

June 2026



# VINTAGE CHATTER



## CONTACTS

### MANAGEMENT COMMITTEE

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

**Deputy Chair:** Murray Barnard - 0434215665 - web@vmccwa.com

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

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

**General Committee Members:** , Jim McGregor - 0410 735 825 Jim.mcgregor1958@hotmail.com, , Shawn Vieceli - kelsarni@hotmail.com, Murray Barnard - 0434215665, web@vmccwa.com, Mario Cudini - 0418212863 - membership@vmccwa.com, Warren Cartledge 0407 447 051 - wazzch65@gmail.com, Barry O'Byrne - 0418936254 - barryobyne2007@yahoo.com.au

**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 1<sup>st</sup> Time Machine Examiner for 404 concession:** Richard Argus - 0418 934 550 - secretary@vmccwa.com

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

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

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

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

### OFFICIALS

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

**Welfare Officer:** Adrian White - 0438335563 - sheryl\_w1@bigpond.com

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

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

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

**Meeting Registrar/Raffles:** John Voogt

**Regalia/Merchandise:** Jim McGregor assisted by Chas Bayley and Bob Cary.

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

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

**Tearoom:** Ian Patterson

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

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

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

**Treasurer's Postal Address:** PO Box 7382 Karawara 6152

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

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

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

**Front Cover:** Ron Morrison at the WA Border in 1976

**Back Cover:** Neil Freeman & Cheney Vincent



## What's Up - Murray Barnard

**VOLUME THREE OF THE VMCCWA 50<sup>th</sup> ANNIVERSARY HISTORY:** The final volume of the Club's 50<sup>th</sup> Anniversary History series has been printed and pre-orders are now available for collection. Thanks to Colin Hankinson for assisting with publishing of this volume. Thanks also to those who have already collected their pre-paid volumes. Postage paid pre-orders have been posted and hopefully received by now. Contact me to arrange collection of your pre-ordered volume if you haven't already picked it up. 0434215665 or web@vmccwa.com.

**DEPUTY CHAIR:** Barry O'Byrne has stepped down as VMCCWA Deputy Chair so I have stepped into the breach again. Under the Association's Act the role must be filled to comply with the law. Thanks to Barry for his lengthy service over the years. Barry will remain on the Committee and is assisting with event organising.

**OLD IRON:** The 2026 Old Iron will go down in history as a missed opportunity; but we have the errant cyclone to blame for that. A lot of work, by a lot of people, went into the show, but considerations of public safety and the safety of members took priority. A lot of work went into communicating the fact the show was not on, and fortunately the vast majority of people got the message in time. The Machinery Preservation Club put in a lot of work preparing for the Old Iron as well, so we need to get in behind them and support them at their Open Day in September. So get your bikes cleaned and ready for the motorcycle display we will put on. Please make every effort to support this event (details inside).

**MOTORCYCLE BREAKDOWN INSURANCE:** On major open club events, where all members are invited, the Club generally provides a backup vehicle and trailer when a volunteer is available to provide the service. However, a backup vehicle and driver is often not available. Consequently the Club recommends members take out Breakdown Assistance such as the RAC provides. Failing RAC there are other providers available such as <https://www.ridersupportaustralia.com.au/>. Cannot personally comment on rider support as have no experience with them.

**VEHICLE AND LICENSE CONCESSIONS FOR OLDER MEMBERS:** Seeing as the average age of club members is 67 years of age it might be timely to mention that the Department of Transport offers concessions on your primary vehicle and your driver's license if you meet certain conditions. These are largely possession of a seniors card and a health card. If you meet the conditions you can get a substantial reduction on your primary vehicle license and get your driver's license at no cost. See the concession details here: <https://transport.wa.gov.au/licensing/concessions/seniors-veterans-pensioners>

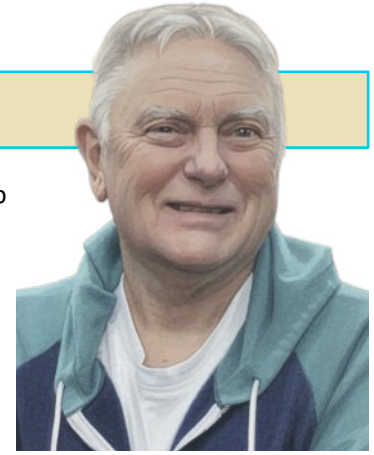
**ROAD TOLL:** This year I have noticed that nearly every time I go on the road either by car or bike, some tool pulls out in front of me at the last minute from a side street or parking area, leaving very little room to avoid them. There seems to some madness in the air and many drivers are not exercising caution or are very impatient on the roads lately. This behaviour seems to be reflected by the road toll which is approaching the worst of times in the early 1970s! Year to date there have been 41 car fatalities and 20 motorcycle casualties. Please watch out and take care on the roads as drivers seem to take no care at intersections in particular and the figures speak speak for themselves.....motorcyclists are paying the price!

