

April 2026



VINTAGE CHATTER



CONTACTS

MANAGEMENT COMMITTEE

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

Deputy Chair: Barry O'Byrne - 0418936254 - barryobyne2007@yahoo.com.au

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

Treasurer: Neil Freeman - 0459888654- treasurer@vmccwa.com

General Committee Members: , Jim McGregor - 0410 735 825 Jim.mcgregor1958@hotmail.com, , Shawn Vieceli - kelsarni@hotmail.com, Murray Barnard – 0434215665, web@vmccwa.com, Mario Cudini - 0418212863 - membership@vmccwa.com, Warren Cartledge 0407 447 051 - wazzch65@gmail.com

CHATTER Editor & publisher: Murray Barnard – 0434215665, web@vmccwa.com

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

MACHINE REGISTRATION & CONCESSIONS

Technical Advisor: Murray Barnard – 0434215665, web@vmccwa.com

VMCCWA 1st Time Machine Examiner for 404 concession: Richard Argus - 0418 934 550 - secretary@vmccwa.com

Machine Registrar: Lat Fuller - 0468310215 - lat.fuller@gmail.com

Dating Officer: Jeff Sanders - 0411750767 - sti22b@live.com.au

CMC Rep: Warren Cartledge 0407 447 051 - wazzch65@gmail.com

Machine appraisal: contact any of the following officials to arrange a suitable time & place for machine eligibility inspections: Keith Weller - Bushmead - 92742476, Greg Eastwood - Dianella - 0438041072, Jim Douglas - Kallaroo - 94016763, Murray Barnard - Roleystone - 0434215665, Hans van Leeuwen - Mount Nasura - 0419921693, Jeff Sanders - Serpentine - 0411750767, Lynton Morgan - Albany - 0438447330, Andrew Duncan - Albany - 0428996334

OFFICIALS

Membership Secretary: Mario Cudini - 0418212863 - membership@vmccwa.com, **Assistant Membership Secretary:** Mike Blake - 0404692425 - blak@gmail.com **Mail to:** VMCCWA Membership Secretary, PO Box 139, Byford 6122 WA

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

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

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

Online Technical Library: Murray Barnard – 0434215665, web@vmccwa.com

Club Regalia: Andrew Hobday - 0411358428 (leave message) or if unavailable see Chas or Bob at the Parts Store

Meeting Registrar/Raffles: John Voogt

Unit Caretaker/Property: Shawn Vieceli - kelsarni@hotmail.com

Trailer Co-ordinator: Colin Hankinson - colinhank01@gmail.com- 0419 044 850

Tearoom: Ian Patterson

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove **Website:** www.vmccwa.com

Secretary's Postal Address: PO Box 2268 High Wycombe, W.A. 6057

VMCCWA Bank Transfers to - Westpac - BSB – 036-226 Acc - 704726

Treasurer's Postal Address: PO Box 7382 Karawara 6152

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

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

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

Front Cover: Post70s Nite Ride - pic by Sean Killalea **Back Cover:** Old Forkers - pic by Jim McGregor



What's Up - Murray Barnard

VOLUME THREE VMCCWA 50th ANNIVERSARY HISTORY: The final volume of the Club's 50th Anniversary History series is now available for purchase. Prior to printing, pre-orders are being taken and can be made on humanitix. The final volume is 222 pages A4, heavily illustrated and printed in colour and can be paid for when ordering. Where delivery is required, postage cost can be added to the order. Details in this issue.

DATING OFFICER CHANGE: After many years service Maurice Glasson has retired as the Pre 1970 dating officer. Jeff Sanders has volunteered to process dating applications for all years in the interim. Thanks Jeff, much appreciated.



Vintage Motor Cycle Club of Western Australia (Inc)

Life Member

2026

Awarded to

Maurice Glasson

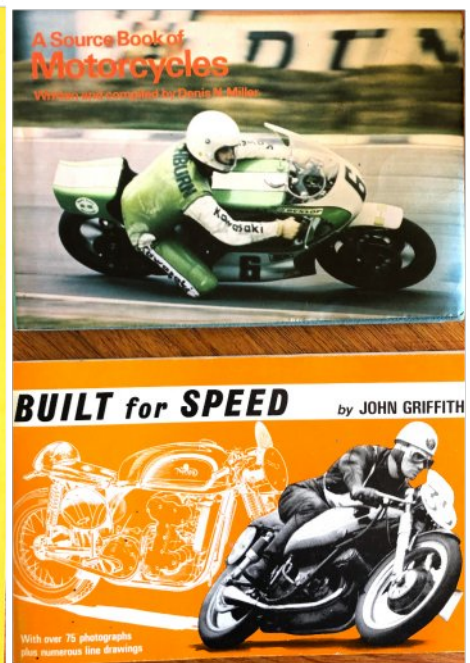
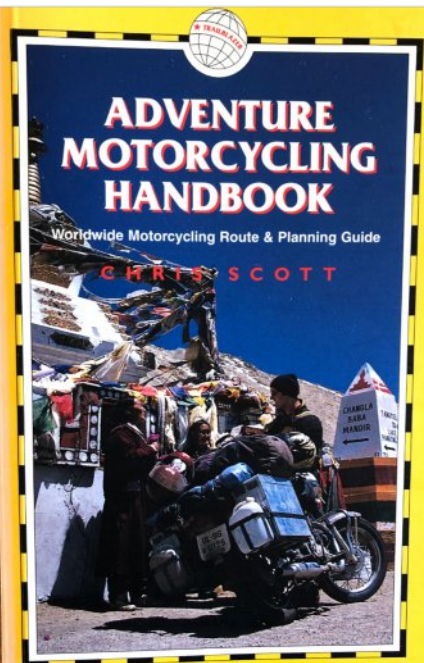
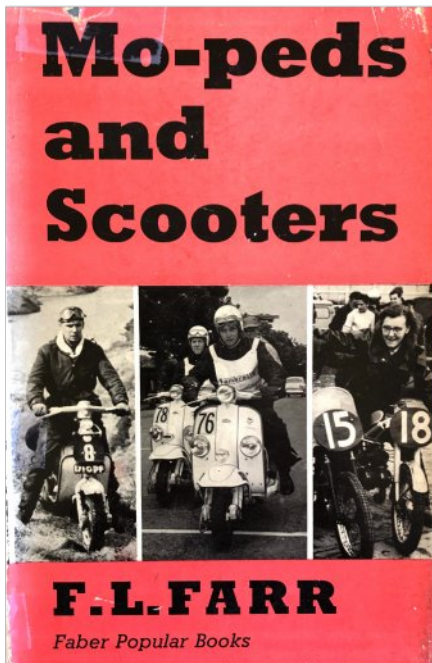
In recognition of over thirty-five years active and engaged membership of the Club. At various times, having served on committee, assisted on meeting nights, performed the role of technical librarian and most recently whilst delivering thirteen years as a dating officer you have performed a valuable service and helped ensure the integrity of our of our Club.



NEW COMMITTEE MEMBER: Warren Cartledge has officially joined the Management Committee. Thanks Warren for your assistance and commitment tot he Club.

LIFE MEMBERSHIP: Maurice Glasson has been most deservedly presented with Life Membership of the Club. Maurice has served a long apprenticeship in various positions and most recently a long stint as the pre 1970 dating officer. Congratulations Maurice, and thanks for your contribution and assistance over the years.

NEW LIBRARY BOOKS: Ken advised that the following books had been added to the Club Library.



What's Up - Murray Barnard

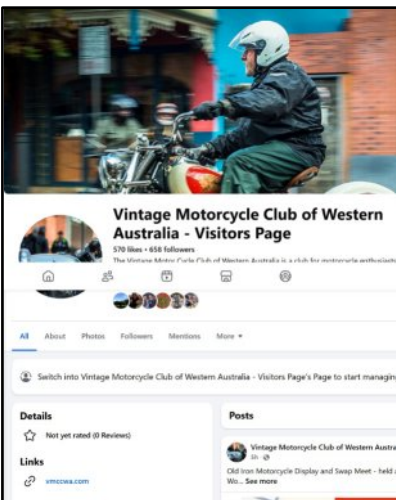
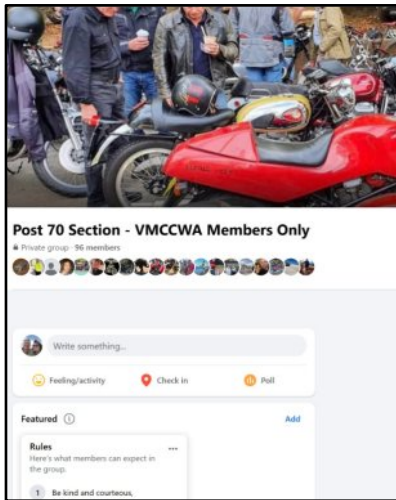
ALAN CATHCART PRESENTATION: : Alan Cathcart kindly offered to provide a presentation at the February 2026 Monthly meeting. The promise of an interesting presentation and discussion afterwards drew a good crowd to the meeting. The night was also blessed with a mild Summer's evening after a few blistering days in the 40s which was arranged in advance to welcome Alan back down under.

Alan's presentation focussed on a number of early Nortons. These machines were ones which Alan had ridden and tested over the years and included a 1907 Norton Peugeot V-Twin, a 1950 Norton McCandless Twin prototype, a 1972 JPN Norton Commando Pannier Tank racer, the 1973 JPN Norton Monocoque racer, the 1974 JPN Norton spaceframe racer and the 1975 Norton P92 500cc Isolastic prototype bike which never went into production. As well Alan touched upon the latest Norton resurgence and their latest machines unveiled to the public late last year.

Alan's presentation was a treat and well enjoyed by the member's present. Alan walked away with a VMCCWA cap as a reward for his efforts and in acknowledgement of the appreciation of the Club for his attendance and willingness to share his experience and observations with the members. The club is fortunate indeed to have speaker of the calibre of Alan addressing the meeting. Thank you Alan.



What's Up - Murray Barnard



The Club has quite a presence on Facebook. If you haven't joined yet, give it a go. It is a great way to chat with members and to keep in touch with what is going on or changes to events. The Facebook page links follow: For club members -

Club Facebook Group <https://www.facebook.com/groups/vmccwa>

Post70s Facebook Group: <https://www.facebook.com/groups/vmccwapost70>

For visitors -

Visitor's Facebook Page: <https://www.facebook.com/vmccwa2>

Old Iron Facebook Page: <https://www.facebook.com/vmccwa/>

As well the Club has two key web sites. The first for visitors, though there is also information on there for Club members - the visitors site is at vmccwa.com/visitors.

