



VINTAGE CHATTER



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.

POSTAL ADDRESS: 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

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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 - 0411750767 - 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@iinet.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)

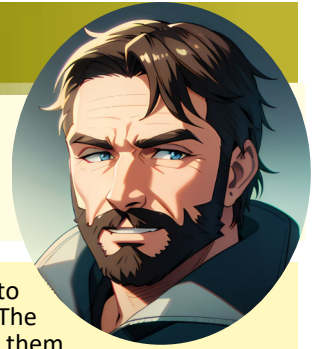
Cover picture: Who said you couldn't ride a bike to Smiggins Holes in the Snowies in July? Well you can, but maybe you shouldn't!



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.



HAPPY NEW YEAR: May all your troubles be as simple as which bike to ride.

NEXT CHATTER: The next Chatter will be the April 2024 issue. Any contributions required by mid March 2024 at the latest, thanks.

CLUB BY-LAWS: It has been many years since the Club By-Laws were reviewed. By-Laws tend to accumulate in an untidy manner with various amendments not meshing properly with each other. The Management Committee is reviewing the current By-Laws to make them more legible and also to bring them up to date in respect of current Club practise. Revision of the rules is especially required in terms of financial mangement as concessionial licensing. A special general meeting will be called for in the near future to address amendments.

CASUALTY LIST: Regrettably we have had three casualties lately, fortunately an uncommon ocurrence in the Club:

Ian Whitfield, had a car pull out in front of his BMW on Welshpool Road, after the Dam Early Run. Ian was thrown over the offending vehicle, whilst his bike was written off against the elderly driver's car door. Ian fortunately escaped with bruises, abrasions and being knocked about. Jim Douglas whilst on the Two Rocks coffee run, locked up the front brake of his Honda at a roundabout, when a tradie's ute raced into the intersection. Jim says he's OK apart from a sore ankle. Steve Lauie had a fall from his Scooter. He has been in RPH with various broken bones, dislocated shoulder and bruising.

1926/27 OVERLANDERS TOUR

The story of this epic trip on unmade roads in 1926/27 is a key piece of WA motorcycling history which needed to be told and preserved. Murray Bamard has spent over hundreds of hours researching the original Tour and working from original handwritten diaries to authentically capture the details of this story in a 300 page A4 book. The book is enhanced with many original black and white and colourised photos of the 16 riders and eight sidecar outfits crossed from Perth to Sydney on mostly unmade roads and camel pads.

As well as documenting the run across the continent in 1926, the book documents the achievement a year later when Norm Cunningham and Ted Cracknell, did a Record Run across the same ground, riding 24 hours a day, in an attempt to reduce the official time to cross Australia.

Then in 1990 a Re-enactment of the Tour, organised by Rob Veitch and Don Bowden, was conducted by members of the VMCCWA. This run is documented as well along with colour photos from the event.

The final product of Murray's research (covering the original Tour, the Record Run and the 1990 Re-enactment) will be a 300 page hard copy book which captures a significant moment in WA's motorcycling heritage. It is planned to print only a limited number of copies in February/March 2024 and they will be available at cost at \$60 each. Postage, if required is approx. \$17. If you would like to advance-purchase a copy, for yourself or a friend, please contact Rob Veitch on Mob 0456219181, or email robveitch@westnet.com.au) by 14 February 2024 and he will explain how to make payment to secure your copy. This is the only chance to obtain a hard copy as we are only printing copies to order. The cut-off for orders is firm. *Rob Veitch*

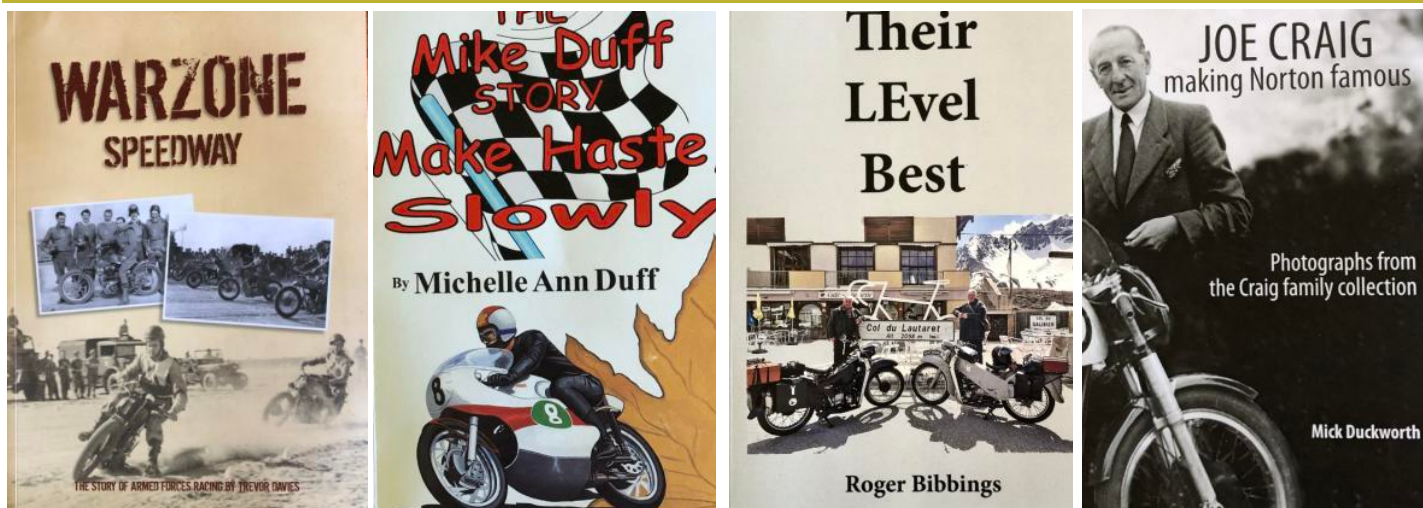


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Artwork by Murray Barnard 2023

Madura Pass 1926

NOTICES



Newly received Library books available for loan

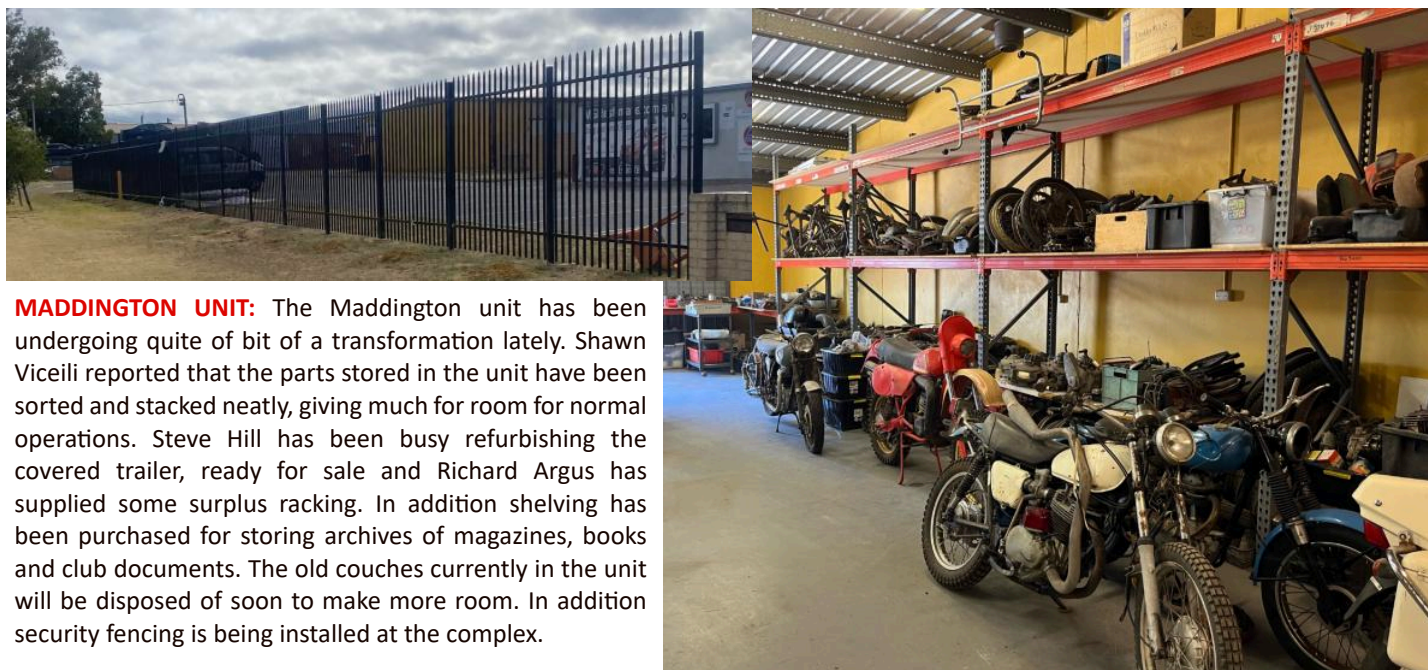


BIKES FOR SALE BY BALLOT: Register your interest for all or either of these machines at the parts store or by email to the Treasurer, Jim Douglas. The prices are far lower than the market would suggest. Offered to members to encourage the ownership and preservation of older machines.

1. A rare enduro version. A Maico two stroke machine which has a strong following in the off road fraternity. We believe this one to be a 250cc version Bid price \$4,000.
2. a Honda XL 350. Some work required on the electrics. We have two exhaust systems for this bike. One is a stainless steel after market system worth \$1,000. Both will go with the bike. Bid price \$2,500
3. a. Matchless G3 350. Rusty but mainly all there. Bid price \$1,500

Photos of each machine on right. Viewing can be arranged with the Parts Guys.

The ballot will be drawn at the February 2024 General Meeting on February 7th.



MADDINGTON UNIT: The Maddington unit has been undergoing quite a bit of a transformation lately. Shawn Viceili reported that the parts stored in the unit have been sorted and stacked neatly, giving much more room for normal operations. Steve Hill has been busy refurbishing the covered trailer, ready for sale and Richard Argus has supplied some surplus racking. In addition shelving has been purchased for storing archives of magazines, books and club documents. The old couches currently in the unit will be disposed of soon to make more room. In addition security fencing is being installed at the complex.

NOTICES

CLUB HISTORIES: the Club will soon be doing a limited print run of the Club Histories. There are three volumes, A4:

Volume One - Club History up to end of 2009 - 180pp

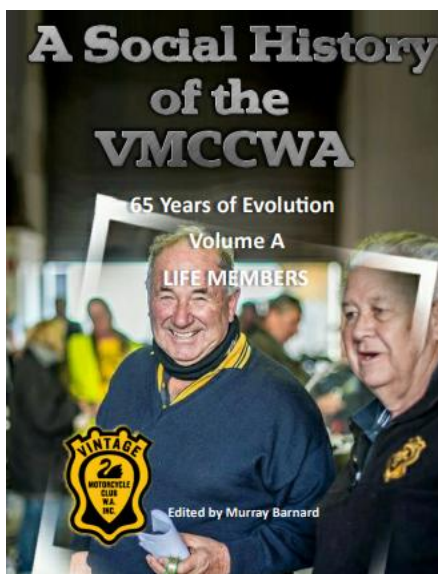
Volume Two - Club History up to end of 2022 - 274pp

Volume three - Life Member Profiles - 144pp

Cost of printing is not known yet, but the larger volumes are expected to cost at least \$50.

Enough copies, at present, will be printed for Club, State and national Libraries plus a number of presentation copies.

If interested in getting your own print copies please let Murray Barnard know by 14 Feb 2024 on 0434215665 or at cobrat500@gmail.com.



LOUNGES - FREE TO A GOOD HOME: the Club Unit has 3 lounges surplus to requirements. Suitable for Man Cave, shed or patio. Contact Stephen Hills. The lounge chairs can be seen in the background of this photo of synchronised BBQ flipping.



CLUB WEBSITE ACCESS: Every year the vmccwa.com Club website access code is updated. The 2024 passcode is on the membership slip for 2024. If you haven't got a membership slip then contact the membership secretary, Mario Cudini on membership@vmccwa.com or call 0418212863. Life members and Active Senior members who have not submitted an annual renewal form are at risk of not having a 2024 membership slip. Unfinancial members do not have access.