**ERIC GIBBONS CELEBRATES HIS BIRTHDAY:** Eric celebrated his 90<sup>th</sup> birthday on 4 May 2026. Eric is our oldest active riding member. Eric and Flo enjoyed a birthday gathering with up to 45 friends on the day before. Congratulations were passed to Eric from the Club on his birthday and he was awarded a copy of our latest Club History. Eric recently received a "Gasket" from our welfare officer, having lost his balance at Bean 2 Brook a few weeks back knocking his Gold Star around and also bruising and gashing his leg. Eric claims to all recovered now. Eric had only just finished fitting an electric start to his Gold star as well, a task that took some machining and adjustment.

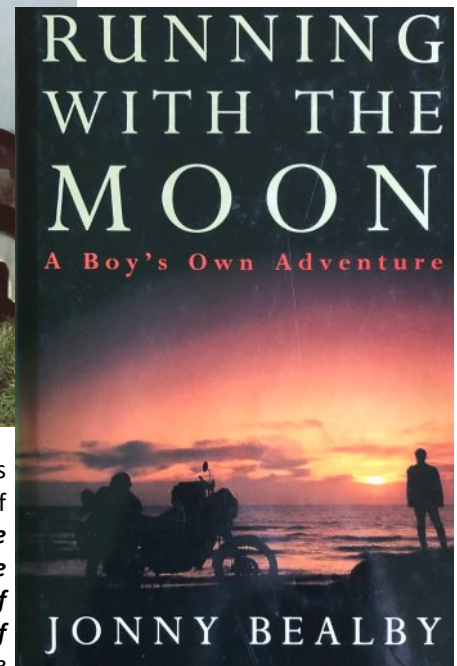
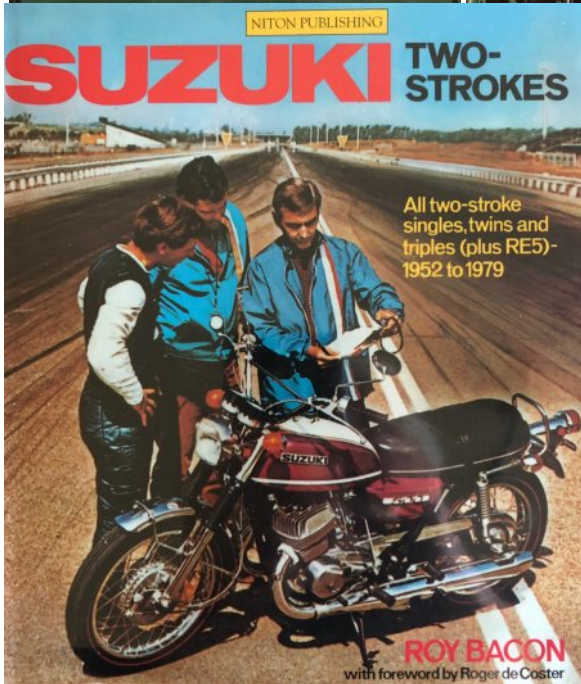
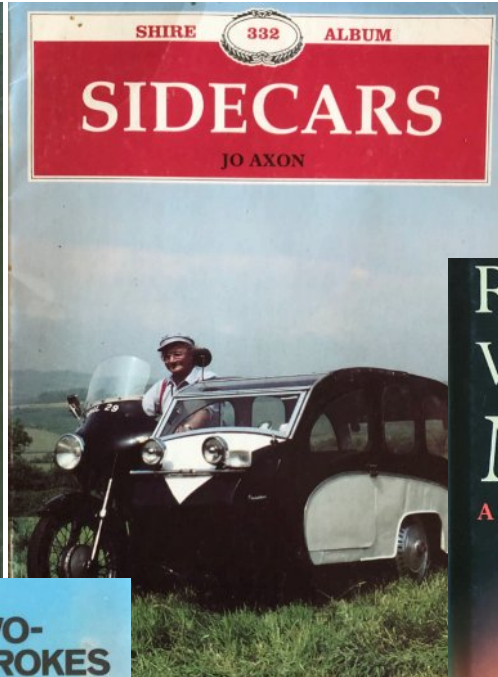
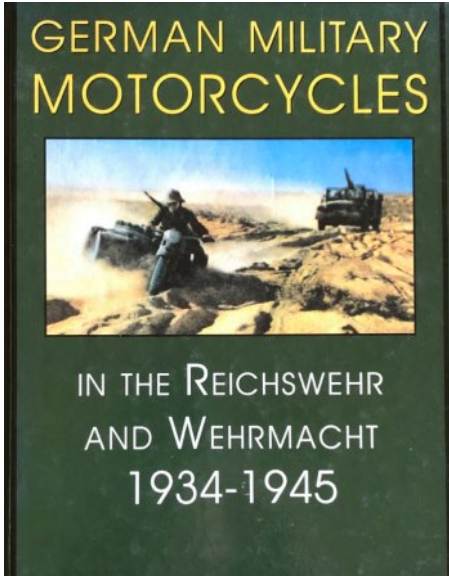