FROM THE CHAIR

Just a friendly reminder that all club officers are volunteers. They freely give up their time and expertise to assist in the smooth running of the club. Members are asked to show them respect at all times and any abuse will not be tolerated.

If you are waiting for a particular action from an officer and it is not in the time frame that suits you, it would be appreciated if you could exercise some patience as they have a life to lead as well.

For example, the process of concessional licensing can be quite convoluted, although if the step-by-step procedures are followed correctly, it should happen quite smoothly. The procedures are clearly documented on the club website and it is up to each individual to adhere to this procedure to achieve a successful outcome. Remember, concessional licensing is a privilege and not a right.

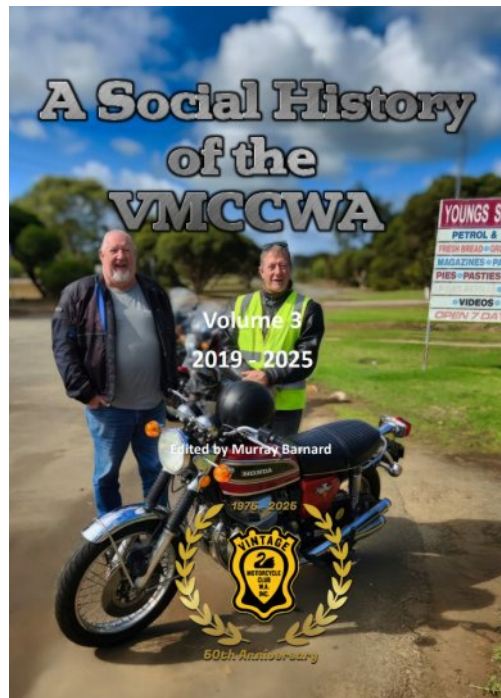
Stephen Hills

Volume Three of the Club History

Volume Three is now complete and ready for pre-orders. This volume is the final one of the three volume history series covering the first 50 years of the club. The book covers the period 1976-2026 in detail. The book is 218pp, A4, full colour and richly illustrated. This book will be printed and distributed after pre-orders have been placed. Cut-off for pre-orders is 19 April 2026. There will only be the one print run. This is your only chance to get the book in bound book form.

Books are available to Club Members, capped at \$30 each. Pre-ordered copies will be available sometime in May 26, for collection at the club monthly meetings, or collection by prior arrangement, after they are printed. Alternatively delivery is available by mail at \$20/book.

Volume Three can be previewed at <https://heyzine.com/flip-book/5a34b1edf0.html>.



Please place your orders for this volume as soon as possible by visiting the following link: <https://events.humanitix.com/vmccwa-social-history-2019-to-2025> or by using the qr code . Alternatively contact me on cobrat500@gmail.com to place your order or ring on 0434215665.



Please do not delay as there will only be one print run at this price which has been subsidised by the Club.

Murray Barnard

I'm on my way to the
Vintage Motorcycle Club of WA

Old Iron Classic Motorcycle
Show & Swap Meet

Are you?

29 March 2026
9am to 1pm

Old Midland Railway Workshops
Blacksmith Lane
(off Main Gate Rd)
Midland



Approved Club Events Calendar



USING CONCESSIONALLY LICENSED MACHINES: Please Note - if using 404 concessionally licensed machines can attend the events listed below (including monthly & section meetings) without logging use. Non Club events however must be logged.

In all other cases other than genuine servicing, members using 404 machines must log all machine use.

C4C machines must log all use. C4C is limited to 60 days club use and 30 days personal use.

Failure to log renders the machine unlicensed. Logging of concessional use must be recorded in advance and must not be logged for consecutive days. Concessionally licensed machines must not be used for commuting.

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

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

SECTION MEETINGS:

Albany section - meets the 1st Thursday of each month at 7.30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove

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

Pre31 Section - 4th Weds of the month, 7.30pm, Eric Langton Room, 265 Hale Rd, Wattle Grove (except December). - Chair: Shawn Vieceli 0436863115, Sec : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411 750 767.

COFFEE RUNS: Regular weekly events, 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 - 1st Sunday of each month. Bikes in by 8.00 am, event is 8.30am-10.30am 3&4 Hacket Drive Nedlands. Entry by \$5 donation to Prostate Cancer Foundation Aust. Contact Steve Hills steve.mag@icloud.com or 0413678604

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

APPROVED CALENDAR EVENTS

April 1- Monthly Meeting - 8pm
Wattle Grove Clubrooms

April 11 - Beverley Airshow - contact Stephen Hills/Ken Vincent - see details in this issue.

April 19 - Pre31 Roaring 20s shakedown - Coolup - contact Shawn Vieceli

May 6 - Monthly Meeting - 8pm Wattle Grove Clubrooms
May 2/3 - Roaring Twenties - Pre31 - Shawn Vieceli
May 16/17 - South-West Two Day - Donnybrook - Contact Barry O'Byrne. See details in this issue.

June 3 - Monthly Meeting - 8pm Wattle Grove Clubrooms
June 21 - Mosman Park WW2 Tunnels - Lunch Wray Hotel - contact Stephen Hills

July 1 - Monthly Meeting - 8pm Wattle Grove Clubrooms
July 19 - TBA

August 5 - Monthly Meeting - 8pm Wattle Grove Clubrooms
August 16 - BBQ - Wattle Grove Clubrooms

September 2 - Monthly Meeting - 8pm Wattle Grove
September 13 - Machinery Preservation Open Day - Midland - contact Stephen Hills
September 13-14 - Beverley Re-enactment - Pre31 - contact Shawn Vieceli

October 7 - Monthly Meeting - 8pm Wattle Grove
October 11- WA TT

November 1 - Albany Hill Climb
November 4 - Monthly Meeting - 8pm Wattle Grove
November 15 - Gomboc Gallery Run John O'Brien
November 29 - Pre 31 Chairman's Run - Coolup - Pre 49 Machines - contact Shawn Vieceli

December 2 - Monthly Meeting - 8pm Wattle Grove
December 6 - Dam Early Run
December 12 - Albany Xmas Charity Ride (40th) - contact Stephen Hills
December 26 - Boxing Day Breakfast

Non-Club Events:

September 25-28 - Australian Historic Road Racing Championships - Collie Motorplex
October 3 - Capel River Classic
October 18th - DOCWA Ovest 50th Anniversary
October 25 - BMEC Concours Whiteman Park



OLD IRON - 29 March 2026

The Old Iron Motorcycle Show and Swap Meet will be held on 29th March 2026 at the old Midland Railway Workshops in conjunction with the Machinery Preservation Club (MPC). This allows the general public to see historical exhibits, be involved in planned activities throughout the day and browse for bargains and is the major fund raiser and event for the VMCCWA. The event commences at 9 am and will finish at 1pm, with bikes displayed in the vicinity of the Boiler and Power House. VMCCWA members are invited to display their motorcycles for which case they will receive free entry.

Members can bring their bikes Saturday, 28th March from 1.00 pm (after the MPC have moved machinery out of the Boiler and Power House) or on Sunday, 29th March before 8.30am. Note: If bikes are brought in Saturday they will be stored inside overnight and moved by volunteers early Sunday morning. A registration table will be set up in the Boiler room which will be manned. On the day you can bring your bikes to the outside display area and be directed by Rob Rowe and John O'Brien where to park (by decade of manufacture as per the displayed signage). Machines to be displayed inside to be directed by Shawn Vieceli. Once parked, members to report to the registration table to be given stickers for placement on the bikes headlight and given a pass out card. Individual bikes will be given registration numbers in order of manufacture for the event. Display boards (if available) will be at the registration table in decade order, members can collect these when registered. At the conclusion of the event, members will hand their pass out cards to Shawn, Rob or John before taking their machines.

Please contact Shawn Vieceli (vieceli_1969mgb@hotmail.com) to advise what machine or machines you will be displaying or register on Humanitix: <https://events.humanitix.com/old-iron-member-motorcycle-display>



Old Iron Vintage & Classic Motorcycle Show and Swap Meet incl. vintage machinery display

Presented by the
Vintage Motorcycle Club of WA
and the Machinery Preservation Club of WA

29 March 2026

Old Midland Railway Workshops
Blacksmith Lane (West) off Main Gate Rd Midland

Stall holders - 8am entry
Public - 9am to 1pm

More details at vmccwa.com/classic

MotoMAX



Donnybrook Two Day Rally

Donnybrook Two Day: The VMCCWA regularly ran the Busselton Two Day rally for many years, however Busselton is now too busy and too expensive in many ways to accommodate the event.

For 2026, the VMCCWA is reinvigorating the Rally, but relocating the event to Donnybrook. The Donnybrook area promises some great riding without the traffic concerns of the Busselton area.

In this regard, Barry O'Byrne has volunteered to organise the rally. Barry ran the Busselton Two-day rally for many years and is keen to revive the concept. Please contact Barry to register interest in the event on 0418936254 or at barryobyrne2007@yahoo.com.au.

The Donnybrook Two Day Rally will be held on the 16th and 17th May, starting at the rear of the Wattle Grove club rooms. Meet at 9.00am stands up at 10.00am. More information about the Two days will be made available closer to the event.

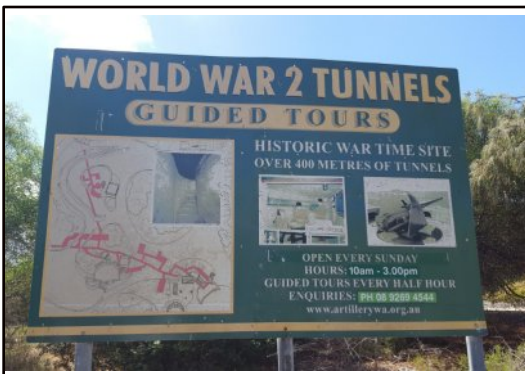


Accommodation is available at the Donnybrook Motel. Rates are - single room \$135.00, share room 2 singles \$150.00, king room double bed \$160.00. Contact the Donnybrook Motel - phone 9731 1499

MPC Open Day 13 September 2026: Make a note of the date, we owe one to our friends at the Machinery Preservation Club for their hard work helping us with the Old Iron.

In return we will put on a decent display at their Open Day! Please support this event by bringing a machine or by riding over, entering the display and enjoying the fellowship offered by the MPC..

Leighton Tunnels: June 21 2026 - enjoy a visit to the WW2 gun batteries and tunnels on Buckland Hill. Great displays and history to appreciate. Always worth a visit. Followed by lunch at the Wray Hotel. Contact Steve Hills.