MEMBERSHIP MATTERS

VINTAGE CHATTER PRINT SUBSCRIPTIONS:

As at 21 January 2024, the following Active Senior Members had not renewed their print Chatter subscriptions for 2024. If you intended to continue to receive the print Chatter, please send the appropriate payment asap to the membership Secretary:

Allen Barnes; Albert Kalajich; Kevin Kerr; John Laurance; Richard Matthews & John Van Bockmeer.

UNFINANCIAL CONCESSIONAL LICENCE HOLDERS:

As at 21 January 2024, the following members are recorded as unfinancial and in possession of a concessional vehicle. These machines cannot be used on the road and the full license fee must be paid to retain registration. If you believe the record is incorrect, please contact the membership secretary.

404/C4C: Casey Gilbert, Chris Johns, Simon McGrath, Benjamin Stratton and Karst Van't Sant.

UNFINANCIAL MEMBERS: As at 21 January 2024, the following members have not renewed their membership for 2024. If you believe the record is incorrect, please contact the membership secretary.

Barlow Trevor, Barnes Paul, Brittain James, Burgess John, Davies Barry, Eames Kristoffer, Eames David, Evans Gregory, Flynn Vincent, Frizell Richard, Gaunt Kym, Gilbert Casey, Gransden Laurence, Gransden Jason, Hawkins Ron, Henry Tim, Hicks Martin, Johns Chris, Mason Andrew, McGrath Simon, Milner Warwick, Newson Brian, Palmer Mark, Read Victor, Russell Raymond, Schonberger Maya, Stewart Mick, Stratton Benjamin, Van't Sant Karst, Watzek Michael, Willmott Robert & Young Philip.

RED DUST REVIVAL - LAKE PERKOLILLI - 2022 - ON THE BIG SCREEN: Nigel Quick of the television show, Desert Collectors has finally completed his documentary film of the 2022 Lake Perkolilli Red Dust Revival.

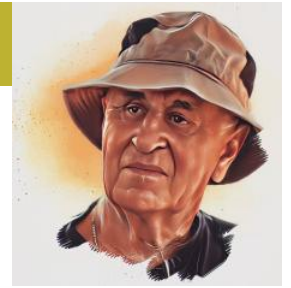
This is the first time that a Western Australian historic racing event has been the subject of its own stand-alone documentary. The documentary, "Desert Collectors Red Dust Revival 2022 at Lake Perkolilli", was funded by Nigel with the support of the Lake Perkolilli Motor Sports Club Inc and notably, unlike big budget film projects in WA, it was done without any government funding.

Nigel has booked the biggest theatre at Luna Leederville for the World Premiere of his film. This is a "one night only" event and as at 14 January, less than 70 seats out of 470 put on sale are still available.

If you would like to see the Red Dust Revival on the big screen then bookings must be made at: <https://events.humanitix.com/desert-collectors-red-dust-2022>

It is at Luna Leederville, Cinema 1, 155 Oxford Street, Leederville WA on Sunday 24th March. Things kick off at 7:15pm. The doco is 75 minutes in length. There will be a pop up bar in Cinema 1 until 7:45pm. Cost is only \$20 plus booking fee.

Greg Eastwood



VALE: Dick Taylor. Born in Kalgoorlie Dick was one of three brothers, Sid, Dick and Don, all of them rusted-on Velocette enthusiasts, true Velo fellows. Dick's first experience with the breed came in 1947, when he bought a non-running Velo, then pushed it all the way from Bassendean to home in Shenton Park. That effort bonded him for life with Hall Green's finest. Dick was a very active member of the Velocette Club of Australia, his efforts rewarded with Life Membership. He was also a keen golfer. Dick studied metallurgy, demonstrating real talent for the subject. He opened his own testing laboratory, and soon developed a world-wide reputation for his non-destructive testing technique. The U.S. Navy flew him to Washington on one occasion, to give evidence in the trial of a supplier.

The true love of his life was Connie, and their four daughters. Connie was always introduced as "my girlfriend" in preference to "my wife." Dick's membership of our Club ended when Dick and Connie bought a nice home in a retirement village in Eaton, membership of the local Club followed. Dick was ninety-four when he passed away, and will be remembered for his knowledge, nice nature and humour. *Adrian*

My Father, Dick passed away peacefully on 19.11.23, at 94 years of age, in Eaton. He would be the first to say he had had "a good run", however he will be sorely missed. Dick loved the motor bikes and had been riding until the age of 93 years. The family would like to pass on our thanks to the Vintage Motor Cycle Club WA for their camaraderie and club events that Dick thoroughly

enjoyed. Thank you for your kind assistance, warm regards. *Gail Williams (Daughter)*

VMCCWA XMAS CHEER

DONATION: On December 11th, Steve Hills and I had the pleasure handing over thirteen fully serviced kids' bikes, and the contents of our Christmas Cheer Bins. I asked the Salvos if they had a pick up service, as I'd sold my van; they have, Steve, the truck and I arrived within one minute of each other. Edith Jones, of the Salvos, thanked our Club profusely for our efforts, with particular mention of the bikes. It's not hard to imagine how much pleasure a destitute mother



and her child, who could never afford to buy such, derive from the relatively small amount of work and expense we contribute. A big THANK YOU to those members who did just that, you bring credit to your Club. It would be nice if a few more could do likewise, it's not hard. Our best year was 2017, when 43 bikes changed Christmas for 43 families. Something to aim for! Since the start of the programme, we've changed 225 Christmases, that's substantial.

James Morris Forster - *Jim passed away last year and in memory of a long term and valued member of the Club, we are reprinting a profile on Jim prepared by Adrian White many moons ago:*

Kellerberrin gained one more (small!) citizen when, on October 13, 1918, Sydney and Frances Forster announced the arrival of their second child, to be christened James Morris. In 1918, times were tough. Children at a very early age were expected to do a share of the work around the farm and education in any formal sense was often a low priority. Jim's education, in his words, was "woeful." Glen Luce School was nine miles south of Kellerberrin and Jim didn't begin there until he was ten years old. One lad at school was the proud owner of a pushbike. He and Jim were pretty good mates and this amiable boy was happy to share the bike with Jim to and from school. Eventually he offered the bike to Jim for £3, and after a family expedition to "check out how good this bike is," the £3 changed hands and Jim was mobile! There was a down side though. Adding insult to injury, the bike seller turned up at school on a very old, single speed belt drive Triumph motorcycle. It went well, and the lad had purchased it locally - for £3!

Naturally Jim had a ride on the Triumph and loved it. A horse driver on the family farm had a Douglas which Jim observed parked, with the owner way out on the farm. This was an open invitation to a budding motorcyclist, so, with mother in town shopping, Jim did a lot of miles up and down farm tracks, brushing out the tyre tracks with a leafy bough. A much faster Norton replaced the Douglas - Jim enjoyed that too!

By now, the country was sliding rapidly into the gloom of depression, money was almost non-existent and out of necessity, Jim was told, at fourteen years old, to take two weeks from school and help with the shearing. The two weeks shearing completed, Jim never did return to school but instead became a full-time farm worker, driving a seven horse team among the other myriad tasks involved in farming. Sydney suffered a very nasty cut to his leg during this time, it became septic and to save the leg had to spend quite some time in hospital. Meantime, the crop was fit and had to be harvested or lost, so fifteen year old James took the crop off with a cranky old harvester drawn by five horses. His natural mechanical aptitude enabled Jim to keep the machine operating, but when father returned from hospital Jim told him he'd only take off next year's crop with a new harvester. This machine, a Sunshine, was duly delivered and next season saw five hundred acres harvested in fine fashion. Running teams of horses was time and energy consuming. The farm was three miles long so working near the extremities meant camping out rather than waste time travelling. Tractors became quite common and after plenty of urging from Jim the Forster farm purchased a rather run down, non-going Twin City which Jim then had to strip down and repair. This he successfully did and their £35 tractor served well enough.

By 1937 the original farmhouse was beyond economic repair so the decision to build was made for the family, but if you're the Forster family you don't just find a builder. You make your own cement bricks, all six thousand of them, any time you have a spare moment, and then find a bricklayer, a carpenter, a plumber, several shovels (worn out making cement for bricks), your sons as labourers and £600. House built!

By now it became obvious that war was inevitable so Jim joined the C.M.F., his unit the 25th Light Horse Machine Gun Regiment.

Jim had been driving the family model T Ford since aged eleven, but as soon as he reached the minimum licence age of seventeen, Sydney insisted he go and apply for a driver's licence. Jim drove into town, parked the car around the block and walked into the Police Station. "Can you drive?" barked the sergeant "A bit" said James. "Of course

you can boy, I've seen you heaps of times, where have you hidden the car this time?" Licence obtained!

The motor'cycle bug had bitten though, and Jim managed to persuade father it was time he had a bike. An expedition to Perth produced a B.S.A. with saddle tank and total loss oiling. It was time for a holiday so Jim asked for £10 holiday pay, got £6 and set off on the trusty B.S.A. for a fortnight's tour of the South West, going as far down as Albany and having a wonderful time. Shortly after returning to work he traded the B.S.A. on a Calthorpe sloper 500 but the £30 price tag on the new bike meant his farm income needed to be topped up. He'd learned to shear sheep as part of farming and so put this skill to profitable use earning £1.5.00 per 100 sheep. At eighty sheep per day this was very hard work, but very good money and the Calthorpe was soon paid for. That bike was then traded on the only new motorcycle he's ever owned - a VB Ariel 600, a beautiful machine costing £99-10/-.

Sadly, his pleasure was to be short-lived. The War Department resumed his pride and joy, gave him £60 and he never saw his beautiful bike again. Before losing his Ariel, he and around eight other local lads often met in the town on a Sunday and together went for a ride together. These young men also noticed a distinct lack of enthusiasm from mothers of young women once a motorcycle appeared, and several potential romances never got off the ground as a result of this prejudice.

Jim used his bike on the farm as transport and during sheep moving. Father was somewhat apprehensive about the latter, believing the sheep would be unduly frightened by this noisy machine but soon saw the virtue of a two wheeled horse and eventually bought a James. His favourite sheep dog proved a very willing passenger on the tank and the bike was pleasingly economical. The Forsters were then first in the district to use motorcycles in this fashion, today the norm. Jim's mechanical knowledge had him repairing bikes for others not so gifted.

One notable character in Kellerberrin was the local power line maintenance man who used a BSA Sloper solo as his transport on the job. Remarkably, he carried an eighteen foot ladder on one shoulder whilst riding; the ladder moved around a bit but he was never known to have fallen off the B.S.A.!

Aged nineteen, Jim enlisted in the Army and soon he was a Lance Corporal in a Transport Regiment who's brief was to fix and maintain a fleet of vehicles and to teach everyone in the regiment how to drive the various vehicles. This lasted two years, then Jim transferred to the Air Force as a founder member of 77 Squadron, to become an airframe fitter, a job much suited to his abilities. He worked on an

enviable array of aircraft, including Tiger Moth, Anson, Kittyhawks, Swordfish, Battle, Vengeance and worked assembling the first MK VIII Spitfire in Australian service.