## What's Up - Murray Barnard

**NEW LIBRARY BOOKS:** Ken advised that the following books had been added to the Club Library. As well Volume Three of the Club History is also available from the library.



As an aside seeing the new book



on sidecars, I will add this extract from my A-Z of Motorcycles book: **The "Parade" Motor-Bicycle and Graham Brothers of Enfield Town: Pioneers of the Motor Sidecar.** The

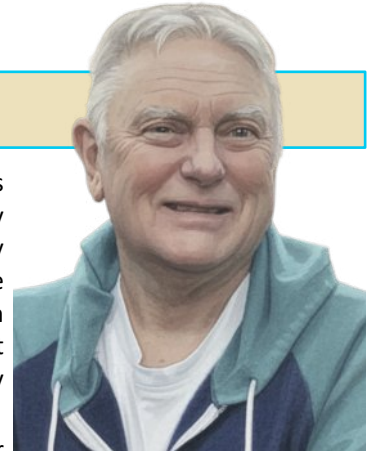
**Brothers Graham: William John and Sidney Charles** In April 1903 patented a method of carrying a passenger on the side of a motorcycle. The Graham Brothers' patent of January 1903 was for a flexible sidecar attachment — a passenger-carrying body mounted on a single wheel and connected to the motorcycle by a jointed framework that allowed a degree of independent movement. This flexibility was the key innovation: earlier attempts to attach a passenger vehicle to a bicycle had used rigid connections, which made cornering awkward and put severe stress on the motorcycle frame. The Graham patent addressed this directly. At the 1903 Stanley Show, Graham Bros., exhibited one of its patented sidecar

attachments fitted with upholstered basketwork, well hung on double Cee springs, fitted with motor tyres, plated rims, and side mudguards. The double C-springs were critical — they provided suspension for the sidecar body independently of the motorcycle's own springing, absorbing road shocks that would otherwise have been transmitted uncomfortably to the passenger. The upholstered basketwork body — wicker or cane, coach-built in the traditional manner — was both lightweight and elegant, in keeping with the Edwardian preference for carriage-derived bodywork on motor vehicles. Graham Bros. had on their stand two models of their flexible sidecar passenger attachment: in the one case fitted to a Humber chain-driven motor bicycle, and in the other fitted to a motor bicycle of their own make, called the "Parade," fitted with a De Dion engine and a Longuemare carburetter. This two-machine exhibit was carefully planned. By showing the sidecar fitted to a Humber — the most prestigious British motorcycle name of the period — the brothers demonstrated that their attachment could be fitted to existing machines of the highest quality, without requiring the customer to buy a whole new outfit. By simultaneously showing it fitted to their own "Parade" machine with the De Dion engine, they demonstrated that they could also supply a complete outfit from scratch.

## What's Up - Murray Barnard

**SLATER BROTHERS EGLI VINCENT:** I caught up recently with Neil Freeman to inspect his progress with restoring a Slater Bros. Egli Vincent. The frame of Neil's machine was actually built by Eric Cheney. The engine is a 1952 Vincent. Neil fortuitously came across the Egli by accident when visiting a property in Roleystone to purchase some speakers. Sighting the Egli frame and motor Neil soon became the owner of the project. A rare beast indeed in Western Australia. Neil is doing a great job getting the bike together and hopes to have it ready for a Vincent Owners Rally in Tasmania next year. Some history extracted from my A-Z book (yet again) follows:

The story starts in Switzerland in the mid-1960s. Fritz Egli was a motorcycle racer frustrated with his Vincent — the 998cc V-twin engine was the most powerful of its era, but the original Vincent chassis was prone to high-speed weaving and instability. Fritz stripped the Vincent down, examined the backbone chassis, and realised he could improve on it by using tubular steel instead of box-section, all-welded rather than bolt-up. He built a new backbone frame, installed it, then set about testing the design in the 1968 Swiss Hill Climb Championship — and won every round, inadvertently creating a legend in the process. Early in 1969, Fritz Egli appointed the UK's Roger Slater as the official Egli distributor in Great Britain. Slater imported frames to finish the assembly in his own workshop, then started to build the frames himself under license, eventually developing his own design known as the *Shadow 70*. To maintain the supply of Egli-Vincents, Slater Brothers licensed their production in Britain with the first few frames being built by ex-Egli employee Graham Binnion, and the rest by Eric Cheney. By 1971, the mention of "Egli" had disappeared from Slater's marketing materials entirely. From that point, the chassis were made by Eric Cheney using imperial tubing. This is the key to distinguish an authentic Swiss Egli from a British-built Slater/Cheney machine.



## 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

- Northern Suburbs** - 10am Wednesdays at Two Rocks Shopping Centre- Jim Douglas
- Eastern Suburbs** - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
- Southern Suburbs** - 10am Fridays - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills
- Fremantle** – 9am Saturdays – Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser – Stephen Hills

**REGULAR MONTHLY EVENT:** Classic Cars, Bikes & Coffee - 1<sup>st</sup> 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](mailto:steve.mag@icloud.com) or 0413678604

Note: Please send all event notices/proposals to Stephen Hills [steve.mag@icloud.com](mailto:steve.mag@icloud.com)

## APPROVED CALENDAR EVENTS

**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 12-13 - Beverley Re-enactment - Pre31 only** - contact Shawn Vieceli

**September 13 - Machinery Preservation Open Day** - Midland - contact Stephen Hills

**October 7 - Monthly Meeting** - 8pm Wattle Grove

**October 11- WA TT**

**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 (40<sup>th</sup>)** - contact Stephen Hills

**December 26 - Boxing Day Breakfast**

Non-Club Events:

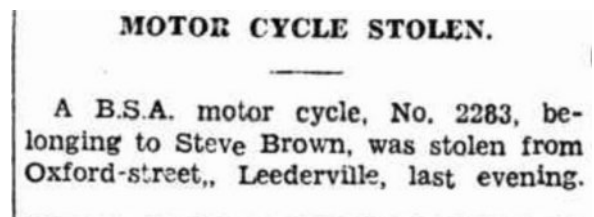
**September 25-28 - Australian Historic Road Racing Championships** - Collie Motorplex

**October 18<sup>th</sup> - DOCWA Ovest** 50<sup>th</sup> Anniversary

**October 25 - BMEC Concours** Whiteman Park

**November 1 - Albany Hill Climb**

Please keep an eye peeled for this stolen vehicle:



15 Dec 1931

# COMING EVENTS



**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 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..

**NOTICE:** Please note that Andrew Hobday has stepped down from his various roles due to other commitments.

The Club Committee wishes to thank Andrew for his years of service to the Club. Andrew's contribution is much appreciated.

As a result the following changes are notified:

Maddington Unit Caretaker is Shawn Vieceli.

Property Officer and Trailer coordinator is Colin Hankinson.

Regalia/ Merchandise sales will be handled by Jim McGregor with the assistance of Chas Bayley and Bob Cary..

Thanks to all involved for stepping in.

## VMCCWA REGALIA CURRENT PRICE LIST :

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

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

## SERVICES

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

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

A poster for the MPC Annual Vintage Machinery & Powerhouse Open Day. The text is yellow on a dark green background. It says: 'MPC Annual Vintage Machinery & Powerhouse Open Day', 'Incl. vintage cars, motorcycles, historical equipment, live music, food/drinks etc', 'Sunday 13<sup>th</sup> September 2026', '9am to 2pm', 'Old Midland Railway Workshops', 'Blackmith Lane (West) off Main Gate Rd Midland'. Below the text is a photo of a green and red vintage tractor with a canopy. A QR code is in the bottom left corner. At the bottom, it says 'More details at [machinerypreservationwa.com](http://machinerypreservationwa.com)' and 'Machinery Preservation Club of WA'.