MPC
Annual Vintage Machinery & Powerhouse Open Day
Incl. vintage cars, motorcycles, historical equipment, live music, food/drinks etc
Sunday 13th September 2026
9am to 2pm
Old Midland Railway Workshops
Blackmith Lane (West) off Main Gate Rd Midland

A vintage steam traction engine with large red spoked wheels and a black boiler. It has a tall chimney and a canopy over the driver's seat. The canopy has "MPC Haulage" and "Machinery Preservation Club of WA" written on it. The engine is parked in front of a brick building.

 More details at machinerypreservationwa.com
Machinery Preservation Club of WA

OLD FORKERS

February 15 2026 saw a good turnout of Pre49 machines. A number of interested members with later machines also joined in to appreciate the older machines and to participate in a short run through Wattle Grove and the surrounding area. Thanks to Ken for organising the event and also to the cooks who did a great job on the BBQ. The participation of the Veteran Car Club added depth and interest as well.

Pics by Murray Barnard



OLD FORKERS



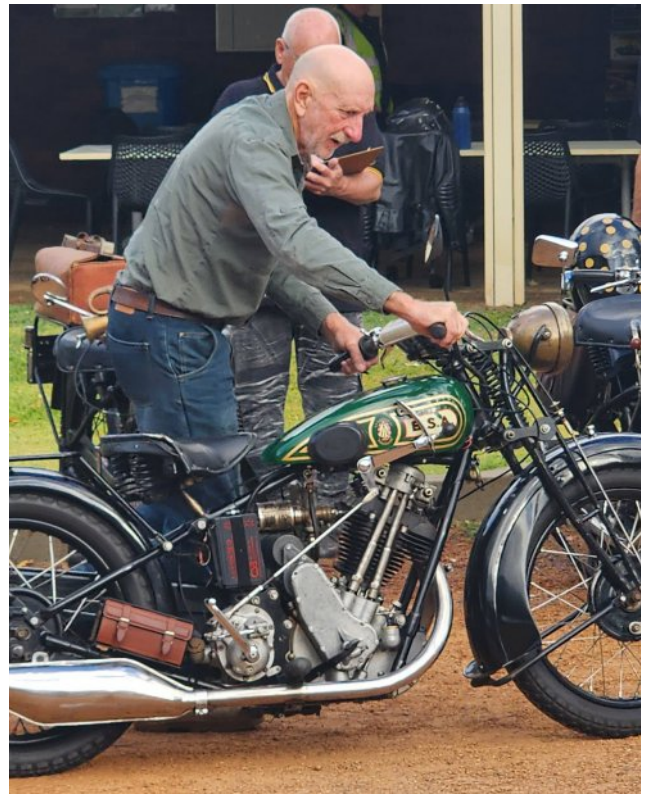
Above pics by Stephen Hills. Pics below by Jim McGregor



OLD FORKERS



Pics by Jim McGregor



Post 70 River Run

Post 70's Friday Nite Run - February 20 2026: A good turnout on a perfect evening, meeting at Kings Park then riding around the leafy suburbs to the Swan Yacht Club East Fremantle for a meal and refreshments. *Thanks to Sean Killalea for the pics.*



Welfare - Adrian White



Very sad to hear that Club member Murray Rudler suffered a severe stroke several weeks ago. His initial prognosis wasn't good, but treatment in Bunbury Hospital has allowed him to progress to Rehab. That's good news, though obviously he faces a long healing journey. We wish Murray, Sharon and family all the best, may he continue to improve. Pic below: Murray Rudler fixing a puncture at the 1987 Black Duck Rally (*pic by Murray Barnard*)



NUMB BUMS & LIFE LESSONS: The Cold Kiwi Rally, now in its forty-ninth year, delivers just what the name suggests; it's in New Zealand, and can get very cold. Right in the centre of the North Island, well away from any coastal weather influences, it's home to the Army, and their collection of tanks, and by the look of the tank tracks, they have an absolute with them. Seven of us from the North Taranaki Motor Cycle Club, mounted our very mixed bag of bikes. Mine was a Suzuki TS125, the only new bike I've ever had, and ideal for such a ride. Getting there covers some very rudimentary roads, and for some, includes the notorious Desert Road, a condensed version of the Nullarbor,

only wetter.

Noted Speedway Sidecar pilot Ray Wills and I pitched our tent, on a gentle slope, not too close to the fire, and set off for a bit of trail riding. It was fun, the tanks leave deep and slippery tracks, and it wasn't long before I became caught in a very steep descent unable to either stop, or get out, so crashing was inevitable. I was awarded full marks by the assembled peasants, apparently it looked worse than it was. Suzuki trail bikes don't flood when you drop them, restarting first kick, allowing the rider to retain some dignity. As the sun set, a huge fire became very comforting, and a handy cooking appliance. We sat round, having a drink or two as the stories became increasingly unbelievable. Then someone chucked an unopened can of baked beans into the fire, which duly exploded in a shower of cinders and beans. Tradition, apparently. We retired to our sleeping bags quite early, and I fell into a lovely warm sleep, during which I awoke, with my legs feeling cold. Our 'gentle slope' had allowed my bag to slide under the tent, about half way. My investigation revealed that half was now covered in snow, which was still gently and silently falling. The bag was waterproof, back inside the tent, I was soon warm and sleeping.

Morning broke, clear, bright and cheerful. I watched the guy parked next to me lose a bit of weight, trying to coax his very nice Vincent into life. The oil must have been like treacle! Of course, the little Suzy was a one kick affair, but he didn't take my offer to swap seriously. For the trip home, somehow I'd become separated from Ray and the rest, but not to worry I had a full tank, and knew to head east. So began probably the best ride of my life. To non-motorcyclist folk, who don't understand our passion, I've offered the analogy "when you get it all right, it's like dancing with your favourite partner, to your favourite music on a perfect floor, on a night full of promise." You're riding as fast as you want, too fast some would say, your corner lines are immaculate, the bike's singing. So good, it's hard to describe. That was my ride home, including plenty of gravel roads. Ray, a faster rider than I on a bigger bike wasn't home when I arrived, and surprised to find me sitting on his front veranda. We'd both been pressing on to each catch the other. What a ride! That's why we do it!

Friend Neville of the car trade was a well built man approaching fifty, with a bit of a waistline suggesting he may enjoy some of life's pleasures now and again. He didn't look like the runner he really was; he'd recently completed one of several marathons. So the teenager trying to steal his car, under the tree on the street, probably wasn't too worried by the "silly old bugga" yelling at him, so off he ran. Neville told me later he let the kid think he was going to get away, imagining his thoughts "those footsteps aren't getting any closer, serve the silly old bugga right if he has a heart attack!" Then "lemme go! Get off me, ow, that hurt!" Neville explained to him it was just a sample of what awaited should he not consider a change in career.



FEBRUARY 3RD 2026 MONTHLY MEETING: The meeting welcomed visitor Colin Williamson, along with Ken Gordon, a motorcyclist since the mid-1970s who was introduced to the sport through Peter Lawson. Bob Humphries, who began riding at age 14 and went on to race for ten seasons in English Speedway competition. Dave Davis, formerly of Ford Motor Company in the UK and the Orbital Engine Company where he worked on three-cylinder two-stroke engines, was also present.

The evening's presentation was delivered by Alan Cathcart who provided a well-received and detailed history covering a range of Norton motorcycles. Chris Cooke complemented the presentation by displaying his Manx Norton.

On a sombre note, Welfare Officer Adrian White reported the passing of two club members, Noel Simmons and Barry Berkshire. Mario Cudini reported that there were 11 new applicants approved for January 2026 and renewals to date reaching 623. In his inaugural Chairman's Report, Steve Hills expressed gratitude to outgoing Chairman Les Vogiatzakis for his years of dedicated service. Barry O'Byrne has assumed the position of Deputy Chair. Richard Argus advised on the appointment of two new committee members — Mario Cudini and Warren Cartledge — bringing the general committee to five members. Combined with the four club officers, the total committee now stands at nine. The Secretary recognised Colin Hankinson for his outstanding work refurbishing and modifying bike trailer number two. It was noted with regret that Maurice Glasson has resigned as Pre-Seventies dating Officer after many years of exemplary service in that role. Registrar Lat Fuller reported two machines transferred from full licence to 404, four moved from full registration to 404 licence, two ownership transfers, and one machine transferred to C4C.

Post-70 Dating Officer Jeff Sanders dated 12 machines over the past two months. The machines comprised one Bimota, three Hondas, one Kawasaki, four Moto Guzzis, and three Triumphs. First Time Machine Examiner Richard Argus reminded that following the issue of a road worthiness certificate, registration with the DoT must be completed within three months or re-inspection will be required. It was also noted that VSS has ruled GPS speedometers are not permitted as primary equipment.

MARCH 4TH SPECIAL GENERAL MEETING: Adrian White's welfare report noted that Murray Rudler is currently recovering in rehabilitation. Mario Cudini reported five new membership applications approved for February. Chairman Steve Hills advised that the Old Iron Subcommittee held its final meeting, with fewer than 80 bikes registered for display so far — well short of last year's 140 — and called for more members to register their bikes. Neil Freeman reported that tax will be payable on last year's trading, estimated at \$1,400. Murray Barnard relayed that presenter Alan Cathcart had enjoyed his February appearance and appreciated the member feedback. Murray also announced that Volume 3 of the club's history — the final volume — has been printed and is available to order via Humanitix, with details emailed to all members. Librarian Ken Vincent acknowledged book donations from Robin O'Neill, Stuart Denton, and John Bockxmeer. Spares Officer Bob Cary reported a good February trading month, with an Amal GP carburettor available, though oil stocks are running low pending a resupply. Registrar Lat Fuller reported four machines moved to 404 licence, one new registration moved to 404, and one change of ownership. He issued a strong caution to members: the DoT is now actively cross-referencing club returns and will pursue members who fail to renew or keep registration details current. One member recently faced the prospect of surrendering plates for four bikes after a lapsed membership was detected, and only resolved the matter with considerable difficulty and paperwork going back several years. Dating Officer Jeff Sanders dated seven machines over the month — five Post-70s, one Classic (1950–1969), and one Post-Vintage (1931–1949), all transferred to 404 Concession. Makes included AJS, BSA, two Hondas, Moto Guzzi, Triumph, and Yamaha.

CMC Representative Warren Cartledge advised that a discussion on CMC surplus funds is ongoing, with an update to follow. Richard Argus reported three machines examined in February for first-time DoT registration: a 1960 Triumph T6, 1976 Honda GL1000, and 1962 BMW R60-2. Events Coordinator Stephen Hills reported a successful Old Forkers Run and Display, with a strong turnout of girder and classic bikes and welcome participation from the VCC's vintage cars. Thanks were extended to the Pre-'31 section for organising the event. Regalia Officer Andrew Hobday confirmed that Old Iron event stickers have been designed and produced, but advised he is resigning from the role due to other commitments — members interested in taking it on were encouraged to contact the committee.