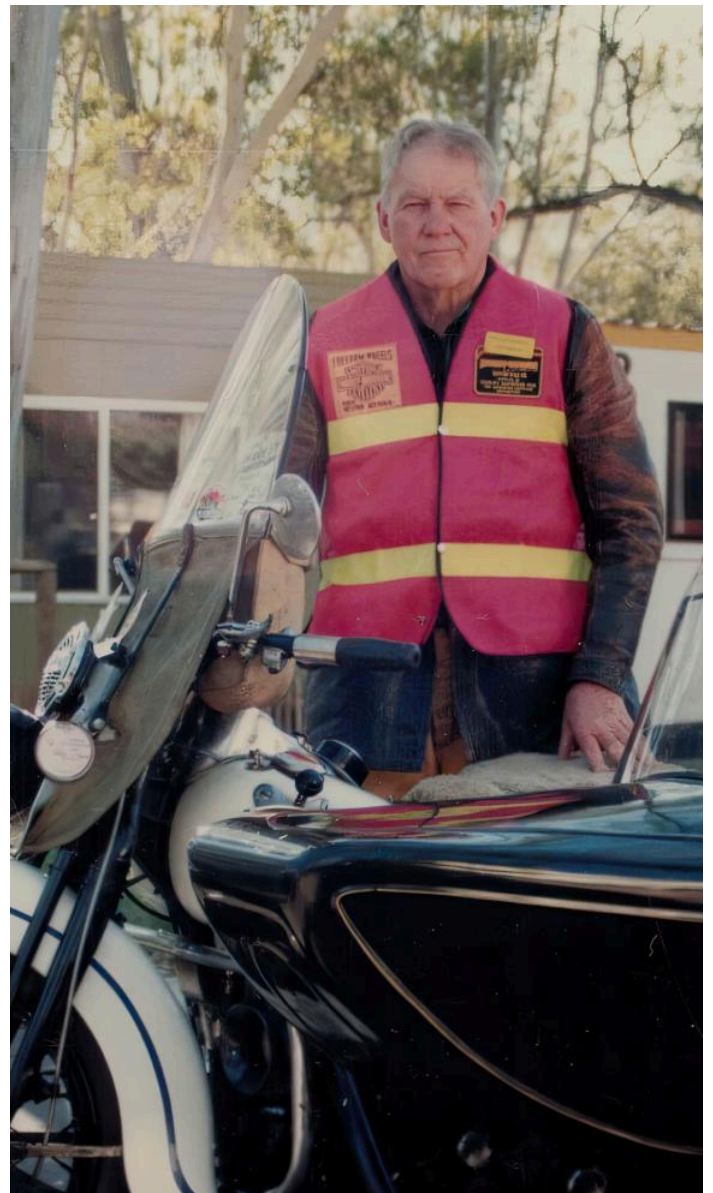
A posting to 86 Squadron took Jim off to the war, to Dutch New Guinea, servicing Kittyhawks. The Japanese were making a determined effort to reach Moresby, they'd been stopped at Milne Bay, and on the Kokoda Trail after bitter fighting and were intent on a very sneaky move down the West Coast where they brutally took over native villages and installed their own garrisons. This move was spotted so the Americans built an airstrip on a swamp in a strategically suited place and General McArthur himself requested 86 Squadron be posted there to deal with the menace. This task was accomplished - the Kittyhawk carried a 120-gallon belly tank and the most effective technique was for the lead aircraft to drop its full tank on the Jap garrison, the following aircraft would then strafe with incendiary bullets and thus wipe out the target. But it was twelve very hard months living on a swamp in a tropical area with all the vermin and disease you'd expect was bad enough, without the Japanese frequently bombing and strafing the camp.

Eventually, sanity, and peace, prevailed. By then Jim was working with a squadron of Dakotas ("Goony Birds") and these wonderful aircraft were fully employed ferrying medical supplies and food to New Guinea and Japanese occupied islands up as far as Singapore, and returning with about twenty-four sick, beaten and emaciated ex prisoners-of-war each trip. Seeing the results, first hand, of Japanese inhumanity to other human beings profoundly affected Jim, and this sad procession of battered and broken men haunted him for a very long time. Whilst Australia went wild celebrating peace, the hard working Dakota squadron were totally absorbed with their given task and so completely missed out on the euphoria. When, finally, Jim was discharged four months later, the country had settled down to a normal, but very spartan way of life.

Sydney Forster died during the war, leaving Jim with a one third share of the farm. However, despite the best efforts of his mother and brothers, it was no longer the farm he'd left to go to war. Reluctantly, Jim abandoned his hopes of studying diesel engineering (he'd done some study by correspondence) and returned to the farm. The challenge to revive the run-down business was absorbing and Jim settled down. During 1950 he fell in the shearing shed, seriously damaging his elbow which required a spell in Kellerberrin Hospital. There was a very silver lining to this cloud though - Jim was cared for by a delightful young nurse named Chloe, who became Mrs Forster, that same year.

It was decided to sell the now very viable farm in 1974 and from the proceeds Jim and Chloe bought a house in Safety Bay. Jim had ridden motorcycles as farm transport throughout his life but now he was able to truly indulge his passion and restore some old bikes, with one priority to build an Ariel VB identical to the one he lost years ago.

One 10/12 Harley he restored had a sad, history. The original owner and his fiancée were both killed when they came off second best in an altercation with a car. The distraught family threw the severely damaged bike in a shed where it lay for years. A neighbouring farmer eventually acquired the wreck and "straightened it out" with the back of an axe and a blowtorch for use on the farm. One day in the paddock the Harley sank up to its belly and there it stayed for twelve months. Jim's opportunity to buy the machine came when its owner was holidaying overseas and needed money. It's become a good bike for Jim after a very major restoration and a WLA and sidecar he also restored, took him across Australia on the Overlanders Rally. He built his Ariel VB too, totally authentic and a handsome machine it was



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:

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 - 92932093, Sec : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0418 933 535. 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

APPROVED CALENDAR EVENTS - FOR ALL CLUB MEMBERS

Wednesday - February 7th - Monthly Meeting at Wattle Grove - Meeting at 8pm - Chris Cooke Presentation - on his recently restored and road licensed Manx Norton.

Sunday - February 18th - Gibbo's Run - Meet at 3 Lenore Street Rileystone 8.00am for refreshments. Leave at 8.30am . 100km ride through the hills via Jarrahdale to Pinjarra. Backup provided . Contact Eric Gibbons 94961508 or 0457279633

Sunday - February 25th - Old Forkers - hosted by Pre 31 Section. 7.30 start at the club rooms Hale Rd and return about 9.00 am for BBQ breakfast. All welcome to come on the ride or just take in the display. Bring your oldest bike. The theme for the day is BSA Bantam. The run and breakfast will be provided for a \$5.00 donation. 7.30am for 8.00am start. Enquires Ken Vincent - 9293 2093 or 0439 294 366.

Wednesday -March 6th - Monthly Meeting at Wattle Grove - Meeting at 8pm - Shawn Viecele presentation on Ambassador motorcycles

Sunday - March 17th - Old Iron Swap Meet & Display - Cannington Exhibition Centre. (See details over page)

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

Sunday - April 14th - Roley TT - ride through hills followed by BBQ. Great roads through the hills to Churchmans Brook Dam Bedfordale where refreshments and a BBQ will be available from the Club Events Trailer, available on site thanks to Stephen Hills. Assemble 9.00am, depart 9.30am, at the start line ,which will be at Keith Weller's, 122 Bushmead Rd, Hazelmere. Plenty of parking for trailers. Contact: Murray Barnard 0434215665 ildottore@iinet.net.au

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

Sunday - May 12th - Economy Run - Details to be advised - Contact Jim Douglas - 94016763 - treasurer@vmccwa.com

Sunday - May 19th - Distinguished Gentlemen's Run - Details to be advised - Contact Stephen Hills - 0413678604 - steve.mag@icloud.com

EVENTS

The Old Iron Motorcycle Swap Meet is on again - 17 March 2024 at the Cannington Showgrounds.

This event is the major fund raising activity for the Club and we need your help to make it work.

Remember also that the swap meet is a public relations exercise and an opportunity to showcase the club. It won't work without your assistance, so please get involved.

Volunteers: We need volunteers to help with managing the displays, the gates, catering and the swap meet. Volunteers will get free entry to the Show and a free brunch and drink. The more volunteers we get the shorter the shifts will be. If you can help in any way please email or phone Stephen Hills. A post show BBQ will be held for volunteers at a date to be advised.

If you can help in any of these areas please contact the team leaders as follows:

Gate team: Neil Freeman
Main display hall: Richard Argus
Sausage Sizzle: Jeff Sanders

Obviously we need people in all areas so some rostering will be required.

Machines for display: No machines, no display. Please bring your machines to the Show. To help manage the main hall please register your machines with Murray Barnard by email or phone - 0434215665 or cobrat500@gmail.com. Details required are: Machine/s, make, model & year.

You can enter more than one machine. Please register as early as possible. Anyone displaying a bike will get free entry to the Show and be eligible for a trophy..

Machines can be delivered to the Showgrounds on Saturday from 11am until 5pm. Machines stored overnight will be secured and several members of the Club will stay overnight to ensure security.

Machines can also be delivered for display on Sunday morning from 6.30am until 8am. For reasons of security machines cannot be removed until 12 Noon on the Sunday.

Vintage Motorcycle Club of Western Australia

Old Iron

Motorcycle Swap Meet & Display

17 March 2024

Cannington Showgrounds
cnr Albany H'way & Station St

Sellers - 7am entry
Buyers - 8am to Noon

More details at vmccwa.com/classic

50TH ANNIVERSARY TWO DAY RALLY 9TH AND 10TH MARCH 2024 - Indian Harley Club

This event is open to members of the VMCCWA. Machines ridden must be over 25 years old. For more information see the Information Pack online on the IHC website - ihc.asn.au. On the 9th January 2024 the Entry Pack for posted registrations will be available and Online Registrations will open.

Please direct any queries about the rally to Glenda Patterson on 0417018225 or Bert Sykes on 0400799947.

Registrations (limited to 240 riders) open on the 9th of January 2024 and close on the 9th of February 2024. Definitely no entries accepted after this date, or on the day of the rally.

The rally this year features a new timing system so that riders do not have to stop at checkpoints, a new larger covered marquee, additional tables & seating to give people more room to move about and a new PA sound system to give better sound coverage of the larger area.

RESTRICTED EVENT

ROARING TWENTIES RUN: 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. Only open to machines manufactured prior to 1931.

Chairman's Meet & Greet: This annual event was held at the Canning River Cafe, Kent St Weir, Wilson on 21 January 2024. A fair turnout of machiens on a fairly good day at a nice location by the river. *Pics by Jim McGregor.*



MEET & GREET



MEET & GREET



MEET & GREET



Photos by Richard Argus



BOXING DAY BBQ



Photos by Colin Hankinson



NORTHERN SUBURBS XMAS BASH



Photos by Stephen Hills



DAM EARLY RUN



Damn good run yesterday morning! Big thanks to Steve for his organisation and hard work, Murray who donned his apron and cooked and cleaned, and Colin who took care of the back up (and Johnny Rotten). Weather was perfect for a ride; lots of chat, smiles and a hearty breakfast. Great to see so many turn up. Photos by Richard Argus



MINUTES for VMCCWA Monthly Meeting – 6th December 2023

Held at Wattle Grove commencing at 8 pm. Chairman: Les Vogiatzakis, Secretary: Richard Argus
Apologies: Steve Hills, Lat Fuller, Murray Barnard. Members Attending: - 39

1.- Microphone Usher: - John O'Brien. **2. - Visitors:** 5 visitors - Max Legget, President of the Machinery Preservation Club. , Warren Cartledge, Paul Meadwell, Stewart MacPherson and Brian Hill.

3 - Welfare report - Adrian White - Peter Lawson is having a double knee replacement. Dick Taylor died. He was a world-renowned metallurgist. Jim Forster has died. Ian Whitfield knocked off bike, damaging his knee and elbow.

4. -New Members applications - Mario Cudini – Membership Officer: August 2023 summary of approved applicants. The following applicant was approved by the board. George Alexander Godycki-Cwirko.

5. – Chairman's Report – Les Vogiatzakis - Merry Christmas to all members for the Festive Season. 2023 has been an interesting and memorable year. I was told 12 months ago I would never ride a motorcycle again, and I rode my Triumph to this meeting. Motorcycle books & magazines which are excess to the library's capacity will be retained and stored in the Maddington unit.

6. – Secretary's Report - Richard Argus - Congratulations to the re-elected club officers, and new and re-elected committee members. Thank you to Murray Barnard who used his initiative and time to produce the Structure Chart for our club, and the club's on-line Honour Board. Barry O'Byrne has been invited by the committee to rejoin, and he has accepted.

Inwards Correspondence - Sherwood Strata: 4 Malcolm Rd property - Unit 1 seeking SSM to repair gutters; response was that gutters are unit holder's responsibility. Confirmation that Maddington Smash Repairs will pay for signage. Minutes for EGM held on 2nd October. Dept of Mines: Incorporated Associations Particulars for FY 23 (Via Jim Douglas). CMC: Flyer re Northam Vintage Swap Meet (Sunday 18th Feb 2024) Baptist Care Gwelup (Fiona McKenzie): Requesting a visit from VMCCWA to display bikes.