**ALBANY MATTERS:** (Full minutes can be found on the club website at [vmccwa.com](http://vmccwa.com))



**ALBANY SECTION**

**April 2026 Monthly Meeting:** The Chairperson opened with thanks to Ian for organising an excellent Hill Top Ride. Minutes from the previous meeting were read and accepted on the motion of Paul Armstrong and Bernie Wolfe. On business arising, it was confirmed that John and Manfred will assist with catering at the upcoming Geoff Osborne Estate Ride. Inward correspondence included two editions of the Smoke Signal, a Post Office Box account directed to John Banks, and three power accounts forwarded to Bernie. The Treasurer's report recorded a January 2026 balance of \$8,337.63 and a February balance of \$8,369.83, to be forwarded to Treasurer Neil Freeman — moved by Bill Morrell and seconded by Ian Redman. Phil Matson presented his BSA B33 for machine examination, and the meeting held a discussion on proof of ownership requirements when licensing vehicles. Bernie reported returning a number of library books to Perth, and the welfare of members was discussed. Members discussed the upcoming Donnybrook Ride on 16th–17th May, Club History Volume 3, and a possible Dairy Ride to Redmond, with Ian Redman tasked with investigating. The meeting concluded with John Banks running a number plate quiz. The confirmed annual club ride calendar is as follows: 12 April — Osborne Estate; 10 May — Gary's Clueless Ride; 14 June — Paul's Fairweather Ride; 12 July — Arthur's Mt Barker Ride; 9 August — Italian Coffee Bean Run; 13 September — Webbie's Run; 13 October and 8 November to be confirmed; and 12 December — Christmas Charity Ride. All dates are subject to change.

**May 2026 Monthly Meeting:** The Chairperson Lynton Morgan opened the meeting with reflections on several recent club rides. The Easter Sunday visit to Mike Bentley's

home was warmly received, with thanks extended to Mike, Rosemary, Gay and Graham for their hospitality and support. The Geoff Osborne ride also drew strong praise, attracting 30 attendees to a picturesque location; appreciation was recorded for Geoff, Clair, Manfred and John for their efforts. Yesterday's Chalet ride continued the positive momentum, with 26 members taking part. Minutes from the previous meeting were read and accepted (Armstrong/Redman), and no business arose. Correspondence included one issue of \*Smoke Signal\* and a power account forwarded to Bernie. The Treasurer presented the February 2026 financials, noting a balance of \$8,369.83 and a closing balance of \$8,175.02. The report will be sent to Treasurer Neil Freeman, with the motion carried (Morrell/Wolfe). One machine examination was recorded: Aaron Condren's Ducati 750. No library matters were raised. Member welfare was discussed, and planning continued for the Donnybrook Ride scheduled for 23–24 May. It was also noted that Ed Sheckell will soon be offering a couple of BSA motorcycles for sale. Coffee Ride information was tabled, and the annual ride calendar—subject to change—was reviewed. Upcoming events include 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/Pizza Run on 9 August, Webbie's Run on 13 September, a to-be-confirmed October ride, Lynton's Whimsical Shed Ride on 8 November, and the Christmas Charity Ride on 12 December. The meeting concluded with John Banks presenting a bike quiz, and proceedings closed at 8.15 pm. Recorded by Nigel Fiander, Secretary.



From the left Rhianne, Sue, Gaye, Eilean hiding behind.



Phil and Lloyd taking it easy!

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



## PRE31 SECTION

**Meeting of 25 March 2026:** Notice from Harold Dewar promoting a pre-1919 rally to be held in Queensland from August 3rd to 9th. Jeff Sanders presented the financial report, noting that the Westpac account increased from \$3,773.11 on February 25th to \$4,073.56 on March 25th — a net rise of \$300.45. Income of \$561.50 came from Roaring 20s and Old Forkers entries, while \$261.05 in expenses covered Old Forkers catering and monthly meeting refreshments. The meeting then reviewed recent events. The Tassie Tour, held from March 7th to 16th, drew 120 bikes and offered excellent riding despite one day of heavy rain. Participants visited the Peter Bender collection, where Peter generously lent out several machines — two of which unfortunately ran off the road. Reports were also given on the Toodyay Swap Meet on March 15th, which, though mainly car-focused, still offered some worthwhile motorcycle items.

Coming Events: the Beverley Re-enactment in September, the Golden Ponds Display in October, the Chairman's Run in November, and the Overlanders Commemoration in February 2027. Shawn reported that the commemoration will feature girder-fork machines and Harley sidecars in tribute to the original Overlanders, it is an open event & all club members are welcome. Under business arising from events, Shawn addressed the cancellation of Old Iron due to severe weather forecasts. The event will return in 2027 to Midland. In General Business, Ken Vincent shared a colourful tale from a 1978 Chatter by Charlie Lawson, recounting a misadventurous ride to Albany on a 1939 ES2 Norton that involved fencing wire, a tip-rescued piston, and towing a stricken Velocette back to Perth. Ken also read a list of riders who attended the 1987 Boxing Day Breakfast. Bits and Pieces included Jeff Sanders displaying a well-restored 1928 350cc BSA single formerly owned by the late Ken Hopkins, with discussion on its combined manual and automatic lubrication system. Dave Weeks reported that Colin Tie is selling a 1950s Gold Star for \$15,000 and that he himself has various BSA parts available. Jim Farley showed a Burman gearbox, and Shawn Vieceli presented a proposed new Pre-31 Section T-shirt, which received favourable feedback.