In General Business, Murray Barnard moved that Maurice Glasson be awarded Life Membership in recognition of 35 years of contribution to the club, including multiple committee roles and 13 years as Pre-70s Dating Officer. The motion was seconded by Richard Argus and carried unanimously. Finally, Ivan Graham is seeking a side stand for a BSA B31 — members who can assist are encouraged to make contact.

FOR SALE/Wanted

1. Triumph Bonneville: 1962 T120 pre-unit with matching frame and engine numbers. Looks and runs great. Has 12V battery and a 9 bolt cylinder head, otherwise original. I just don't have time to ride it or space to store it any more. Give me a call with any questions or to arrange to look at it. \$20,500 Rob Crawford: 0480442315, robcrawford2@outlook.com

2. Ariel Square Four MKII – 1954 1000cc – \$15,500. Ariel Square Four MKII – 1954 1000cc – \$15,500. Runs well and road registered (easy to convert to concession). Forced sale due to downsizing!! Located in Attadale. Ray Godley rwgodley@yahoo.com 0484 537 233

3. BSA A10: My father's (Bruce Kirk) 1951 BSA A10 Golden Flash is up for sale i was wondering if anyone at the Club would be interested as it would go to a good home like many of his previous bikes. The bike has only around 350kms on the bike according to dad's service board. Dad sold the bike to a mate of mine and he has only ridden it once since buying it in June 2020. He now wants to sell the bike. He wants 10K for it and it is under full W.A road registration. We changed the fluids gave it a polish and started it also had a short ride up the road and back. Everything is great with the bike. As previously mentioned, it is under full W.A registered. Contact Mark- 0417 918 192 direct. Regards Brian Kirk (*see pic on right*)



4. Projects for sale

- Matchless G3L 1954 350cc.95% complete-full resto needed.
- Triton Norton feather bed with Triumph T100 with 2 engines and extra spares.unfinished project 70% done
- Velocette 1954 MSS. unfinished project 90% done. 2 spare engines lots of parts.
- BSA Gold Stars.1 DB34 some work done with most parts to complete
- A BSA Gold star CB32 some work done most parts to complete.

Unfinished projects. Deceased Estate. Not selling individual parts. Offers considered. For more information and viewing bikes please phone Alan Auburn 0448 38 41 67

WANTED: Looking for contact who might be able to cast radiator or club emblems in Aluminium, alloy or brass. Only small jobs. Preferably in WA (Perth), probably small runs 2-5 items in each cast. if no one in WA then a good 2nd is in SA or Victoria. Contact Warren McEvoy. Mob 0487 799 007

The Beverley Air Show is the destination for a Club run on April 11 2026. All members are welcome to participate on any road licensed machine. Flying helmets are optional but not legal headgear on the road! For aviation buffs there will be aircraft displays, aerial acrobatics, sky-diving, RAAF displays and much more. The Beverley Airfield is the venue for the event. \$40 concession admission, \$35 if you pre book online.

Clubrun: To join the ride to Beverley, meet at the Caltex Karragullen at Brookton Highway and Canning Road intersection from 7.30am, for an 8.00am departure. Contact Stephen Hills.

Note: The Pre31 section have been invited to put on a girder fork display, so bring out the old bikes to support the Section and add to the fun. Girder fork display has to be setup before 8am so check with Shawn Vieceli on details.



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



ALBANY SECTION

FEBRUARY 2025 MONTHLY MEETING: The Chairperson reported that weekly rides continue to draw strong numbers, with the new run to Cheynes Beach attracting 13 riders and receiving positive feedback. Minutes from the previous meeting were read and accepted (Banks/Morrell), and no business arose. Correspondence included an email to the Royal Enfield Club regarding their planned meeting at Ironwood Winery on 25 October, along with the usual inwards items such as the Smoke Signal and the Chalet power bill.

The Treasurer's Report was presented, noting a December 2025 balance of \$8,062.47 and a January balance of \$8,161.08, with the report to be forwarded to Treasurer Neil Freeman (Morrell/Wust). No machine examinations were recorded this month. A brief discussion followed regarding the Chalet lawns and the condition of the lawnmower, and member welfare was also considered.

Planning for the year's rides is underway, with the annual calendar—subject to change—currently listing: Lynton's Treasure Hunt on 8 February, Ian's Hilltop Ride on 8 March, Osborne Estate on 12 April, Gary's Clueless Ride on 10 May, Paul's Fairweather Ride on 14 June, Arthur's Mt Barker Ride on 12 July, the Italian Coffee Bean Run on 9 August, Webbie's Run on 13 September, rides for October and November still to be confirmed, and the Christmas Charity Ride scheduled for 12 December.

MARCH 2026 MONTHLY MEETING: The Chairperson opened with thanks to Gay, Evie, and Graham for their help organising the Treasure Hunt, with Team Fiander taking the win. Ian's Hill Top Ride report was tabled and attached to the minutes. The previous meeting's minutes were accepted with no business arising.

On correspondence, the City of Albany confirmed bookings for Foundation Park, Alison Hartman Gardens, and Albany Town Square for the Christmas Charity Ride. The Treasurer reported the bank balance had grown from \$8,161.08 in January to \$8,337.83 in February; the report will be forwarded to Treasurer Neil Freeman.

Members were reminded of the importance of maintaining club membership, which expires 30 November each year — without a current membership, the Concessional Bike Licence cannot be held. Bernie advised that library books are ready to return to Perth, with a selection of local titles retained in the Chalet Library. Member welfare was also discussed.

Looking ahead, Manfred offered to assist with the Osborne Estate Ride. Members were reminded of the Old Iron event in Perth on 28–29 March and the Donnybrook Ride on 16–17 May. Club History Volume 3 was discussed, and a photo session at Hortin's Dairy is scheduled for 18 March.

Treasure Hunt: Sunday the eighth of February, this was Lynton's annual bikers treasure hunt, thirteen riders plus pillion passengers. Making four teams of three plus one of four taking part. These set forth to look for these treasures hidden in suburbia and local countryside, armed with vague and cryptic clues to make it reasonably easy, team leaders had to use bribery, echo location plus Google to collect and find the treasure locations. Team Fiander had a narrow victory followed by teams John, Arthur and Ron. All participants were rewarded with a mystery prize and an icecream. Following this Gaye and Graham supplied a bbq lunch under the shade of the peppermint trees at the Chalet, pleasant company, pleasant water views and a great day weather wise, what more could you wish for on a Sunday? Many thanks go to Lynton for a great event. On left: Nigel and Alex, Right: Lynton and Graham.



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



PRE31 SECTION

JANUARY 2026 MONTHLY MEETING: The meeting opened with a correction to the previous minutes: the Golden Ponds Event, originally listed for April, will in fact take place in October. Jeff Sanders presented the Financial Report, noting that the Westpac account stood at \$3,854.80 on 26 November and \$3,248.11 on 28 January, a net reduction of \$606.69. This reflected a \$616.29 outlay for the Christmas function and for beverages and biscuits, offset slightly by \$10 in contributions. The report was accepted by Greg Boothey and seconded by Peter Lawson. From this, two matters arose: a \$100 donation from the Beverley Re-enactment will be forwarded to the Beverley Men's Shed once their banking details are confirmed, and Treasurer Neil Freeman has asked to be notified of any withdrawals over \$50 from the Pre-31 Section account.

Looking ahead, the fully booked Tassie Tour begins on 7 March, followed by the Toodyay Swap Meet on 15 March. The Old Iron Motorcycle Show and Swap Meet on 29 March will feature a BSA-themed Pre-31 display, including a possible BSA bicycle, along with a vintage picnic setup supported by Dave Weeks and Jeff Lindley. April brings the Beverley Air Show, and May the Roaring 20's Event in Nannup. The Golden Ponds Bike and Car Display is confirmed for 4 October, and the Heritage Club's Great Escape will run from 16–20 November. A November run from Shawn Vieceli's property will be finalised closer to the date. From the events discussion, it was agreed to invite the VCCWA's vintage cars to the Old Forkers Event, and Shawn will extend a similar invitation for his November run once details are settled. To close the meeting, Ken Vincent read excerpts from the November 1979 Chatter and the December 1986 issue, the latter recounting adventures involving a Matchless with troublesome spokes.

FEBRUARY 2026 MONTHLY MEETING: The meeting opened with no business arising from the previous minutes. Treasurer Jeff Sanders reported the Westpac account had grown by \$525 from Roaring 20s entries, sitting at \$3,773.11 on the day — though the Old Forkers accounts were not yet finalised and will appear in the March report. The committee is still waiting on the Beverley Men's Shed's banking details before it can pay them the \$100 owed for the Beverley Re-enactment.

The recent Old Forkers Run and Display on 15 February, organised by Ken Vincent, drew a strong turnout of bikes and about half a dozen vintage cars. Looking ahead, the calendar is packed: the Old Iron Show and Swap Meet at Midland Railway Workshops on 29 March will feature a BSA-themed Pre-31 display with a vintage picnic setup. The Roaring 20s event in Nannup on 2–3 May — with a shakedown run from Shawn Vieceli's place in Coolup on 13 April — was flagged as a priority booking confirmation, as some members have had accommodation reservations go missing. The year closes with the Chairman's Run on 29 November for pre-'49 bikes, and February 2027 will bring the Overlanders Commemoration at Forrest Place, where girder fork bikes will be displayed.

Under general business, Ken Vincent circulated an ad for Otto Instruments in Queensland and read an entertaining piece from a 1978 edition of Chatter recounting a Norton ES2 restoration ride to Albany that ended in a ditch with damaged girder forks. Greg Boothey warned members that the Department of Transport requires a full middle name for vehicle registration.

Bits and pieces: Dave Weeks showed T-shirts from two past Pre-31 UK tours; Jeff Lindley brought cam followers from a 1940 Ariel 500 with stellited wearing parts, prompting a discussion on welding intermediate metals to mild steel; Jim Farley produced a front wheel bearing with complex inner-race machining from a Ner-A-Car with hub-centre steering, and separately a brake plate with shoes and sprocket tentatively identified as Matchless or Royal Enfield. Peter Lawson advised that a 1927 BSA V-twin will be for sale at Old Iron. Finally, Shawn Vieceli circulated photos of bike parts from Barry Makin's estate that are for sale.



FEATURE: 1961 BEART NORTON 350 RACER TEST: The Master's Manx

Written and kindly shared by Alan Cathcart.