Isla McRobbie: offering free motorcycling magazines; accepted and collected by Barry O'Byrne. Certificate of Appreciation from Perth Children's Hospital Foundation for the club's donation of \$300.

7. - Finance Report - Jim Douglas - The Auditor's report on the club's accounts was presented at the last meeting; members were asked if they had any questions about the findings. No questions from the floor. For the year up to 30th November the trading income was \$11,200. Cost of Sales was \$8,600. Net profit was \$2,627. Other income: \$22,000 from members fees, a grant of \$650 from Synergy towards the cost of power at Hale Road premises (sub Metered from Car Club). Operating expenses were \$10,800. The net profit for year to date was \$16,000.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; *Communications Officer* - No report

8.2 Library report Ken Vincent, Librarian - Not a lot happening. Keith donated several Yamaha Spare Parts books. A quantity of books needs delivering to the Albany section; please contact Ken if you are able to make the delivery.

8.3 Spares report: Chas Bayley, Spares - Spares are selling steadily, averaging \$1,000 / month.

8.4 Registrar's Report: Lat Fuller
From Full license to 404 - Norton Dominator, BMW R90/6, Moto Guzzi Daytona, Honda XR600R, Honda CBR600F3, Yamaha WR250Z, Honda XL500S, BMW R1200RS, HD WLA, Norton Manx, BSA A65 & Yamaha DT80.
Transfer of Ownership – Kawasaki CR900 and Norton ES2

8.5 Dating Officer's Report: Maurice Glasson - 1964 Manx Norton for Chris Cooke

8.6 Dating Officer Post 70: Jeff Sanders - Over the period November from 1/11/20223 to 6/12/2023. I have processed 8 machines, all of which were to be transferred onto 404 Concession. One BSA, four Honda's, one Moto Guzzi and two Y a m a h a s .

8.7 CMC Member Representative: Les Vogiatzakis - I will be attending the next meeting (Monday fortnight). If anyone else is interested in attending, you will be most welcome and find it interesting to observe how other affiliated clubs operate.

9 Events Coordinator: Stephen Hills

9.1 Events Past - Nov 15th Aged Car visit Gwelup. There was a great turn out of members for this event. A small effort by members resulted in an enjoyable morning for the residents at the David Buttfeld Centre. We hope to have more of these visits throughout the coming year. If anyone knows of a member or someone who has a connection to the vintage motorcycle community and is in a care facility and would benefit from a visit, please contact me with details. November 18 & 19th Gypsy Tour Denmark and Albany, 32 members and partners enjoyed perfect weather and the hospitality of our Albany section. Special thanks to John Mulrennan for the use of his vehicle for backup. I must mention Richard Argus and George Loverock took out 1st and 2nd prize in the Raffle Rally on the Saturday afternoon. November 26th Old Hotel Run Spencers Brook - Organised by Jeff Sanders December 3rd Dam Early Run - 25 members enjoyed a scenic ride around the dams in the Perth Hills then returned for a hearty breakfast at the Jack Healey Centre Kalamunda. Many thanks to Murray for the assistance with cooking and Colin Hankinson for backup duties.

9.2 Events Future - 26th December Boxing Day Breakfast at Mundaring Weir; this is an open event. Note.

10 Regalia Report: Andrew Hobday - Nothing new to report apart from good sales tonight, prior to the meeting.

11. General Business.

Ken Vincent advised there was a vendor at the recent Velocette Rally East who was offering Alton electric starter kits, and electronic Magdynos. Contact Ken if interested. John O'Brien reminded members that donations to the Salvos Christmas Appeal (organized by Adrian White) will be closing next week. Thanks to Art Wolden who has restored 5 bikes and donated them to the cause.

12 Bits & Pieces. Chris Cooke is seeking a centre stand for a garden gate Norton.

The meeting closed at 9.00pm.

MINUTES for VMCCWA Monthly Meeting – 3rd January 2024

Held at Wattle Grove commencing at 8 pm.
Chairman: Les Vogiatzakis, Secretary: Richard Argus.
Apologies: Bob Cary, Jim Douglas, Murray Barnard, Mike Blake. Members Attending: - 31 - **Microphone Usher:** - Colin Hankinson.

1. - Welfare report - Adrian White: Ron Chave is going into care. His wife Trish is not well either. Ian Whitfield is recovering from

his crash after the Dam Early Run and will be OK. Dick Taylor died at the age of 94. His family said he enjoyed the camaraderie of our club. He was a well-known metallurgist and Velo fella; purchased a Velocette which failed to start, so pushed it home from Bassendean to Shenton Park. Peter Lawson has had both knees replaced and is recovering well. Earlier today during a coffee run, Jim Douglas fell when avoiding a speeding tradie on a roundabout. Jim reports he is OK apart from a sore ankle. His Honda CB400 is also OK except for bent handlebars and other minor damage. The tradie was suitably remorseful. Thanks to members for supporting the Salvos Christmas Appeal. We donated 13 bikes, and other Christmas cheer. Our best year was 2017, when the club donated 43 bikes.

2. –New Members applications - Mario Cudini – Membership Officer: A big thank you to the members who renewed their annual fee promptly and before Dec 31st. Very importantly this ensured our compliance with DoT requirements and didn't impinge on my family time over Christmas.

3. – Chairman's Report – Les Vogiatzakis: Happy New Year to all members. Old Iron and swap meet will be held on 17th March. We need bikes for the display in the main hall, and volunteers to help run the event. Please register your bikes on the club web site, and contact committee members if you can assist on the weekend.

4. – Secretary's Report - Richard Argus: Maddington unit: a few people have been putting in a lot of effort (thanks Shawn and Chas in particular) and it is much tidier. Steve Hills has focused on getting the trailer ready for sale. Installation of the security fencing around the property has commenced. Old Iron is upon us on 17th March; we need bikes for the display hall, and volunteers. There are only a few months to go. Bike Ballot: Bids have been received for the Maico and Matchless; no bids for the Honda XL350. The ballot will be drawn at the February meeting.

Inwards Correspondence – Nil, Outwards Correspondence –
Dept of Transport – seeking clarification of eligibility for use interstate and / or overseas.

5. - Finance Report - Jim Douglas: Ballot: We have three bids so far for the motorcycle ballot we announced before Christmas. The ballot will be held at next Month's meeting. Financial Report for the year-to-date 31 Dec 2023, Trading Income: \$14,032, Cost of sales: \$8,655, Other Income (mainly members Fees): \$32,110, Operating Expenses: \$13,376, Net Profit: \$24,111

6. - Reports.

6.1 Spares report: Chas Bayley, Spares: Unfortunately for Bob Cary, he contracted Covid whilst on holidays.

6.2 Registrar's Report: Lat Fuller: From full license to 404 - BMW R1200RS, Honda CBR1000F, Honda VTR1000F, Harley D FXDWG, Suzuki T500 Mk2. **New rego to 404 -** Yamaha DT80, Kawasaki H1 MachIII.

6.3 Dating Officer's Report: Maurice Glasson: 1954 Royal Enfield Clipper for Glen Bickley, 1941 BSA M20 for Damien Martin. Two machine appraisals of a 1995 and 1997 Honda were also carried out for William Cunningham.

6.4 Dating Officer Post 70: Jeff Sanders: 1969 Suzuki T500 MK2 for Michael Dagless. From 1/11/2023 to 3/01/2024. I have processed 9 machines, all of which were to be transferred onto 404 Concession. One BSA, four Honda's, one Moto Guzzi one Suzuki and two Yamaha's.

6.5 CMC Member Representative: Les attended the December meeting of the CMC and informally raised using concessionally licenced machines outside of Western Australia. The general response was that as a club event it is acceptable

when it follows the Code 404 Handbook and is an approved Club Event. Inter-state and overseas regulations must be observed, and they differ. Les confirmed to the CMC that he advised the CMC President that the car show was a clash with Old Iron on 17 March 2024. Prestige Events, contracted for the car show events management at Ascot Racecourse had withdrawn their service for the event and booking. The acting chairman postponed a decision to the sub-committee until after 3 January 2024 pending advice at the February meeting if the event to proceed.

7 Events Coordinator: Stephen Hills

7.1 Events Past: Little to report other than the Dam Early Run had more than 30 attendees and was a great event. Ken Vincent spoke about the Boxing Day Breakfast; it was disappointing that attendance was well down on previous years; only 9 riders.

7.2 Events Future: The Chairman's Meet & Greet is the next event. It will be held at Tomato Lake in Kewdale and urged all members to ketchup. Reminder that Old Iron is a premier event on our calendar and is fast approaching; volunteers and bike registrations are urgently required..

8. General Business.

Steve Hills – feedback from Ian Whitfield regarding how touched he was by the "Get Well" card that the club sent whilst he was in hospital. Steve also thanked Adrian White.

Adrian Hobday asked about the nature of the letter sent to DoT re legality of riding concessionally licensed bikes on interstate and overseas roads. Richard Argus responded that the department has been asked to confirm whether the WA concessional licenses will comply with interstate and overseas laws.

Chas Bayley requested that the question be asked of the CMC why the states don't adopt uniform regulations regarding concessional legislation. Les advised that the states are all different. Colin Hankinson noted that for fully licensed vehicles the case is different. Chris Cooke asked how the issue of compliance for concessionally licensed bikes was managed during the recently attended Irish Rally. Ken Vincent responded that insurance was taken out when in Ireland.

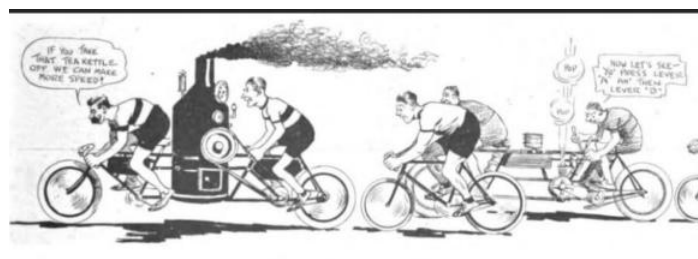
Ken Vincent advised that this year's Old Forkers run will be an open event, and all club members were encouraged to participate. The theme this year will be the BSA Bantam.

Jim McGregor advised that the Jurien Bay run will be held again, on 27th April, with an overnight stay at Jurien Bay and returning on 28th. Ian Boyd's famous collection of Vincents will be viewed on Saturday afternoon. Contact Jim to confirm your attendance.

10 Bits & Pieces.

Eddie Kirby is seeking a clutch cushion drive for a CB400 / 4 Honda. Jim McGregor requires an electronic ignition for a 1974 Kawasaki H1. Shawn Viecele is seeking a 2 valve Jawa speedway bike circa early 1970's.

The meeting closed at 8.42 pm.





Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com, Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au, 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 the Amity Quay at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Amity Quay at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

Bikers take to the streets to raise cash for the Salvos



Michal Reynolds, Emma Killick, Dallas Tennant, and Ann Killick.

STUNNING MESSAGE
Albany bikers took a colorful and festive ride to the streets on Saturday to raise cash for the Salvation Army's appeal. The ride was a success, with many bikers and their families taking part. The ride was a success, with many bikers and their families taking part. The ride was a success, with many bikers and their families taking part.



Amara Smith and Jordan Tennant. Photo: Jane Brown



Father Christmas with the Vintage Motorcycle Club of WA, Albany section treasurer John Berra, Suburban Army's Catherine Johnson, and Suburban club president Lynton Morgan. Photo: Lynton Morgan



Edna Chan leads the way.



Erin Page



Morgan Fiander and Adam Smith.



Wyn Fiander in his Koratelli the King helmet.



Sam Macklin



Wyn Fiander



Peter Tom-Pearce



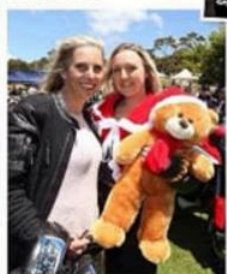
Paul Davies-Rod and daughter Isabella.