**Meeting of 22 April 2026:** twelve members attending under the chairmanship of Shawn Vieceli. Financially the section is in good shape, with the Westpac account growing by just over a thousand dollars during the period — all of it from Roaring 20s event entries — bringing the balance to \$5,118.56. On the recent events front, the Beverley Air Show on 11 and 12 April drew a dozen bikes and generated strong public interest, though members noted it was dusty and the exit traffic was slow. A shakedown run for Roaring 20s bikes was held on 19 April from Shawn Vieceli's property, with five bikes participating.

Later in the year, highlights include the Beverley Re-enactment in September organised by Jeff Sanders (with VCCWA cars invited), the Graham Coole Memorial Run, the WA TT and Golden Ponds Display both on 11 October, the Albany Hill Climb at the end of October, and the Gomboc Gallery Run in November. Looking further ahead, the section has its eye on 6 February 2027, when an Overlanders Commemoration will mark 100 years since the famous Overlanders trip east, to be held in Forrest Chase in the Perth CBD. In general business, Ken Vincent circulated a flier for King Pin Components as a source of vintage parts. Greg Hughes mentioned a big bore kit available to take a 650 Triumph to 750cc, Greg Boothey showed two Sunbeam petrol tanks (see below) — one standard Model 9 tank and one bull-nose TT Model 90 racing tank — and also displayed a set of King Dick sockets picked up at a swap meet for a very reasonable \$30. Below: Ken Hopkins 1928 BSA 350



## Past Events: Beverley Air Show

Great day out at the Beverley Airshow yesterday with the Pre 31 Section VMCCWA putting on a fantastic display to complement the amazing air displays. It was the first airshow in 25 years to be held at Beverley and the big crowds ensured a memorable day was had by all. Lots of interest in the bikes from the public, with club members close by to answer questions regarding the bikes on show and plenty of technical help and information. There was a number of inquiries about joining the club as well which was very pleasing. Thanks are extended to Ken Vincent for organising the event. *Shawn Vieceli*



Past Events: Beverley Air Show



## FEATURE: Roaring 20s - Nannup -



**Roaring 20s Pre31 Event - 2026** by Shawn Vieceli: The weekend of the 2<sup>nd</sup> and 3<sup>rd</sup> May marked the 15th Anniversary of the Premier event of the Pre 31 Section calendar, the Roaring 20s, and what an amazing event it is. Thirty machines, all built prior to 1931 set off from Boyanup on Saturday, through 135 kms of some of the best roads in WA to finish at the Nannup Hotel via lunch at Balingup. The bikes and riders deserved a well earned rest with cold beer served and the parking bays outside the pub was kept well lubricated with dripping oil.

Saturday night was time for the formal dinner in the dining room, decorated splendidly for the occasion, with most dressing up in 1920s inspired outfits. After dinner, the drinks flowed and games of bingo were played, all in the spirit of the occasion. Up early Sunday for breakfast and at 9.30 the veranda was filled with smoke and the smell of Castrol R for the 85 km trip back to Boyanup via the Donnybrook bakery for morning tea.

At Boyanup we were treated to a hearty lunch put on by the Boyanup Junior Football Club, with presentations for category winners and raffle prizes. The backup was kept busy over the two days with some mechanical gremlins on the 100 year old machines and a tow up the steep hills for the single speed belt drivers. Thank you to all who attended, it is great to see the camaraderie between riders from the VMCCWA, Bunbury Indian Harley Club, Veteran Riders Club and Heritage Motorcycle Club. A big thanks to Peter and Sue Lawson for organising this fantastic event and to Greg Boothey for assisting in mapping the route. Thank you also to Ken Vincent for selling tickets and to Maureen Whittingstall for helping Sue decorate the tables for dinner and selling raffle tickets. A great weekend was had by all and hopefully this event continues for many more years to come.