For more than 50 years, Francis Beart was one of the great men of British motorcycle racing until his sad death in March 1983. Though a noted and successful Brooklands tuner in the prewar era, and the architect of Norton's remarkable hat-trick of victories from 1949 to 1951 in the Daytona 200, as well as future Formula 1 legend Stirling Moss's tuner for his race-winning Kieft-Norton Formula 3 car, his reputation was founded on the remarkable succession of much modified Manx Nortons that passed through his hands post-WW2, latterly painted a unique shade of green (actually Ford's Ludlow Green, as used on their '50s Prefect and Consul models!) which enabled any Beart bike to be immediately picked out in a crowd of riders.



An unsurpassed total of eleven Manx GP victories came the way of Beart-tuned machines. Coupled with ten second places and three thirds, these would be quite sufficient to mark Francis Beart down as one of the Masters of Mann, even without his solitary TT win (Denis Parkinson on a Norton 350 International in the inaugural 1947 Clubmans race), backed up by two seconds and a third in the June races. Francis preferred to concentrate on the longer, public roads events such as the Isle of Man races and the North West 200, where machine preparation and reliability counted for more than on shorter circuits.

Genuine Beart Nortons are few and far between, because although Francis and his long-time assistant Phil Kettle would work on as many as 60 or more customer engines over a winter, what made Beart's own bikes stand out was his superb and painstaking attention to detail in preparing the cycle parts. No customer could have afforded to pay for the countless hours spent carefully refining each of the components on these machines, whose every aspect betrayed the Master's ceaseless quest for perfection. Each nut was carefully hollowed out to save precious grams, steel replaced with alloy wherever possible, then that alloy itself filled with more holes than a Swiss cheese, provided no weakening of the part would result. The endless pursuit of weight reduction was one of the Beart passions – and he didn't let his riders spoil things by getting too plump, either!

Francis Beart's engines were rebuilt with a precision that not even the Norton factory's martinet of a team manager Joe Craig could have surpassed, each setting and component used being recorded in a logbook for future reference. Every opportunity

FEATURE: 350 BEART NORTON TEST

to reduce unsprung weight and friction was sought, from mounting the rear units upside down, to replacing the wheel bearings after every race, and carefully running them in on a bench. Beart also used the narrowest possible tyre section and rim at either end to save unsprung weight, and to reduce the tyre contact patch for less friction and more momentum in a straight line.

The finest monument to Francis Beart's creative genius and patient handiwork is the exquisite 350cc Beart Norton which was sold for the hefty sum of \$75,900 including buyer's premium at the Bonhams sale in Las Vegas on January 8, 2015, which was for many years on view in the UK's Stanford Hall Museum. Beart personally rebuilt this, the last 350cc Manx Norton that he owned, to race-ready condition in 1974 for the museum's founder, the late John Griffith. By then one of his favoured customers, whose 350cc Aermacchi engines Francis prepared for me, I well remember watching the progress of the bike in the Beart workshop at his home in Shere, near Guildford, and was later rewarded with the gift of two machine stands he used for all his Nortons after the job had been completed. Francis fully intended it should be the last Manx Norton he would ever work on, and to make sure it was, at the end of the rebuild he gave away all his Manx Norton tools to the Parris family who in those pre-Summerfield, pre-Molnar replica days were one of the very few people to be racing such bikes in the early days of Classic racing, in those pre-replica days when original Manx Norton parts were so hard to come by.

There the bike sat, one of the jewels of the Stanford Hall collection, until 1982 when the exhibits were put up for sale. The bike was acquired by American super-enthusiast Bob Maclean, himself a former Manx Norton racer, who came to prominence in Grand Prix racing as a top privateer, with his WCM Red Bull Yamaha Grand Prix team in the late 1990s and early 2000s, before he passed away in January 2025, aged 87. A resident of Wyoming, but born and brought up in New England, the stock market investor founded World Championship Motorsports in 1991 and it operated until 2005, straddling GP racing's watershed change from two-stroke to four-strokes with the creation of MotoGP.

In return for my services as an intermediary in his acquiring the Beart Norton, Bob kindly allowed me to give it one last competitive outing in the 1984 Classic Race of the Year at Snetterton, before it was shipped to its new home in the USA. The chance to try an as-new Beart Norton whose engine had been fired up only a couple of times since Francis – who had passed away only the previous year - had built it himself had special personal significance for me, having seen the bike



FEATURE: 350 BEART NORTON TEST

gradually being prepared in front of my eyes a decade earlier.

From the details of the machine's life contained in the Beart logbook which accompanied it, it transpired that this 350 Beart Norton was originally one of the very last Manx Nortons ever built, a 1961 Model 40 supplied new to a customer of Francis Beart's, a Mr. Craze in Bournemouth. He in turn sold the bike back to him during the winter of 1962-63, the Norton having by then completed 1,100 racing miles from new. In a way it's strange that Francis should have acquired a Norton, for by that time the 7R AJS formed the backbone of Beart's efforts in the 350 class, after he had struck up a close friendship with its manufacturer AMC's chief engineer, Jack Williams (father of ace rider/engineer Peter, of John Player Norton fame). Alongside creating its Matchless G50 big brother, Williams had developed the 7R to its pinnacle of performance, to the point that Mike Hailwood came within 14 miles of winning the Junior TT on one in 1961, only to have the gudgeon pin break on the way down the Mountain en route to victory.

But in fact it was in tandem with the AJS 7R on which Peter Darvill was to win the Junior Manx GP for him in 1963 that Francis then rebuilt the 350 Manx for his own purposes, and to his own standards, for use in the Junior Manx GP, fitting a Jakeman two-piece streamlining with the rev-counter mounted in a little 'dashboard' in the nose, after Manx GP rules

finally permitted the use of a fairing for the first time after the atrocious conditions that the 1961 Junior race had been run in (won by an AJS 7R!). Ernie Wakefield was commissioned to produce lightweight thin-gauge aluminium oil and fuel tanks, the latter specially shaped to produce a recess in the top which permitted the rider to get his chin right down, and be completely shielded by the screen. The resultant twin protuberances caused the bike to be named the 'Sabrina' by the paddock wags, after a curvaceous blonde British film starlet of the day.

A rare factory Gilera twin-leading-shoe front brake was fitted and is still on the bike today, one of two which Francis had acquired from Bob McIntyre's sponsor Joe Potts after Rob Mac had been killed at Oulton Park in 1961. The brake had already been used successfully on the Beart Norton 500 on which Terry Shepherd finished second in the 1960 Race of the Year at Mallory Park, so its effectiveness was proven in those pre-Fontana days, although Francis once told me it had proved troublesome until the right combination of linings was found.

The bike debuted in Beart colours in the '63 Manx GP ridden by Jimmy Guthrie, who finished 20th after the specially made front-brake adjusters kept slackening. Beautifully fashioned from light alloy and with a dozen holes drilled in each one, they can be easily adjusted during a race with the thumb, but depend on a spring-tensioner to stay in place, so this must have broken or bent in the race.

The Norton was not used again until the following year, when Guthrie again rode it in the Junior Manx, unfortunately writing it off when he crashed at Rhencullen in the race. The bike was rebuilt during the winter of 1964-65, Francis' log revealing



Francis Beart with Joe Dunphy
in 1966 IoM TT practice

FEATURE: 350 BEART NORTON TEST

that it required a new frame, swinging-arm, rear wheel, oil and fuel tanks, one front fork slider, a fairing and sundry other bits and pieces. Jimmy had done a good job of wrecking it! Guthrie made amends in the 1965 Junior Manx by finishing 6th at 89.11mph, but before that Joe Dunphy had ridden the bike in the Junior TT, finishing 9th at 91.69mph, en route to the Joe Craig Trophy for best combined result in the two races by a British rider, which he clinched with a fine 2nd place on the Beart 500 Manx in the Senior TT behind Hailwood's MV Agusta four. Francis noted, however, in his log the performance of the pushrod Aermacchis in the Junior TT race, Gilberto Milani finishing 6th at 92.40mph. 'Worth looking out for' was the cryptic comment containing the seed of an idea later to bear fruit.

Now that the Norton's engine had finished well up in two six-lap Isle of Man races, Francis appears to have decided it was due for a comprehensive rebuild for the 1966 season, so much so that in the course of completing this he re-numbered it FB 66/1. The logbook records that after a Brands Hatch test session "JD says it is perfect. 7,500 in top, 8,000 in gears, clean all the way. Brake very good." Dunphy would doubtless have liked to get his hands on the Beart Norton for short circuits, but Francis didn't care to run his bikes much in the hurly-burly world of the Brands scratchers, so Joe had to wait until August and the 1966 TT races that had been postponed by the seamen's strike to debut the rebuilt bike, where he retired at Glen Vine not far from the start on the first lap of the Junior TT with undisclosed problems. I bet Francis wasn't best pleased with himself after that, whatever the cause!

Over the following winter the 350 Beart Norton was rebuilt to feature ignition by a Bosch magneto and single coil (only the 500 Beart Manx had a twin-plug head). Jack Findlay was supposed to ride it in the Junior TT, but got hurt when he fell off his 250 Bultaco after it seized in practice, so Malcolm Uphill was recruited to take over. Having taken the bike round the Mountain course in under 24 minutes for the first time in lapping at 94.32mph, the speedy Welshman was forced to retire on lap 3 with a broken ignition wire while lying 11th behind a gaggle of Aermacchis. After Uphill told him that it had been impossible to stay with the little pushrod Italian bikes, Francis made up his mind to buy one from his good friend Syd Lawton, the Aermacchi importer. A month later when he rolled it into his workshop and stood it next to the much taller and heavier Manx, Francis told me that "I realised I'd been wasting my time trying to keep the Norton competitive for so long".

But the green and silver Manx had one more appointment to fulfil with the Isle of Man fairies, in the '67 Manx GP. They repaid her as only they know how, for just when the bike's finest hour seemed at hand Heckles was forced to stop while in the lead on the Mountain on the last lap in torrential conditions when the electrics shorted out, though after restarting once they'd dried out, he finished 42nd. Together with its companion 500, the 350 Beart Norton was sold out of the finishers' enclosure to Cheshire bike dealer Hector Dugdale, before eventually finding its way into the hands of John Griffith.

With Francis sadly no longer with us to confirm that he had built the engine to racing specification, two things had to be done first before I could ride the bike. Firstly, a perusal of the log showed that the 1974 rebuild included fitting a new Mahle piston, big end and gudgeon pin, and many other new components. But having Ron Lewis check it over and replace all the perished oil and fuel lines seemed a wise move, as well as cleaning off the surface corrosion on the magnesium cases. A check of the Dunlop triangular tyres showed them not to be the wooden T1 compounds as I had feared, but a combination of as-new 472 on the back with that stickiest of triangular compounds, 398 on the front. An oil change and a new plug later, we were ready for Snetterton.