Bernie Smith and Lynn Morgan.



Kath Hadden and Lyn Macklinson.



Elva O'Brien and Amy Park.



Michael Wright

Albany Advertiser's 2-page spread



Saturday 9th December's 37th charity run for the Salvation Army Christmas funds appeal. Over two hundred and forty motorcycles, trikes mini bikes, posties, and scooters took part in superb weather conditions. The route was ridden a little slow this year, but no problems were incurred during the event. But the great news is that over six thousand dollars was raised for the needy this Christmas, and also the truck was half filled with donations of toys, toiletries, games etc. Over one hundred and thirty applications have already been received, for help over Christmas this year, to this great charity organisation, the Salvation Army. All motorcycle riders of all shapes and sizes, who took part, should be immensely proud of this great result and I can only say, Well done to all involved in the running of this event. Special thanks go to the West Australian police force, Section members for marshal duties, Santa for well over twenty five years participating and all of the Salvation Army staff one more for his outstanding effort, Lynton

What a fabulous effort by the Albany Section, such a credit to the Club. Well done. Ed.

GENERAL MEETING Albany Section - VMCC WA - 4/1/2024

PRESENT – 10, APOLOGIES – 9

PRESIDENTS REPORT – Good outcome from Charity Run - both in terms of facilitating and fund raising for the Salvation army and the Albany section. \$6000 raised by the Salvos (including our \$500 donation), plus dry goods and toys. All badges sold. 240 Motorcycles attended. Thank you notes sent to all parties who helped to organize.

PREVIOUS MINUTES – Moved that they are a true and correct record, John Banks, Sec. Graeme Wroth. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES – Poker run March 12 - Loyd Elliot. Discussion regarding possibility of increasing Salvo Charity Run donation beyond \$500- To be reviewed at a future meeting.

CORRESPONDENCE OUT – (Lynton) Jim Douglas / Murray Barnard, Thank you cards - Charity run – Santa, Police, Anna Kiddle (CoA) Karen Armstrong

CORRESPONDENCE IN – None

Moved that correspondence be endorsed, Phil Ramsden, Sec. Ian Redman Passed

TREASURERS REPORT –(See Johns Banks summary) . Overall, the Albany Section is very sound financially with a end of Dec. closing balance of \$8494.30. Moved Graeme Wroth ; Sec. Ron Hawkins – That the treasurers report be accepted. Passed

LIBRARY – Nil

MACHINE INSPECTION – Lynton Morgan – A. Duncan 1997 BMW R1100GS -Club Lic

GENERAL BUSINESS

- 1) Charity ride photos (2) framed and place in clubhouse.
- 2) Vintage and Classic – Oldest Bike ride Sun 7 Jan. – To meet at Mercer Rd, 10am – Not Amity
- 3) Club Runs – (Lynton) As previous meeting) Discussion re Mother's Day ride – To stay on Mother's Day 12 May
- 4) June Calender - (Lynton)
- 5) John Banks – Parking Cones – 15 required , to be determined



Moved that an Honour Board be acquired to display Club Chairs, Sec Graeme Wroth . Passed .

Discussion regarding a ride to John Summers collection _ Date to be determined

John Banks proposed that the concrete ring on the eastern side of the Clubhouse and several dead peppermint stumps be removed to free up space - it was determined that this is the province of the Chalet Committee – and that they be requested to endorse. Any possible cost to be referred to the Albany Section VMCC prior to proceeding.

6) A. Duncan – Gave brief report regarding suitable coffee machine for the Chalet . Approx. \$1200
Suggested that the Club needs to have a priority/ goal setting session regarding utilization of Club Funds

Meeting Closed at 8.45pm

Andrew DUNCAN.



VALE: KEVIN PALFREY. 18/1/1940 - 5/1/2024

Albany stalwart Kevin succumbed to the ravages of time. He'd had a brush with cancer several years ago, but was clear of the disease. He just wore out.

Kevin was one of those mostly out-of-sight people who puts in far more than their share of effort into their chosen Club. They're rarely recognised adequately. He didn't ride motorbikes and only ever owned one - a 1935 Triumph, which he restored. His contribution was in administration. In his thirty- plus years with the Club he served two terms as President, then several years as Treasurer. He was involved with the Spring Rally, the Charity Ride, gymkhanas, the big Albany Scramble. If organisation was your need, Kevin was your man. As a single man, he was ready to help any time.

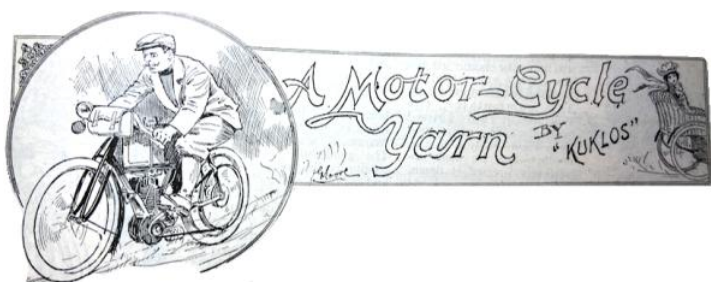
He was awarded a well deserved Outstanding Service award by the grateful Club, and will be fondly remembered as a great Clubman, and a beaut bloke. Rest in peace Kevin, you've earned it. *Adrian White*

Left: Kevin Palfrey enjoying his 80th birthday at the clubrooms.

Footnote: I would like to Thank Adrian White for contacting me on the passing of my Brother Kevin Palfrey #215. As the Welfare Officer Adrian was very compassionate & understanding.

Thank you to The VMCC of WA for the donation to the Cancer Council in Kevin's Memory.

Shirley Morrell 341L



"YARNS ARE BEST SPUN when the spinner is telling his own experiences. I have to fall back on others, however, for my own motor-bicycling career has so far sparked very evenly. This story was told me by a dare-devil, all-weather rider, who has actually covered over 20,000 miles on the chain-driven Humber. Indeed, it depends largely for its incident on the fact that both the machines and the riders were in the experimental stage. It has to be confessed that it was on a Sunday morning that my friend and another left Halifax for a pleasant little run of the 'back-to-tea' order. So merrily did their motors mote, however, that they soon found themselves over the Pennines and in Oldham, which is a vastly picturesque town in Lancashire. Fired with new fervour and an infusion of 'Souchong' provided by friends, they said, 'Let us adventure as far as Liverpool.'

Having passed through Manchester and reached Altrincham, one's battery petered out, and the other towed him into Liverpool, where—being men of easy circumstances—they put up at the Compton Hotel. The battery taken to be charged in the morning and promised for noon, they visited the briny breezes of New Brighton, and returned only to be told that the accumulator had been found to be broken. So they bought a second-hand one for a guinea, and while it was charging, No 1 set off for an afternoon run to Ormskirk. The motor began to run like a boat-horse, however, and he found himself without lubricating oil. The best that Ormskirk could do was salad oil. With the cheerful optimism of the novice he poured salad oil plentifully into his crank-case and, to the accompaniment of a fearful stench and a poisonous smoke, set off back to Liverpool.

Owing to a leakage in his high tension wire through friction with the frame, he periodically became the conductor of the whole force of the coil. For insulating purposes he asked a passing tramp for string. Weary Willy had none. 'I will give you threepence for your boot-laces,' said our dauntless chauffeur. The delighted wanderer speedily divested himself of the laces, but the protection they afforded from the insidious current was but partial, and when the galvanised cyclist eventually rejoined his wondering friend in Liverpool, his description of the ride was coloured with electric blue. The second night of the 'home-to-tea' run was thus also spent at the Compton Hotel. Tuesday morning saw a fair start home, however, though the new accumulator proved too big for the case and had to be tied on behind the saddle with string.

Nearing St Helen's, the ill-fated Peto & Radford slipped its moorings, fell on the road, broke, and spilled the contents. A roadside council of war was held. Dismally pooling their money on the grass, their united funds were found to reach elevenpence in copper. The sparkless bicycle was towed by the other into St Helen's. The only likely saviour they could hear of in the town was a doctor who 'had a motorcar'. This gentleman proved to be a Good Samaritan of the first water. He gladdened their drooping hearts with distilled barley-water, made a valiant if unsuccessful attempt to mend the broken battery, and finally fitted them up with one of his own. About six pm they resumed the journey to Halifax, of which about fifty hilly miles remained. The route they

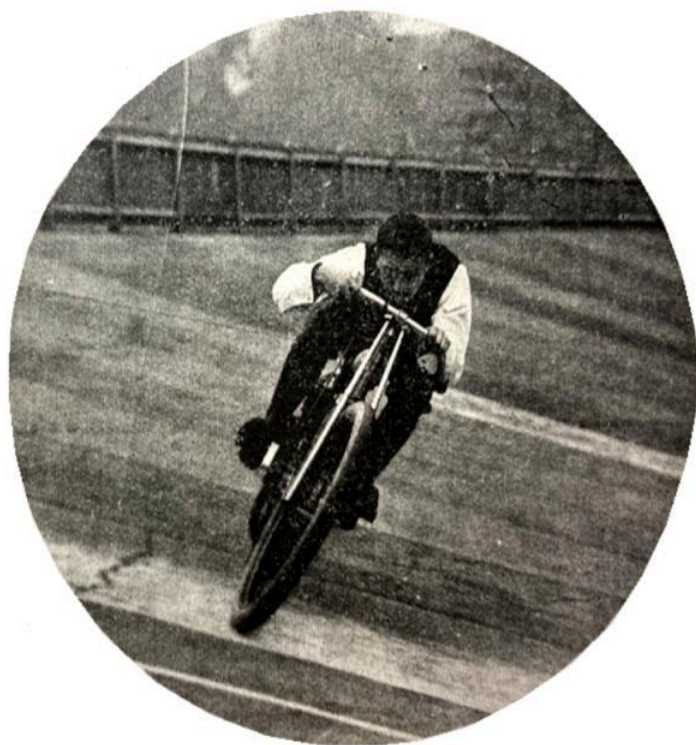
were ignorantly taking is one of the worst in England—densely populated and execrably paved. Forthwith a tyre began to go down with diabolical regularity. Many times was it removed before it was found that a block of the back Bowden was touching the valve and opening it quite intelligently. It was the fault of the valve; and the difficulty was got over by changing the tyre on to the front wheel, where there was no brake. It was getting dark when one motor began to misfire badly; nor could he fault be seen. As the disconsolate rider stood reflecting with one foot on the commutator, the machine jumped forward suddenly. The spring had been loose—it was a wire contact—and he had unwittingly pressed it down.

The mystery was solved! Bumping into Wigan, they spent their last penny in a new lamp-wick. But the lamp would not burn, and the oil-well was found empty. In a roadside 'working-men's club' they begged for oil. All the good colliers had was what they called 'pit oil', but the cyclists took it gratefully. Such dense yellow smoke arose from that lamp that they concluded the 'pit' referred to was the bottomless one. At one of the few houses which now showed lighted windows, they mixed the 'pit oil' with paraffin, and the fumes were something less deadly. They were on a rough, unlighted road, and heavy rain began to fall. Walking back to a public-house, which they reached just before eleven pm, the landlord declined them with them with thanks. He did not like people without money, even though their cycles were worth £50 apiece. He thought they might be able to get put up at the next inn, three or four miles back.

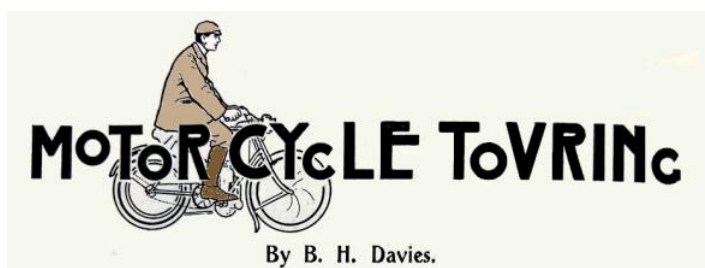
A black-faced, clean-hearted collier volunteered to find them shelter, if not beds. When the two motors were wheeled into the little living-room it was about full. One man 'dossed' on the couch and the other on the hearth-rug. Six times during the night the pitman descended to warm some milk for his ailing child, and each time he put the friendly query, 'Are ye all reet?' Breakfast was at six am. The goodwife was preparing a succulent dish of eggs and bacon, whose savour was simply god-like to the half-starved chauffeurs, when the fire and the frying-pan and all its contents were suddenly smothered order a heavy fall of soot. The travellers wept silent tears. Nothing daunted, the pitman sallied forth and secured more bacon; and the 'back-to-tea' jaunt was resumed—Wednesday morning it was—by the two grateful and invigorated adventurers.