Results of the event: Rider In the Spirit 2026, was presented to Dave Riddell on his well patinaed 1925 Triumph Model P, who dressed up in period 1920s outfits for the ride and dinner. A very close runner up was Ken Vincent on his immaculate Velocette. Best Veteran machine went to Peter Hume on his stunning 1916 1250cc Thor. Best Vintage machine went to Chris Cooke with his trouble free, unapproachable Norton Model 18. Best Small Bike went to the ever reliable 1927 FN 350cc, owned by Jeff Sanders. Hard Luck trophy went to Martin Softly, who had a lucky escape on his 1914 BSA, when his rear brake came off, jamming between the rim and guard, ripping a hole in the tyre falling off the rim! A great effort to keep upright. 1<sup>st</sup> Female new rider went to Nicola McKay, still on L plates, put in a excellent effort on Peter Lawson's 1927 350cc Calthorpe. Oldest bike on the run was a 1913 Triumph, ridden by Geoff Burkin.

**FEATURE: Roaring 20s - Nannup**



**FEATURE: Roaring 20s -2026**



## FEATURE: GS1100G Across Australia - Ron Morrison

In 1986, I was a serving with the Air force, stationed in Townsville, North Queensland. Before then, I had been living in Perth and had been involved with motorcycles from an early age. I had arrived in Townsville in 1982 with an L300 Express van with my beloved Honda CBX parked in the back of it. However, life got in the way of this happy situation and, after a year, it was just me and the van. After an overseas posting in 1984, I returned to Townsville looking for a project bike and picked up an old Kawasaki 500 triple. This ended up being the proverbial “rolling restoration” and, after nearly 40 years, it’s still rolling and I’m still restoring it! However, I had the urge to do some touring around the region, as there are many great places to see in NQ and the old triple wasn’t really a practical tourer, by any stretch of the imagination.

I bought a new Suzuki GS1100G that had been sitting in the local dealership for quite some time. In an era dominated by superbikes, the rather dated shaft-driven GS looked perfect for long-distance comfort. I did a few quick jaunts up through North Queensland, mainly day trips and the odd weekend. As at that time I was living in quarters on the RAAF base, I kept the GS1100 and the KH500 in a covered trailer in the base accommodation car park, alongside my L300 Express van - all my worldly possessions in two car bays. When opportunities arose, the GS could be rolled out of the trailer and be ready to go at a moment’s notice. Life was much simpler in those days.

For Christmas 1986, I was able to get 3 weeks’ leave back to Perth, so I decided to ride the GS home to WA. I had made that trip a few times in my van, so I was very familiar with the route. Additionally, in 1977 I had ridden a 750 Honda from Perth to Bathurst for the Easter racing and back, and so I had a pretty good idea of what to take for an extended ride. In the van, I could do the drive from Townsville to Perth (solo) in 3 days, but that of course involved quite a bit of driving at night. I figured it would take a bit longer on a bike, as I did not want to do a lot of night riding. I loaded up the GS with soft panniers and tank bag, spare fuel, a small tent, a bedroll and, importantly, a thick sheepskin seat cover. I applied a lot of green duct tape to prevent stone chips and rubs from the occy straps and tank bags. I’d be staying in motels overnight if available or, if necessary, caravan parks or roadhouses. The thought of a long hot shower and a comfy bed after a hard day in the saddle would be a good incentive to rack up the kilometres. I think I only used the tent a couple of times the whole journey. I was on a fixed timeline for this leave so, rather than some scenic tour to explore the locales I would be passing through, I followed my usual route that would get me home to Perth soonest. An advantage of travelling by myself was that I didn’t have to make compromises on the number or duration of stops.

Leaving the RAAF base at Townsville, I travelled south down to Emerald, Roma, then across to Charleville, Cunnamulla, and down to Bourke. I resisted the temptation to take the shortcut from Bourke to Cobar (I’d made that mistake 5 years earlier in my van and my teeth were still rattling from the 160 km of corrugated gravel) and wisely travelled the few extra km on the sealed highway via Nyngan. The trip down through inland Queensland and NSW was just mile after mile of the same featureless rural countryside that I had travelled many times before in my van. Fairly unmemorable, which neatly explains why I can’t remember much of it. From there the road westward didn’t have a lot of scenery but was quite pleasant riding, apart from the heat of course. In those days, I would usually keep my leather jacket on even when it was hot, mainly to avoid flapping clothing and for some protection against the inevitable insect strikes and stones thrown up by the many trucks.

At that time, I was wearing earplugs for protection, and I didn’t have any music players or other entertainment. To relieve the boredom, I would occasionally exercise my singing voice, although my undoubted talents were sadly lost to the wind and the wombats. Otherwise, it was just a question of cutting a deal with the road conditions and the wind to settle down to a comfortable cruise. Back in those days, I could do mental arithmetic and whilst riding along, I would keep my mind active by calculating time over distance and estimating arrival times at the next fuel stop. Allowing for calculating the speedo error correction, and factoring in corrections for any speed changes. I could usually get the timing within a few seconds. The GS didn’t have any twist grip clamp or tension screw, so I had to continually hold the throttle open to maintain speed. No cruise control back then! Surprisingly, in this respect the bike was easier than my van which required me to hold my foot



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in one position for long periods. I would find my foot would eventually start shaking, which caused problems (I eventually solved this with a half-brick under the pedal which allowed me to just rest my foot on the pedal).