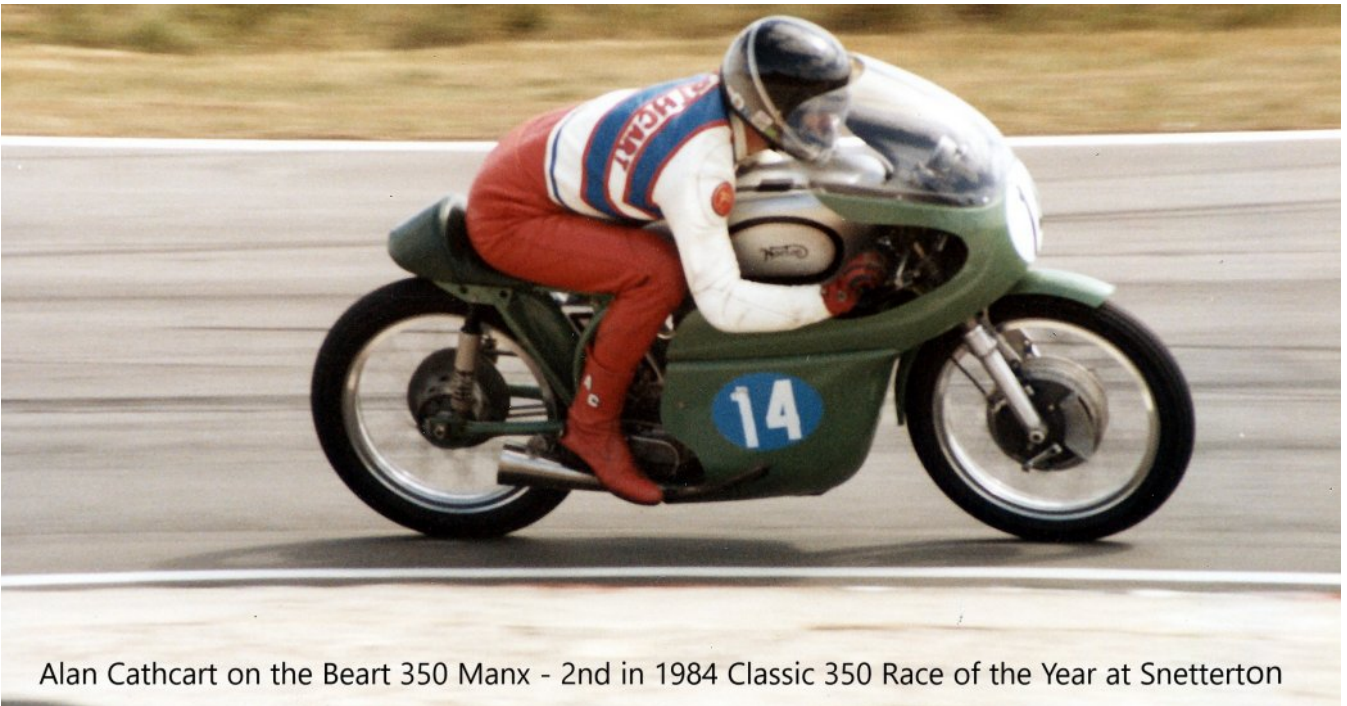
Gearing raised a question mark, though, for since Beart Nortons had effectively only ever been raced in the Isle of Man, Francis had fitted TT gearing of 21/45 when he rebuilt the bike. Without any spare sprockets I was stuck with being considerably over-gearred for Snetterton, but at least I was able to sample the bike as it would have been raced in the Island. Perhaps surprisingly, in view of the high bottom gear, it fired up easily on the line all weekend in the push starts then employed in all CRMC Classic races up to 500cc.

Rigorously adhering to the Beart precept of lengthily warming up the Castrol R40 lubricant on a soft plug to the accompaniment of glorious castor oil fumes, I changed to an RL50 (Francis always preferred Lodge plugs) and set off for practice. For the first time I was able to appreciate just how great the margin of improvement is between a Beart Norton and a standard, unmodified 350 Manx, such as the ex-Vin Duckett one I used to own back in the mists of time at the start of my own road racing career. For a start all the controls were so light and sensitive, whether the featherweight throttle or the single-finger clutch and front brake. They don't just come like that – only hours of painstaking assembly and attention to detail makes them that way. It was possible to ride the bike with a great deal of finesse and care, simply because each of the controls, including the beautifully balanced steering, could be operated with a fine degree of sensitivity.

FEATURE: 350 BEART NORTON TEST

I didn't care much for the seating position though – the Beart patented weight-saving saddle (i.e. cut off the whole front half of a standard Norton seat, then re-cover it in green leather!) tended to decant my precious bodily parts onto the unprotected upper frame rails once I started riding reasonably hard. This also made the oil filler cap flip up a couple of times during one race, until I taped it down for the next one. The stretched-out riding stance that the seat position forced you to adopt sat ill at ease with my more modern style of riding, but then Francis never cared for his riders to move about on the bike, and especially not to stick knees out in the wind which he regarded as unnecessary drag. He never managed to cure me of my habit aboard my Beart-tuned Aermacchi (although he did try!), but one thing I did learn from him was to keep my head down under the screen as much as possible. Let's just say that the Norton's Sabrina fuel tank design and the Jakeman fairing invited such demeanour, which of course is more in keeping with Isle of Man TT racing than the cut 'n' thrust of short circuit events. The Beart Manx also seemed to accelerate very smartly, despite the handicap of the high gearing and a four-speed gearbox, doubtless because of its lower weight thanks to Francis' work. This turned out to be 296lb/135kg with oil but no fuel, compared to at least 320lb/145kg for a standard Manx even without fairing and fittings, and I've seen some original ones weigh in at more than 350lb/160kg so equipped.

In the Period 1 (pre-'64) 350 race at Snetterton I found myself embroiled in a dice for second place with Angelo Guadagnino's more standard Manx Norton, and noted that even using my self-appointed limit of 7,500rpm, thanks to the Beart bike's light weight and in spite of the tall overall gearing, I could pull away from him coming out of slower corners like Sear or the Esses. But the Beart bike lost out in mid-range before taking over again on top end. And I must admit to being able to out-handle him, especially in Russell's (there was no bus-stop Chicane there back then!) where by the end of the weekend I could take the left/right high-speed flick that the corner was in those days hard on the stop in top – and I'd never been able to do that on any other bike without getting into big trouble on the exit. The Norton was beautifully set up for precisely this type of corner which abounds on the Isle of Man - ease the throttle for just a fraction climbing the Mountain in a corner where you shouldn't, and you may never see those 500 revs again before Brandywell.



Alan Cathcart on the Beart 350 Manx - 2nd in 1984 Classic 350 Race of the Year at Snetterton

The Beart Norton did give the impression of being very long-legged – a real long-distance stayer rather than a short circuit sprinter. You could feel the engine beating away reassuringly and seemingly unburstably beneath you, and without the performance of a 500 there was almost time to look around and enjoy the view when going down the Revetts Straight! Getting the engine to rev that hard did take a bit of doing, though, and I soon realised that on TT gearing I mustn't be afraid to slip the clutch to wind it up hard coming out of a bend, even a relatively fast one at Snetterton like Sear. On the open megga we still raced with back then, megaphonitis only cleared at 5,000rpm, and with only a four-speed gearbox there were a couple of gaps which needed bridging if you were only using 7,500rpm as a limit rather than 8,000 rpm, as I did in deference to the freshly rebuilt engine, and the fact it had an appointment with its new owner the following week on the other side of the pond!.

FEATURE: 350 BEART NORTON TEST

But two second places – including finishing runner-up in the 350cc Classic Race of the Year - and two thirds out of four rides on the Beart Norton over the Snetterton weekend showed the bike to have been superbly rebuilt by Francis with his trademark attention to detail. A glance around the machine confirmed this: the flecks of blue paint on many nuts, bolts and other components large and small identified them as belonging to his 350cc bike rather than the 500, which carried yellow daubings. The dull nickel finish on most of the bolt-on components, the way each clutch spring and its cup was painted a different colour to make sure they go back together the same way they came out, the engine-turning on the alloy engine plates – all this and more combined to echo another of Francis Beart's maxims: 'If it looks right, chances are it'll go right.' Though the fairies conspired to prevent it ever winning the race it deserved in the Manx GP, its glorious race history proved that the 350 Beart Norton certainly went as well as it looked. I know Bob MacLean enjoyed possessing – but unfortunately not riding – a motorcycle which in every way was history on wheels.

BEART NORTON 350 MANX - Specification:

Engine: Dohc air-cooled single-cylinder four-stroke with vertical shaft and bevels camdrive

Dimensions: 76 x 76.7 mm

Capacity: 348cc

Output: 38 bhp at 7,800 rpm

Compression ratio: 11.22: 1

Carburation: 1 x 1 3/16 in. (30mm) Amal GP with remote float chamber

Ignition: Bosch magneto and coil

Gearbox: 4-speed with chain primary drive

Clutch: Multiplate dry

Chassis: Twin-loop tubular steel duplex cradle frame

Suspension:

Front: Beart-modified Norton Roadholder telescopic forks

Rear: Tubular steel swingarm with 2 x Beart-modified Girling shocks

Wheelbase: 1395 mm/55 in.

Brakes: Front: 210mm twin-leading shoe Gilera drum. Rear: 7.0 inch/178 mm single-leading shoe Norton drum

Wheels/tyres: Front: 3.00 x 19 Dunlop KR76 triangular on WM1 Borrani wire-laced aluminium rim Rear: 3.50 x 19 Dunlop KR72 triangular on WM2 Borrani wire-laced aluminium rim

Weight: 134 kg/296 lb

Top speed: 125 mph

Year of manufacture: 1961

Owner: Unknown purchaser at 2015 Bonhams Las Vegas sale

CREDIT: Once again we are fortunate to be able to print an article donated free of charge by our Honorary member, and not least, International motorcycle journalist & author, Alan Cathcart. **Photo credit:** Kyoichi Nakamura

Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message): Hi- Viz Vest \$20, Polo Shirt \$25, Cap \$12, Beanie \$12, Machine Badge \$20, Stubbie Holders \$5, Floppy Hat \$13, Sticker/Decal \$2ea or (3 for \$5), Cloth Badge \$10, Lapel Pin \$10ea or (2 for \$15)



SERVICES

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

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

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

Feature: 1926 Sunbeam Model 11 Sprint - Compiled by Shawn Vieceli



15

MOTOR CYCLING

June 25, 1924.