Nothing much of moment now occurred until Bacup was reached and passed. From here to Todmorden the road rises sharply to a height of 1,300 feet. No 1 flew up to the top—there is nothing like the chain-drive for this sort of country—but he missed his friend and waited on the summit. Presently No 2 came up smiling. At a cottage down below he had asked for a drink of water by way of dinner—it was high noon. The good lady took compassion on his hollow cheeks and hollow stomach, and plied him with hot coffee and a hot North-country delicacy known as 'fatty cake', or 'oven-bottom cake'. But his joy was short-lived. Fasting people should be careful how they eat, and ere long he fell grievously sick. At Luddendenfoot, which is in sight of Halifax, and is locally known as 'Footit', one engine groaned and gave up the ghost for want of petrol. By way of a respectable entry, they cleaned up the machines and one pedalled and the other puffed triumphantly to their club in Halifax. 'We've just ridden from Liverpool,' they said, lightly. 'Have you come all the way from Liverpool on those things?' 'Oh, yes!' 'We'll, I'll be ——!'"

"NEARLY 49 MILES IN THE HOUR. Following up his record breaking form of the previous Saturday, GA Barnes, mounted on the same 2½hp 'Bat', made a most successful onslaught on the hour motorcycle record, from a standing start, on Wednesday last. Despite the fact that a cold, blustering nor'-wester prevailed



throughout the ride he managed nevertheless to compile the fine total of 48 miles 1,395 yards within 60 minutes. Getting away to a good start, he started with record at the first mile, beating his own previous best by $1\frac{1}{2}$ sec. From that point to 27 miles inclusive he was outside his own record, but from 28 miles to the finish he chipped large pieces off Freddy Chase's previous figures. At this stage he was 3min $27\frac{1}{2}$ sec inside record and this was well maintained to the end, when Barnes did nearly four miles better than the previous record. In the half hour he rode $24\frac{1}{2}$ miles, and he 'shut off steam' at the 49th mile, but would have completed the 50 only for the interference of some unauthorised busybody, who signalled him to stop."



"THOUGH A GOOD MOTOR BICYCLE, kept thoroughly in tune, is always ready to start out of the shed at a moment's notice, it is, par excellence, a touring vehicle. It is not so much an economiser of time or exertion as a means of covering a wide

extent of our beautiful England in the most comfortable and healthful manner. This being so, it is remarkable how ill-designed most makes are. With reference to a main essential—the certainty of being able to cover long distances without professional assistance and recourse to motor supply stores. Comfortable touring implies certain requisites: (1) Good machine, (2) good engine, (3) ample oil and petrol storage, (4) adequate electrical gear, and (5) luggage-carrying provisions.

Racing machines, we may premise, are of first-rate workmanship, both as regards frame and engine; and most carry enough lubricating oil for several hundred miles. But here their suitability for touring ceases abruptly. It is hard to find a machine that, while

satisfactory in these points, also carries plenty of petrol and affords room for luggage, spare parts, carbide, and so forth. All manufacturers consider this deficiency is due to two points—weight and appearance. Appearance is a minor detail.

You arrive at the hundredth milestone, begoggled and dusty. The colour of your enamel and the shape of your tank are out of mind. Or you run out of petrol in the prehistoric village of Pokeington-in-the-Mud. Do you admire that elegant plated cylinder, now gurgling its last dribblets? or do you abuse its maker? Weight is a more serious matter. But let it be remembered that a motor cycle is meant to go. If you have a good machine and are master of it, it is going ninety-nine hundredths of the time it is out of its shed. And when it is going, weight is of little account. If it breaks down, it is generally your own fault, and you deserve the penance of pushing it; while if your business consists in dawdling from house to house, by all means get a featherweight.

In the present stage of the industry, given a fairly experienced rider, the ideal touring machine is a $2\frac{3}{4}$ hp of good carrying capacity. If it is good and you are capable of keeping it 'in tune' (the real test of a driver), never mind if it does weigh 190lb all on. It will take you up any hill at a good pace, and you have a range of speed from 10 to 28mph all day long. For those who agree with these premises, it is not worth while entering into details of specification, especially with regard to tank accommodation; but a few notes on general specification may not be out of place. Simplicity should be the tourist's keynote. Touring is a stern school on an intricate machine, and the main object of touring is not (to most riders) a lesson in amateur mechanics. So the belt drive and a surface carburetter are not to be scorned. Nothing can happen to either that need delay you.

Numerous hints appear constantly in this paper on belts. There is no reason to be in-credulous about them. A good V-belt will not slip or pull through if you follow those hints. A Lincona will slip if it is allowed to get dry and dirty; the novice then shortens it. It next pulls through, and he writes a letter of abuse to the makers. Much loss of temper will be saved by the use of a Lycett's V-belt. It is first rate, and as the holes are ready bored and copper lined, any-one can 'get through' quickly with it. A Lincona during last May pulled a forecar with 300lb 'up' over 55 miles of hilly road in three hours, and, wait a minute, it was pouring with rain, there was not a level mile the whole way, and the mud lay so heavy on the roads that the engine was driving even down two 'boarded' hills. The first slip occurred at the 52nd mile, though all the way the surface water was being swished up against the hot engine and blowing off in steam.

As regards carburetters, authorities are much divided. Adherents of the spray have two watchwords: (1) The spray will use bad petrol; (2) why are all cars fitted with sprays? The Minerva carburetter, in my experience, will always start on fresh spirit. The new .700 Carless and .718 Pratt's have so far caused me no trouble. I am not a chemist, and do not know (perhaps an expert on the staff will enlighten me?) if there is a difference between fresh .700 petrol new from the tin and .680 staled to .700 by exposure to the air and heat. I admit my carburetters give trouble with the latter. Starting difficulties with the surface type are generally due to petrol being left in overnight. The bottoms, of course, are dense, and staled by the heat of the exhaust box. But the careful driver so arranges things that he always reaches home with his float low. He throws none away. As he switches off at the shed door, his float is always jangling near the bottom of the carburetter; and next day he lets in more, and sails away at once.

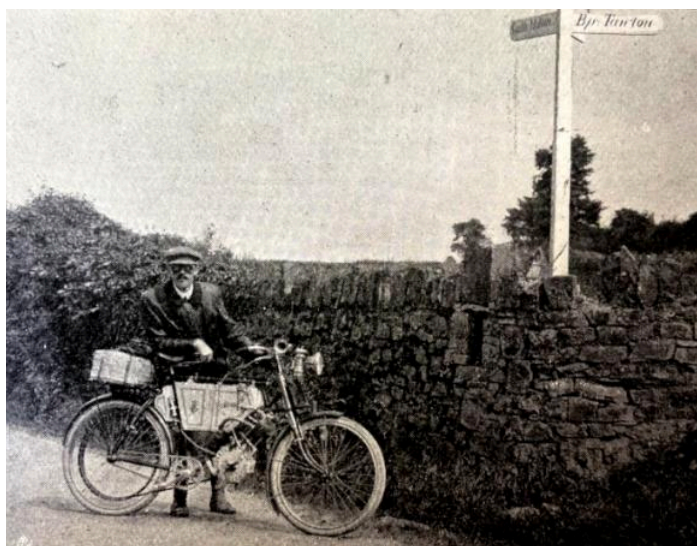
What a comfort, too, should a stop occur on the road, to know you have only the ignition to test. With fresh petrol in your tank



gas must reach the engine, and so—where's the spark? And then forward! Of course all cars use the spray. A car engine runs at a steady pace, and you have enough to do with your gears without any mixture changes to allow for. Then on a car the carburettor is snugly tucked under a bonnet, and grit and dust are effectively barred. For an engine on a bicycle that must run from 500 to 2,000rpm at your will, the surface is equally efficient, and I find the air lever a fascinating study. Let tank design come last, as it arises out of what we are saying. We have a good engine, simple transmission, simple carburation, all on a good frame.

Next comes that elusive sprite, electricity. This force is certainly feminine in sex. What so adorable as the buzz of a fat spark, the hum of regular explosions? What so annoying as a dull glow lamp or an unresponsive trembler blade? There is no doubt this is the tourist's chief anxiety: he must carry a full kit of spares—spare plug (eschew porcelain), spare trembler and screw, and why not a spare battery? Most makers fit a 20 ampere-hour accumulator. Splendid things they are; they will carry you 800 miles on their best behaviour. But a bad jolt, a little carelessness in packing, a short circuit (these are mostly our own fault), and the battery will run out in ten miles. Then you are stranded.

It is far better to carry two accumulators, even if they are only ten or eight ampere-hours apiece. With rubber packing one may be lucky for months. But it is a very small thing to carry two; and remember if you have only one, and for any cause it fails, you cannot possibly fire your engine. This is a point for designers. Hooydonk and the Humber people are pre-eminent here. One or two other firms fit one portly accumulator and leave a neat little empty compartment, labelled in sections 'Spare parts'. Every time you open the battery box, out drop your 'spare parts', till, to save your pockets, you entrust nothing more precious to that niche than a plug of cotton waste. Knock out that silly partition, sell your big battery, and squeeze in two small 'Invictas'. Then you may wave your hand to a departed spark, even on the top of Ben Nevis.



At length we come to petrol storage. We read our harassed expert's replies to would-be purchasers. 'The X— 2½hp carries sufficient petrol for 70 miles; but it is possible to clip a small cylindrical tank behind the saddle.' So it is; but we have a rear carrier, with all our week's impedimenta, a poncho, and a corpulent toolbag there already. Not much space to spare. Why has the maker wasted so much valuable room between the back wheel and the seat-pillar tube? and, again, below the tank in the diamond frame? That gap just in front of the back wheel has been covered by a registration. The man known to the trade as 'having

his head screwed on the right way' has already annexed that for himself. You pay him a small royalty, and it is worth it. It adds little to the weight when empty, and on a tour is invaluable. The space below the tank is usually filled by a silencer—in shape ugly, in quietness deficient, and generally too near the surface carburettor to give the best heating results. Heat is chiefly needed in starting, and then, of course, none is at first obtainable. When thoroughly going the big silencers nearly boil the petrol in the carburettor; and, further, on many machines warm up the accumulator as well.

There is a reason, of course, for the position allotted to each thing in the tank. Petrol and oil must be above the carburettor and engine respectively, except on the air pressure method. Air pressure feed is used for the back petrol tank and for the oil in the bottom of the diamond frame. The oil tank is admittedly not very accessible. A projecting nozzle can be fitted at the side; but for the machine under notice a long filling tube projects up, through the petrol reservoir to the top of the tank. Battery and coil should be near the engine, theoretically, to keep the wiring short. But if the wire be of high quality, and the terminals not soldered, but shaped of copper and compressed on the wire, long wiring gives no trouble.

The Excelsior, which has very long wiring, gives no more trouble than the Ormonde, on which the wiring is reduced to a minimum. The oil pump is best fitted either on top tube (another Phoenix patent) or in the position of last year's Excelsior—on the front end of the tank, lying against the triple head. Notice how compact the machine is; nothing can be damaged by an ordinary fall except the crank, and that protects the contact breaker, because it projects further. If that occurs, footrests on the forks support your feet, and a running mount is necessary for a start. Dust will hurt nothing but the belt. If you like, you need not clean the machine between rain and rain, barring always the belt. You have petrol for 200 miles, plenty of oil, room for your luggage and toolbag, and a reserve store of electricity. If you can spend from £50 to £60 on a good motor, may these minor matters bring you all comfort and confidence on your tours."

