing machine broke down so took taxi to the launderette, guy charged me \$80 for a 5 km ride. I feel like I have been taken to the cleaners!

The other night me mate, Dick ran into the Pub and shouted to me, "someone has stolen your Car!" I worriedly yelled back, "did you see who did it!" "No" says Dick, but I got the registration number!!"

I was rubbing an old lamp earlier when a genie popped out and granted me a wish. I asked him to make me irresistible to all women He turned me into a pair of shoes.

Regalia

Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - *Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.*

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



Services

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures 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 remanufacture 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. vintagesteel.com.au Ph 0497 999 011

Michael Rock #104 and Andrew Repton #223 www.vintagesteel.com.au



202

WA
AK 6852
HISTORIC