SUNBEAMS

WINNERS of the 1920 Senior T.T. Race.
WINNERS of the 1921 French Grand Prix.
WINNERS of the 1921 Italian T.T. Race.
WINNERS of the 1922 Senior T.T. Race.
WINNERS of the 1922 French Grand Prix.
WINNERS of the 1922 Italian T.T. Race.
WINNERS of the 1922 Austrian Senior T.T. Race.
WINNERS of the 1922 500 c.c. Championship of Italy.
WINNERS of the 1923 Manx Amateur T.T. Race.
WINNERS of the 1923 Austrian Senior T.T. Race.
WINNERS of the 1924 Hungarian Senior T.T. Race.
WINNERS of the 1924 Durban-Johannesburg
500 Miles Race.
WINNERS of the 1924 French 24 Hours Bol d'Or Race

NOW WIN THE

JUNIOR - 350 c.c.

SENIOR - 500 c.c.

SIDECAR - 600 c.c.

SWISS GRAND PRIX

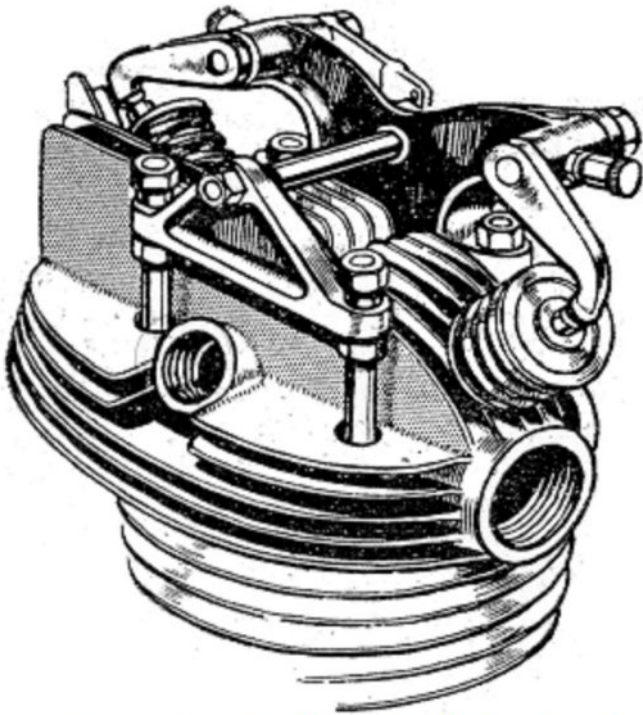
June 14th and 15th, 1924

and the TEAM PRIZE.



John Marston, already an experienced bicycle producer, started building Sunbeam motorcycles in Wolverhampton in 1912. J. E. Greenwood was the chief designer until 1936, and while he produced a range of designs it was the 500cc singles on which Sunbeam built its excellent reputation. Factory tuner George Dance built a number of "Dance Specials" for hill-climbing and sprints, which gave rise to the catalogued 350cc Model 10 and 500cc Model 11 Sprint models. They were discontinued after racing on public roads was banned in 1926, and the Marston Sunbeam Club knows of only eighteen survivors of both kinds. In the first place, an entirely new frame has been evolved, giving a wheel base of 54 inches, which is of conventional appearance, having a sloping top rail. The front down tube ends in a tee piece just below the tank, from which two members are carried to the front engine plates. To facilitate the removal of the cylinder head the tube carrying the tank is made detachable, and a few moments only are required to effect its removal with the tank. A very careful piece of design, the engine, is fitted with two overhead valves operated by push-rods and rockers and inclined in the semi-spherical cylinder head at a steep angle. There are three springs to each valve, and the rockers, which are supplied with greasers, are equipped with return springs. The cylinder head itself is substantially constructed, special attention having been paid to the finning, especially around the exhaust port. Fitted at an angle at the left-hand side of the head, the sparking plug is in the direct path of air currents. The full skirted aluminium piston has three rings at the top, while the gudgeon pin is of the full floating type. The bore and stroke are 80 mm. x 98 mm. respectively, giving a capacity of 493 c.c. A roller bearing is provided in the big end of the connecting rod, the main shaft being supported on ball bearings. Lubrication is carried out by a mechanical pump which is of the double gear type, mounted on the outside of the timing gear cover. Transmission is by chain throughout, the primary being totally enclosed in an oil bath case. The wheels are shod with 26 in. x 2½ in. tyres, and internal-expanding brakes are fitted fore and aft. This bike pictured, ridden by then owner Neil Stephenson achieved a top speed of 84 mph at Mallory Park Circuit, England in 1971.

Feature: 1926 Sunbeam Model 11 Sprint

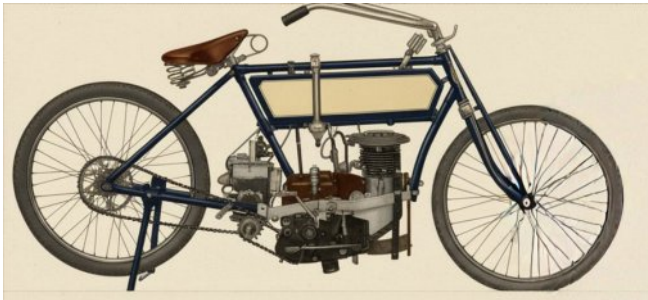


O.h.v. rocker details and cylinder head.



Motorcycle Timeline - courtesy Dave Richmond & images by Murray Barnard

1914 - Cont'd: After six years' work, Mr Field of Clacton-on-Sea completed a twin-cylinder, single-acting variable-expansion, high-pressure steam motorcycle. It weighed 160lb and developed 6-8hp. "A small quantity of methylated spirit is poured into the burner channel, and allowed to burn for three or four minutes. When sufficient heat has been imparted to the burners the water and fuel regulators are opened, and by walking the machine for three yards starting can be effected."



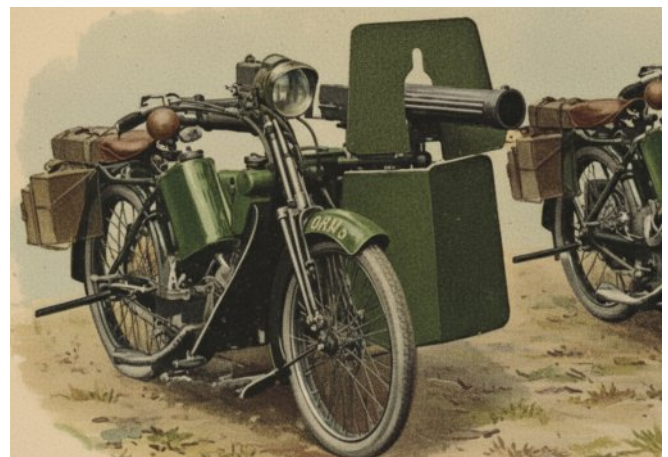
WHAT NEW ZEALAND CLUBS ARE DOING: Immediately on receipt of news that war had been declared between England and Germany the respective secretaries of the Pioneer Athletic and Bicycle Club (Motor Section) and the North Canterbury MCC wired the Prime Minister of Dominion (Right Hon WF Massey), offering the services of the clubs to the Defence Authorities. These offers have been accepted, and members of the clubs appointed as despatch riders. The Pioneer Club also decided to hold a rally to collect money, etc, by motor cycle and sidecar rides in aid of the Patriotic War Fund. The fund is mainly to help to provide equipment for members of the Expeditionary Force, and to maintain those dependent on the volunteers for the force.

"THE VICTORIA MCC HELD A 25 mile road race in the form of an 'Out and Home' race between Cragieburn and Wallace on the outskirts of Melbourne, when record speeds for Australian motor cycle racing were established by Eric Tyler, who finished first on a 7hp Indian in 23min 55.2sec, the average speed being 63mph. The race was run as a handicap and 20 started, the limit man being C Kelynack (2¾hp Sunbeam), who was allowed 4½min start. RE Dowel (8hp JAP), E Tyler (7hp Indian), J Booth (7hp Indian), and H Jenkins (7hp Indian) were the scratch men. Probably the fastest machine in the race was Dowel's JAP, but unfortunately this rider was involved in a most serious smash. This occurred through the risky method of running the race; owing to the 'out and home' nature of the contest, the competitors occasionally met each other at high speed. Dowel and Booth had arrived at the turn at about the same time, and rapidly gaining on some riders in front were soon in their dust, and when travelling at a speed of about 65mph met a rider named Thornton travelling in the opposite direction. Their handle-bars locked, with the result that the riders were

thrown with terrific force, both of them being flung 10 or 12 yards away by the force of the collision. The two machines remained locked for an instant, and Booth, who was following, was in great danger of becoming sandwiched between them, but luckily in the nick of time the machines opened out and he got through. However, expecting a severe smash he tried to jump off his machine, with the result that he turned a complete somersault, pitching on his head. Luckily he was wearing a padded safety helmet, which saved his life, though, of course, he suffered from severe shock, and he and Dowel and Thornton had to be removed to hospital. Tyler (7hp Indian), the ultimate winner, rode splendidly throughout, and won by about a mile and a quarter from Jenkins, while close behind was Parsons (3½hp Precision), who finished third with 2min 30ssec start. His Precision was easily the fastest of the single-cylinder machines, and as this was his first race his performance was remarkably good. The final results were: 1, E Tyler (7hp Indian), scratch, 23min 55.2sec; 2, H Jenkins (7 h.p. Indian), scratch, 25min 3.4sec; 3, H Parsons (3½hp Precision), 2min 30sec start, 28min 0sec." Pic: Eric Tyler below,



LAST WEEK A PARTY OF MOTOR CYCLISTS, now in training at Bisley, were sent to Woolwich to fetch 18 Scott sidecars with quick-firing guns, such as we have illustrated. The procession of so many armoured sidecars through the suburbs of London naturally caused a sensation. The journey was successfully accomplished, though several of the motor cyclists had never handled a Scott before. One managed to bowl a dustman over.



Motorcycle Timeline - courtesy Dave Richmond & images by Murray Barnard

“Returning from a picnic: Mrs Hunter of Hull on her 6hp Rex sidette with two lady passengers, photographed on the Withernsea Road near Hedon.”