"IT NEVER PAYS TO venture out for a long ride on a motor-bicycle without seeing that the toolbag is well stocked: (1) a spanner of the adjustable type, and it should be tested to see that this will take any nut on the machine; (2) a pair of flat-jawed pliers, with cutters for wire; (3) a couple of screwdrivers, one having a wide blade, say, ¾ in., and the other a narrow one, ⅜ in.; the handles can be quite short, but preferably broad, so as to get a good grip. With these two screwdrivers it should be possible to reach every screw about the machine. (4) A small but good quality file, round on one face and flat on the other; this should be of a medium cut and about 4½ in long. (5) A piercer, or belt awl—better, in the writer's opinion, than a punch. This should be made of a good piece of steel rod, well sharpened and tempered, and firmly secured in a short handle. A penknife is also indispensable, but it is to be supposed a rider will always carry one."

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Motor Cycling in West Australia. By C. H. C.

MY FIRST RIDE I SHALL never forget. I knew nothing about motors, and had not ridden 50 miles up to that time on a motor cycle, and I started away from Menzies with a 350 miles trip in front of me. I was advised by my head office to carry a good kit of odds and ends and plenty of naphtha; so I started. I had a spare tank over the back wheel holding 2½ gallons of naphtha, besides what was in the machine tank and carburettor, spare valves,



Menzies

springs, cotters, tremblers, and screws, and spare accumulator. I might add here that the machine was a front-driven Werner.

The first 10 miles on my trip I walked and pedalled alternately. The confounded thing would not go; but all of a sudden, just as I had made up my mind to turn back, the engine started, and I did not give it a chance to stop till about 50 miles out, when I was running down a hill, full gas on, lever as far advanced as I could get it, and in the best of spirits, when I struck a nasty little gutter running across the track, about a foot or more wide and the same in depth, with the consequence that I was nearly thrown off my machine.

I stopped to view the damage, and found that I had knocked eight spokes out of the driving wheel. Well, I fixed it temporarily, and with 40 miles between me and the nearest repair shop I proceeded along, driving very carefully. The next check I received was a lake. These lakes are more often dry than otherwise, but this time there was nearly a foot of water, to say nothing of the mud. Well, off came boots and socks, and I commenced to push the machine across it, with the result that I got fairly bogged in the centre, about 40 yards from the shore, and it took me just over two solid hours to get that machine out. I journeyed back about five miles to a wayside inn and stopped for the night.

Next morning, after going a mile, the driving rim fell off, the arms were broken, and I then had to pedal into Rookynie (20 miles) with all my load up, and from there caught the train back to Menzies. We have no roads on the goldfield—they are just cleared tracks—but owing to the great number of camels engaged in the carrying trade they are kept in good order. A string of about 30 camels loaded up will make a good solid path over the heaviest sand; at the same time these paths are usually too winding to allow of anything faster than about 20mph. We use naphtha—here branded ‘stove naphtha’—but never yet have I been bothered with stale spirit as you seem to be at home.

For instance, I have left the machine standing for a week, and then the spirit has exploded first revolution; have repeatedly ridden 120 miles on one gallon with the 1½hp front-driven Werner. I have no use for a sparking gap; never yet have I had reason to complain of dirty plugs, except after, say, a 200 or 300 miles trip; never found the need of a starting lubricant for the engine either. Naphtha can be bought all over the fields except in the remote places. Just lately I fixed a 1½hp front Werner engine on a lady and gentleman’s Raleigh tandem, made a copy of the Werner carburetter, and it is a decided success. The wife and myself have some good rides occasionally.

The machine will do about 20mph. I am now riding a 2hp rear-driven Werner. It is very fast; in fact, too fast for our paths, but when the road will allow it the pace is everything that can be

desired. Both The Autocar and The Motor Cycle are very newsy, and the hints I have found very useful; and not only that, they often cause me to smile, especially when someone wants to know why some thing won’t do its work. I remember my first ride! Since writing you last I have added 480 miles to my total. I wish I had kept an exact tally of my mileage; it would have been more interesting.”

A SERIES OF MOTORCYCLE RACES were held at the WACA Oval, Perth, West Australia, in conjunction with the eight hours’ sports on 24th, 26th and 31st October. The first race was a ten mile handicap, in which seven competitors faced the starter, viz: Armstrong (2½hp Minerva), McKnight (2hp Indiana), Gilmour (1¾hp Werner), R. Sampson (1¾hp Werner), H Sampson (1¾hp FD Werner), Woods (2hp Minerva), Singe (1½hp Columbia). Before a couple of miles were run off Woods had to retire with a short circuited battery and a broken oil pump. Shortly afterwards Armstrong, who was going well, doing the mile in 1min 40sec, broke his advance spark lever and was thereby unable to get any speed out of his machine. Gilmour rode a splendid race and passed the finishing post first, with R Sampson second and H Sampson third. The three competitors rode Werner 1¾hp machines. Time 18min 23sec.

The five-mile race proved a little more exciting than the ten mile. The starters were: Armstrong, Lovegrove, Woods, Gilmour, Jewell, Sampson, H, Sampson R, Singe, McKnight. H Sampson and Singe had to retire as their tyres blew off the rims before going very far. Lovegrove on a 2½hp Minerva made the pace hot from the start, but Gilmour stuck to him. Armstrong again had hard luck; some of the petrol splashed out of the tank, and was ignited by a spark as a result of one of the electrical wires coming in contact with the frame. Before he had gone far he was racing around the track enveloped in a sheet of flame. He quickly pulled up, however, and extinguished the flame. He was nevertheless burnt about the face and hands a little, but luckily no further damage was done. Lovegrove won the race, with Gilmour second. Time 9min 15sec. The five-mile race held on the 26th was ridden in the rain and only three competitors started, viz Armstrong, Gilmour and McKnight. The latter won from Gilmour by half a lap. Trouble was caused by the belts slipping, resulting from the mud and wet; so McKnight with a chain-driven machine had it all his own way.

Great interest is being taken in the coming meetings and it is expected that a largely increased number will start. As an example of how motor-cycle racing is going ahead in Australia the following facts are interesting: In the eight hours’ sports, 1901, two machines started; in 1902, four machines; and this year ten started in the five miles and nine in the ten miles. Motorcycling, though only in its infancy here, is steadily on the increase, but the roads are against it.—‘CATO’.”



Jewell, Sampson and Gilmore—in the Five Mile Race

SNOWY MOUNTAINS HIGH



1972 and the new-chums, i.e my high-school mate Carl and I, felt the urge to travel to regions unknown. In my case the urge was also propelled by the urge to meet my pen-pal, a young lass who lived on a dairy farm outside of Orbost in the Gippsland. In those days, Annual leave from work had been two weeks a year, by 1972 I think it had crept up to 3 weeks a year, so getting away was a luxury and generally a once a year opportunity and necessarily fairly rushed. As such we had no time to ride across the continent, especially as a large part of the Nullarbor was unsealed. We needed our machines and air travel was a rich man's venture, so shipping both the bikes and ourselves by train was the go.

We had little idea about anything; but, we did manage to get our bikes, both Kawasaki 175cc F7s, out to the Kewdale freight yards and onto a train which would take them to Spencer St Station in Melbourne. Couldn't have cost much as we had very little money at such a young age. We drained the fuel, bundled up the bikes in our sleeping bags and blankets to protect them from knocks and bouncing around and strapped some gear on the carrier rack. We kissed the bikes goodbye and hoped that the railway company would not pile too much freight on to them. The idea of using shipping crates was completely alien to us back in those pre-container days. The bikes just went into a goods van like all the rest of the freight and mail bags!

To get ourselves to Victoria we hopped on the Trans-Australian Railway, although by then they had built the standard gauge and probably called it something else. We took on board some nibbles and books and retired to our cabin in the sleeper car, and comfortable it was.



First stop was Kalgoorlie and Carl suggested we try to visit as many pubs as we could in the hour stop we had available. Stupid as it was to go anywhere too far from the train, it was not long before Kalgoorlie was treated to sight of two naïve teenagers sprinting from Hotel to Hotel as fast as they could go. We achieved 12 pubs in the hour and were lucky enough to still get back on our train in time to head over the Nullarbor. (Note: *we didn't stop at the Pubs to drink, we just darted past as many as we could*).

The Nullarbor passed as the Nullarbor does with short stops at remote stations such as Xanthus, Cook and Forrest along the way. Eating in the dining car and laying back enjoying the Nullarbor was very relaxing and a great way to travel before train travel became the pursuit of the rich and air travel the choice of the cattle class of society (i.e. me).

You don't actually see a lot from the train crossing the Nullarbor, it certainly is a flat featureless affair largely. A lot of the journey was at night. We reached Kalgoorlie early evening, woke up in the middle of nowhere and stretched our legs at the odd stop on the Nullarbor, being wary not to wander too far!

Night fell and we rattled into Port Augusta which had a grand station then. Changed trains for a slow commute to Adelaide, wobbled over a shaky bridge across the dregs of Spencer Gulf, across the salt marsh flats, past the Gaol and off Southwards with the Gulf on one side and the Lofty Ranges on the other. A stop at Port Pirie where we risked lead poisoning from the billowing smokestacks of industry before slowly progressing closer to the South Australian capital. Through Snowtown, which was later to be the scene of grisly murders. During the short stop there some clearly desperate men ran madly from the train to the pub to buy a few bottles of beer and returned in time to reboard and imbibe in their precious plunder!



We reached Adelaide with time to wander the streets near the impressive Central Station, satiate our appetite at the pie cart, although without the pea slurry and rejoined the train for the night ride to Melbourne. Arriving at Spencer Street Station we sought out the freight yard to reclaim our motorcycles. Being advised that they had arrived we were directed to a platform where the freight train was standing. With the help of some railway staff the machines were removed from the goods van to the platform where we set to unwrapping the bikes and preparing them for the road again. Next second some very officious men came bounding up demanding to know what we were doing and said we had no right to be there. They were railway police it seems and they marched us off to their office for interrogation. They were very brusque and officious and threatened with all sorts of consequences. A great welcome to Melbourne I must say so. Of course, after a while they settled down and had to accept we had the correct papers and had been directed to the platform to collect our machines. I guess the sight of two scruffy young guys with motorcycles was too much for them to comprehend.

Sadly, my poor Kawasaki trailbike had not survived the trip unscathed. Goodness knows how much bouncing it had experienced or how much freight was thrown in the van as well, for it's sidestand mount had broken off the frame. This was an issue as the bike had no other stand.

The other problem was, we had too much stuff! We had heavy suitcases with clothes and enough gear to furnish a four bedroom home, or so it seemed as we tried to strap it all on the back of the bikes. I had a cousin in Melbourne, some 12 years older than me who kindly offered to put us up for the night, so we struggled out of Melbourne, as it got dark, along Whitehorse Road to Boxhill. It seemed a long way and by Perth standards the traffic was terrifying. We arrived safely and my kindly cousin allowed us to leave our ungainly suitcases with him, to collect on our return. *(Cardboard suitcases were the norm still, in my socio-economic society, held together by a leather strap. Even at the time they were probably 30+ years old and heavy. Backpacks and soft luggage were unknown to us then and anyway we probably couldn't afford them even if we had known about them!)*

Somehow, we had managed to take leave in July, which is survivable in Perth, but in Victoria could be a challenge akin to Scott's attempt to reach the South Pole. We were absolutely unprepared for such cold and wet weather. We somehow found our way out of Melbourne through Dandenong to the Princes Highway and headed for the Gippsland. Somewhere at Warragul we found a workshop where the owner rewelded the sidestand mount on to my Kawasaki. Heaven, I could park the bike again without looking for a wall or fencepost and best of all he didn't charge much for a repair that lasted for the life of the bike, as far as I know. We refueled at Traralgon after passing by the massive heavily smoking cooling towers of Yallourn power station. Whilst refueling a chap on a Honda 350 twin pulled in and was surprised to see the WA plates on the bikes. He asked about the fuel consumption of the little two stroke rotary valve singles and was astonished when we told him 95-100 miles per gallon was the norm sitting at 55mph all day. *(55mph was a comfortable cruising speed on the bikes).*

We rolled on and down into Lakes Entrance and then on towards Orbost which we reached late in the day after descending down into the valley of the Snowy River.