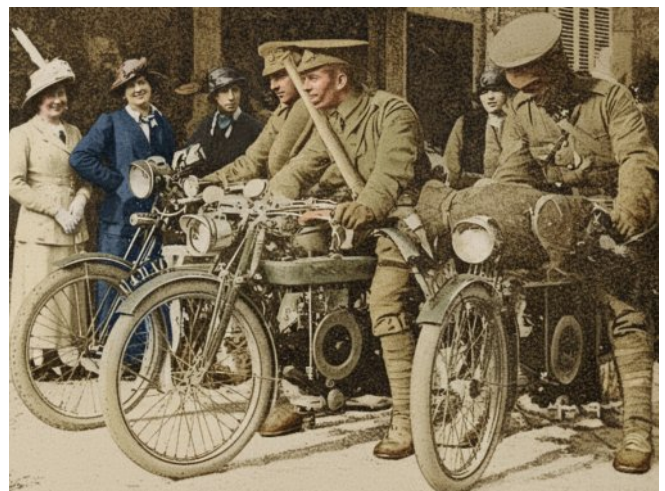


As Europe descended into war Neutral Switzerland staged a motor cycle show in Geneva, which was also the home of Moto Reve.



“A LARGE ORDER FOR COVENTRY: Coventry firms have reason to congratulate themselves upon the order for motor cycles received from the Russian Government, which is as follows: Rudge, 3½hp, 400; Rover, 3½hp, 550; Humber, 3½hp, 300; Triumph, 4hp, 300; Premier, 3½hp, 300; Premier, 9hp, 12...The New Hudson Co, of Birmingham, and the Clyno Co, of Wolverhampton, were also favoured with large orders.”

“IN ADDITION TO THE 1,652 motor cycles, referred to in our last week’s issue which have been ordered from Coventry firms alone for the Russian Army, we are advised that the James Cycle Co have practically completed an order for 260 machines spread over their 4hp big single and 3½hp twin models; 260 machines represented the most the James Co. could turn out in the limited time stipulated. Messrs, Phelon & Moore, too, completed last week their batch of 100 machines, which was exactly half the number of the original order. Owing to the imperative demand of the British War Office, Messrs Phelon & Moore were obliged to curtail the number of machines called for by the Russian Army. Incidentally, 70 more P&M machines have just been supplied to the Royal Flying Corps...American manufacturers were hot on the scent of the Russian Government order for motor cycles, an enquiry for 900 machines being circulated in the States. We are given to understand, however, that the whole order for over 2,000 motor cycles was finally placed in this country.”



“British motor cyclist despatch riders passing through, near the firing line in France. (Two are riders of Douglases, the other of a Triumph.)”

“THE LIGHTING OF EVEN motor cycles has to be reduced before they are allowed to enter the Metropolis...Last week we heard of cases in which the police actually whitewashed the lamp glasses of motor cycle head lights before their owners were allowed to proceed into town.”

Motorcycle Timeline - courtesy Dave Richmond & images by Murray Barnard

"WE UNDERSTAND THAT THE War Office has revised its list of machines which will be accepted for service. This is now as follows: Triumph, Rudge, BSA, Douglas, and Phelon & Moore. Should suitable applicants not be in possession of either one of the above-named motor bicycles, which must not be earlier than 1913 models. Government motor bicycles will be provided."



"CAT COTTAGE, Henfield, Sussex: A former occupant of the cottage, a very eccentric old man, carved the cats which are seen on the walls. Each cat holds a bird in one of its front paws. He then ran a wire round the place, just underneath the thatched eaves, and on this he suspended strings of shells, connecting the whole lot up to another wire inside the cottage. This he pulled at night when his neighbours were in bed, and so annoyed them with the din that they pulled the whole contraption down. He then bored a hole through the end wall and placed an American flag through. The villagers stole it. This second act so exasperated the old man that he enlarged the hole, wrote ZULU HOLE just beneath, and sat through the night with a rifle pointing through the orifice ready to shoot anybody who got too close to his cottage."

"JUST TEN YEARS AGO there was run off a race in France at St Arnouct, some forty miles from Paris, in which a mere handful of competitors took part, but which was destined to be the origin of properly organised international road racing, and a direct forerunner of the Tourist Trophy Race. This was the International Cup race, which was competed for by five nations—England, Germany, France, Denmark, and Austria—11 riders in all. Rignold, Hodgkinson, and Silver formed the British team, and any chance they had of winning was destroyed by frightful tyre troubles. In fact, the race roused a regular hub-bub owing to the alleged malicious strewing of nails on the course to the detriment of the riders. As certain of the home riders escaped scot-free, rather pointed remarks were made that they were cognisant of the

presence of the nails. The race was won by France, the actual winner being Demester, who rode a Griffon, then one of the most famous racing machines on the market. The next year an Austrian won, and after that Continental racing fell rather flat, and the Marquis de St Mars set the ball rolling again with the Tourist Trophy. From that day onward British motor cycles have been supreme both at home and on the Continent except for one American victory. Viewing the sweeping successes of English machines of late years on the Continent, it is curious to look back a decade and see with what reverence we regarded our present day Allies as motor cycle designers and makers. But whereas French makers developed their machines along the lines of speed, our manufacturers rather sought reliability, and time has proved the soundness of their methods and the success attending them."



PFW Bush wrote in praise of heavyweights. In 2,000 miles his 10hp, four-pot, two-speed Henderson had averaged 89mpg with no breakdowns and no leaks. In top gear it would run down to 7mph and up to 68mph and would climb the formidable Westerham Hill at over 50mph, or as slow as 15mph.

THE MOTOR CYCLE'S BUYER'S guide included 277 bikes including 117 four-stroke singles, 95 multis and 65 two-strokes. All-belt drive drove 135 bikes; chain-cum-belt, 72; chain, 64; shaft, six—121 boasted three-speed transmissions. The guide reported: "Quite a feature of the 1915 models is the fitting of four-speed gear boxes. Now, four speeds are a distinct luxury on powerful machines, but they are much more of a necessity in the case of light-weights. We must not lose sight of the fact that the lower the horse-power the more speeds are required."

AFTER A WEEK WITH a 225cc Ivy two-stroke the Blue 'Un said: "The fittings are wonderfully complete and the 26x2¾

Motorcycle Timeline - courtesy Dave Richmond & images by Murray Barnard

tyres and large pan saddle are a luxury to which one is seldom treated on a light machine. Besides this, two stands, excellent mudguards, pannier tool-bags, and a large petrol tank make the Ivy de luxe one of the most sensible lightweights we have ever handled.



Soon after entering the market with a tiddler, JH launched big twins with a 770cc JAP or, as pictured, a 742cc MAG lump, complete with three-speed box.



Rex's major innovations for its 1915 range were shaft drive and a three-speed box.



HAVING CUT HER motor cycle teeth on a Harley one-lunger, Della Crewe bought a two-speed Harley combo and rode it from her home in Waco, Texas to New York. For company she took her Boston Bull Terrier Trouble. Rather than setting out to break speed records Ms Crewe sensibly set out to see the country. Della and Trouble completed the 5,378-miles run to New York in six months. "I had a glorious trip," she said. "I am in perfect health and my desire is stronger than ever to

keep going." She had clearly been bitten by the travel bug because she then headed south, working her way down to Florida and thence to the Caribbean, Cuba, Puerto Rico, Jamaica, the West Indies and Panama. After another six months she was back in New York, followed by a run to California...by way of Alaska.



Portway-Cooper were firm believers in two-strokes, and not just lightweights. Its 1915 Paragon range included a water-cooled 4hp 500.



"AT BEXHILL POLICE COURT, VS JONES, a corporal in the 25th Reserve (County of London) Cyclist Battalion, was summoned for riding a motor cycle without a licence. Lieutenant AR Churchill, of the same regiment, said he had been instructed to appear in the case on behalf of Colonel Gilbertson Smith, his commanding officer. The regiment was stationed at Lewes, and they were charged with the duty of taking over coast defence along the sea coast of Sussex, and he wished, with the greatest respect, to protest against the action of the civil authorities. Lieutenant Churchill explained that the machines were registered in the name of the Home Secretary, and that a licence was not needed. Therefore, he asked for the dismissal of the summons, and, at the same time, he wished to be allowed to enter his emphatic protest at having been brought to the court on such a case. The case was dismissed. We wonder if soldiers will next be prosecuted for not having gun licences."

Kiddies Korner - suitable for all ages 65+



Sad news: One of the Russian acrobats in our human pyramid has been deported. Unfortunately we don't have Oleg to stand on now....

Andrew Mountbatten-Windsor has been evicted. He had to leave his Big Brother's house!

I asked the girl who works in the pet shop out on a date the other day. She said sorry I'm washing my hare that night.

I watched a UB40 tribute band last night. They were called WD-40. I must admit they were quite rusty to start off with but got considerably smoother as the evening progressed..

Owing to staff cutbacks, the zoo have requested every animal to do one chore. The lion sweeps tonight.

I switched all the labels on my wife's spice rack. I'm not in trouble yet, but the thyme is cumin.

I attended a packed meeting of Kleptomaniacs Anonymous last night. All the seats were taken.

My GP has just replaced the wall between his surgery and the waiting room with a glass partition. He says it's so he can see more patients.....

I'm not a magician, but I once turned a back rub into two kids and a mortgage.

If you know how to deal with blocked ears, give us a shout.

The inventor of Italics is finally getting his 23 year old son christened. The vicar has requested a larger font.

Sad to learn of the death of Dr Seymour Bottom, the inventor of the hospital gown.

I saw a man carrying a door handle today and asked him why. "It gets me out of the house" he said..

Make Muesli taste nicer by replacing it with bacon, sausages, egg, fried bread, beans and mushrooms...

I was walking past a pet shop. A sign on the shop front said ; 'Pedigree Netherlands cats for sale.' I didn't believe they were from the Netherlands so I went into the shop and asked the assistant... 'How Dutch is that moggie in the window?'

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

A truck carrying carrots, spuds, swedes and beets has spilled its load on the Kwinana Freeway..... Police are advising drivers to seek alternative roots.

My friend got on a flight to Helsinki and I haven't seen him since. He just vanished into Finnair.

3,024 years from today, life will either be really good, or really bad...It's 5050 really.

I live in such a rough area that when you buy tights, they ask what head size you need.

After my prostate exam, the doctor walked out of the room. A moment later, the nurse leaned in and quietly said three words no man ever wants to hear..."Who was that?'

The inventor of Costco's Super Value toilet paper, Arthur Fingerthrough, has died.

I accidentally just knocked a waiting over in Dominos Pizza. Well, I say one..

Just bought myself a book on reincarnation. It was \$35, but I thought sod it, you only live once.

I just found out that it's National Librarian Day today. They kept that quiet.



Just seen the news that 2 people are in hospital after eating Lasagne containing 100% Horse Meat. After a bad case of the trots they are said to be in a stable condition.

"My greatest fear is that when I die I will be forgotten." - Anonymous

Life of a Motorcyclist