From Orbost we rattled on to Brodribb River where my pen gal (Karen) lived on a dairy farm. We were welcomed by her family and met Karen and her girlfriend Vicki, who was especially staying overnight, as three was a crowd presumably. We enjoyed a country dinner of rabbit and vegetables and picked a few shotgun pellets out of the meal. Carl and I the two young ladies then retired to the lounge for a long evening getting to know each other and no doubt a lot of nonsense in front of a wood fire and sipping on copious amounts of strong alcohol. Carl and I retired to the spare bedroom eventually only for me to be woken suddenly by loud vomiting noises as Carl proceeded to projectile vomit across the room, even spattering the ceiling. The drink had not suited him. I drifted off again as he dealt with the mess, I hoped. After this inauspicious start, we explored the dairy farm and discovered just how smelly cow poo is and how many flies there are on a dairy farm. We were soon off with the girls on the back of the bikes to explore the beautiful Orbost region.



Rode into Orbost, visited the bean factory (for Karen to meet a friend), explored the main street and went to a football match, where some strange dynamics played out. As we sat on the bikes, a group of girls came over and started abusing Karen and Vicki. Calling all sorts of names, presumably for hanging out with some out of town bikies (*NB. I doubt bikies actually ride Kawasaki F7s*). So, we took off and did what young people do and just hung out. That night we went out of town to the Newmerella Rodeo. Weren't there long and same thing happened, a group came up abusing us and one guy punched out at Carl in the dark, fortunately without serious injury. We took off and went back to town. Never did work out what the problem was. Presumably some history there that we don't know about. Back in town Karen and Vicki took us to the Post Office where we tried to ring home using Subscriber Trunk Dialing, but without success, we couldn't raise anyone. Calling long distance in those days was heaps expensive anyway. Carl took off the next day riding all the way back to Bairnsdale to ring his girlfriend in Perth. A long return trip, but I guess he was keen. I had to fight the girls off all day and well into the night before he got back. One of the girl's sat on Carl's bike when he got back and twisted the throttle wide open. The little Kwacka screamed. Carl screamed. The bike developed an ominous ticking noise soon afterwards, which rightly troubled him considerably.



I had mentioned that I had never seen snow and Karen proposed we all ride up to a shack their folks had in Bonang and stay overnight where it would be certain to have snow. Great idea, but Karen's Dad wouldn't permit it. So wild oats unsown, Carl and I decided to move on for now and ride on to NSW, time was passing and we would have to get back to work soon. We headed off to towards Eden and on a winding stretch of road came across a huge Mountain Ash that had fallen across the Highway. Wouldn't have wanted to be there when it fell! Took a while before machinery arrived and cleared the way. Despite that incident, the scenery was magnificent. We rattled into NSW and on past Eden, Merimbula and reached Bega as night began to fall. The roads and mountain views were great along the South Coast.



As we refueled, someone warned us about Mount Brown as we had indicated we were going to continue on in the night. We had never heard of Mount Brown. It actually is the highest mountain in the Monaro region and the road ascends it to get to Cooma. It rises 4,000 feet and the road is dark and winding. To add to our concerns, the Kwacka trail bike 6V headlights are pretty pitiful.

As we would up Mount Brown, it got colder and colder. Bear in mind this is mid-Winter and we only had miserable secondhand Perth riding gear on which is worn all year round. We didn't really know what cold was! By the time we reached the top of Brown Mountain and were on the Monaro high plains we were freezing and our nails ached as our gloves were totally inadequate. After riding for a while we saw a dim light in the distance and eventually rode into Nimmitabel.



The light was on our saviour, an old Hotel which was now a B&B. We were able to get a room and in our frozen state the owner took pity of us and brought a couple of electric radiators in for us to warm up our hands. It was too late for dinner so we toasted some bread on them as well. I soon remembered that Nimmitabel held the record at that time for the coldest town in Australia, elevation 1,070m. We should have known better, but where in WA do you ascend near 4,000 feet in a few miles, by motorcycle. The next day we headed straight to Cooma and into the first ski store we saw and bought some ski gloves. What a difference they made. I am sure they were Chinese dog skin, but I didn't care they were bulked up, warm and comfortable!

Fuelled up we set off towards Jindabyne and the Australian Alps. The scenery was superb, so different to WA and it was getting more Alpine the further we went. We crossed the Snowy River again at Jindabyne. refueled up and well fed we headed towards Kosciuszko National Park. Through the checkpoint at Sawpit Creek and we entered the park.



The road wound up and ever up. It was getting cold and the wind was howling. Through rain, sleet and ice we could hardly see. A number of cars were fixing chains to their wheels. Further up the road several cars were crawling along and hardly moving on the steep road. We pulled out to pass them and as we went by several drivers yelled out their windows, through the driving wind...."turn back, turn back!" We kept going, the Kwacka knobby tyres were hanging on OK. Soon the road was surrounded with snow and a mound of ice and snow covered the centre line.



We stopped for photos when the wind died down a bit and Carl stepped into the snow beside the road and disappeared up to his waist. Ever upwards and onwards we rode, feeling unsure of ourselves in these conditions. We finally reached Smiggin Holes which was a ski resort with lots of people milling around.

We parked the bikes and went into a shop/Hotel. Dressed in our bike gear with snow on our jackets, we didn't feel out of place with everyone padded out in their ski gear and boots. Their gear was probably more effective than our moth eaten old leather jackets.

After a bit of a break we found the road was closed and we couldn't go any further into the park, so we went back to the parked bikes to find them covered in ice and snow.

We rode gingerly downhill as the conditions were pretty bad. Passing cars and buses was hairy as we had to ride over the snow and ice bunched up over the centreline and then cross it again once we got by.

We escaped the blizzard conditions and were riding below the snow line back to Cooma. After passing Jindabyne, I realised my foot was aching. My old boots had a hole in the sole. Snow had packed in and it was now thawing as I rode along. I had to stop. We pulled into a siding which had a small fireplace fortuitously. Collecting firewood we lit a fire and I took off my boot and held my foot over the warming flames. Slowly feeling returned to my foot and the boot and sock had dried out. Relieved from the threat of frostbite (*not really*) we rode off and found a cheap Hotel in Cooma where we holed up for the night. Next day we headed South to Bombala, riding across alpine plains with few trees and many piles of large granite rocks. It reminded me of areas where glaciers had retreated and left their spoil. It was still very cold as we still in the high country.



We rode back into Victoria along a dirt road, the Cann River Highway it was grandly called, now the Monaro Highway. The road wound through mountains, tall forest, huge fern trees and thick bush and was quite an adventure. We paused at Fiddler's Green Creek for a photo. Little did we know it would be the scene of a cruel and grisly murder many years later.

Reaching Princes Highway again we turned West for Bellbird. My Kwacka started playing up and the engine struggled and began slowing down before I heard a mighty crack and the engine casing on the left split open. A nut on the end crank had slowly unwound and then rubbed and pressed against the casing. As it wasn't far, we pressed on to Brodribb River to Karen's place.

We sought some Araldite to try and seal up the gaping hole in the casing and hoped it would hold. We also tightened up the rogue nut of course. After a day or so of also trying to milk cows, it was time for us to head off again and we gave our sad goodbyes.

We pressed on to Melbourne, recovered our stupid suitcases from my cousin, delivered the bikes to the freight yard and saw them safely on the train to Perth. We then boarded the train to Adelaide and settled down for a nice soothing night's rest in the sleeper car.

After a few hours, I was awakened at Ballarat by a light and through sleepy eyes saw 3 or 4 men in suits in our cabin standing over Carl. I said "what's going on?" They said, "Nothing, Sonny, go back to sleep." So I rolled over and went back to sleep.



Next morning I quizzed Carl, "were there guys in the cabin last night?" Carl said yes, they were police detectives. Someone had reported us to the Police as looking like some guys on the run. After raiding the train, they soon realised they had the wrong guys, after Carl showed them his drivers license. So there we have it, almost arrested on arrival In Victoria and almost arrested leaving Victoria! We were innocent, m'Lord!

The rest of the trip back by train across the Nullarbor is rather foggy, not helped by a bottle of Gin. Again it was a relaxed journey, sitting in the lounge car and eating good meals in the dining car and being rocked to sleep by the train wheels clacking along. I do remember having Kevin Cowie replace my cracked and leaking Kwacka case and also seeing Carl's tick, tick, ticking motor explode like a hand grenade not long after we got back when he revved it up down a lane in Shenton Park, whilst showing off with a girl on the back. The piston had developed a crack way back in Orbost but made it home.

For Sale

Free - 2 carpet squares 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

For Sale: VELOCETTE MAC 1959 350cc VIN: RS 5714 \$11,500.00 & **ARIEL NH 350cc 1953** VIN: CA.PR 10458 \$9,500.00 - both start first kick, ride well, new battery yet to be fitted and lights checked before they go. Tel: Terry Germain 0419 554 735 Email: tgermain@bigpond.net.au



Wanted

BMW R69S sought in any condition: Lat Fuller - lat.cynthia@bigpond.com - 0468310215

Looking for a Chrome Chain Guard for 1968 - 1973 Kawasaki W1. Also siren, police light bar, front and rear crash bars, shield for 1960's to 1970's Kawasaki W1 Police. Also interested in other parts, even chat to any owners who have one.

PARTS, PROJECT, OR WHOLE BIKES, Kawasaki 1960's to 1970's W1, W2, W3, RS - 650cc or 0.624L Send me message, please add detail ... and maybe even send a picture, list of parts, location, and a price please. FRANC KONING - 0401430202 -



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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)		



Kiddies Korner - suitable for all ages 65+



Baby Changing Stations are the biggest hoax. The parents always come out with the same kid.

Haven't spoken to my skydiving instructor since our falling out.

I'm finding myself getting nostalgic about 2023. I remember it like it was yesterday.

I went to the pantomime yesterday afternoon . Half way through the performance, I sneezed. Suddenly, the whole audience shouted, "Oh no! , it's snot".

I was doing up my trousers but got distracted singing along to Disney songs, and now I've zippered me doodah.

The Sound of Music on TV again. Don't know how many times I've watched it. Must be 16 going on 17.

I'm hoping to find a cure for my hiccups, but I'm not holding my breath.

BREAKING NEWS: Tonight's performance by the Bermudian National Symphony Orchestra has unfortunately been cancelled as their triangle player has gone missing.

I was sitting in the waiting room at the bank today waiting to be seen when a junior member of staff came up to me and said " sorry about your weight." How cheeky is that, it's only a bit of a beer belly.

I used to have a Dutch girlfriend. She was very fashion conscious. She wore inflatable footwear. Unfortunately I heard recently that she'd popped her clogs.

For my age I have a lot going for me... My eyes are going, my knees are going, my back is going....

We got our dogs some glow in the dark dog treats. You should see their little faeces light up.

I think my wife's selling drugs, I just answered her phone and a man said, " Has the dope gone yet? "

A chap came up to me today and said, "What do you do for a living?" I said, "I'm a spy" He said, "Then why are you dressed like a shepherd?" I said, "I'm a shepherd spy"...

I can't believe I got sacked from the calendar factory. All I did was take a day off.

Just had a terrible nightmare I was trapped in a snow globe. I'm OK though. Just a bit shaken up.

I can't afford an Ancestry DNA Kit to learn about my relatives. So instead, I posted online that I won the lottery.

One of the shortest wills ever written...'Being of sound mind, I spent all my money'

I've just finished reading an excellent book called "Arguments on a Canal boat" by R.G. Bargee.

Due to freezing conditions In the UK, the men's British Nativist Society, has seen the size of their members shrink dramatically.

I just got a wardrobe delivered from IKEA. Not a single bracket, hinge, screw or dowel.Seriously, You couldn't make It up.

I've just bought myself a luxurious new bath mat. I do like to splash out occasionally.

The other day, an attendant stopped Jim in the hospital car park to tell him, "You can't park here. It's for badge holders only." Jim replied, "But I have got a bad shoulder."

A man who sued Qantas for losing his luggage has lost his case.

My wife complains that I never buy her flowers. Honestly, I never knew she sold them.

**I have a crafty way of remembering my PIN that only I could possibly know.
I multiply my height in inches by my shoe size,
add the number of freckles on my left forearm
and subtract the result from the year I was born
to give 1234.**



Chairman's Meet & Greet - Kent St Weir, Wilson