To rack up the kilometres, I preferred to keep to a schedule and spend as little time as possible at fuel stops. Invariably, I'd have to clean the helmet visor as it would be quite bug smeared after a couple of hours. Fuel goes in, a quick can of Coke and maybe a sausage roll or similar, and I'd be off again in fairly short order.

The ride through the Cobar, Wilcannia and Broken Hill section is much the same and I was soon in South Australia. By the time I had reached the descent down Horrocks Pass towards Port Augusta it got a bit nicer and I was well on the way back to WA. We took on the Eyre Highway and crossed the WA/SA border. Depending on the prevailing wind, travelling across the Nullarbor can be either smooth sailing or a tiresome battle. I've done it a few times over the years and I do recall that this time, the headwind was quite strong and it certainly slowed me up some. It could also get quite cool when running parallel to the coastal

cliffs, even in summer. However, in these conditions I found you just have to get as low on the bike as possible and not try to force the pace beyond what felt comfortable. Feet draped over the rear footrests and lay on the tank bag! The only photo I have of myself with the GS on this trip was taken by some kind person at one of the pull-ins next to the cliffs overlooking the Southern Ocean. I admit I am not very fashionable, but my attire was very suitable for long stints in the saddle. Eventually, after four days on the road, I cruised into Perth and was able to enjoy a couple of weeks catching up with family and friends over Christmas.

After the weeks holiday break with family and friends, eventually it was time to head back to North Queensland, via the North West and top End. Aside from doing an oil change at my parents' place at the Strand, and fitting a new rear tyre, there was no maintenance to do. I applied more green tape to ward off the inevitable stones heading North but otherwise left my rig alone for the run back. Prior to this leg of the trip, the furthest North I had ridden was Northampton, a few kilometres North of Geraldton, on my Honda CB450 in 1973. I had travelled to Geraldton a few times, both in the car and on various bikes. Back in the 70s there was an annual "Round The Houses" Road Race event in Geraldton, which was always a fun weekend (*Ed. I also raced there on a Suzuki in 1972*). On the way North, I called in to Karratha to visit family, before proceeding up to Broome. I have photos of the GS in Karratha unloaded of all the baggage so, presumably, that was an overnight stopover. While passing through Broome saw relics of the air raids in 1942 still lying around the streets. Unfortunately, I didn't hang around too long to do any sightseeing and when I came back to Broome years later, the old engines had been picked up and were on display in the museum. The road across the top of WA into the Northern Territory was then generally good, although I do have a couple of photos of wash-away areas which were interesting enough to stop at. The weather at that time of the year in the North can be very dodgy, but I was fortunate to have fine weather all the way.



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Travel through the Northwest has its own challenges. Maybe it was exacerbated by the weather conditions in January, but a particularly disagreeable experience was riding with the stench of the scores of livestock that had been killed on the roads by the road trains. I happened to drive down with the caravan through the Kimberley in 2024 and there were very few dead animals compared to 1987. I suppose wind up windows, air conditioners and cabin filters do



have their advantages. The ride through the Northern Territory was a little different. Back then, the major highways had no speed limits, so I tried winding the GS up to 160kph for a while. However, on an unfaired bike with all the gear I was hauling it wasn't much fun and the novelty soon wore off and in short order I dropped back to my usual cruise speed. I also had concerns with wildlife – years before I had hit a wedge tailed eagle with my van which at 100kph did quite some damage: I wouldn't want to experience the same on a bike at 160 kph.

From Tennant Creek it's a left turn onto the Barkly Highway through to Cloncurry. Although never having driven on this road, I knew it wouldn't be too bad. Being stationed in Townsville I had flown across the top end of Queensland and the NT many times, in Huey helicopters and the lumbering Caribou transports. There was no GPS in those days, and the crews commonly used the IFR ("I Follow Roads") method to navigate. Cruising along above the highway at 5000 ft it was interesting to measure our progress against vehicles on the road below us. Occasionally, if we were flying into a headwind, we could see vehicles on the road actually pulling ahead! I had an overnight stay in Mount Isa and I remember watching the movie "Top Gun" at the motel for the first time. It must have inspired me to take off the next morning and blast through to Townsville, where the trip ended back on base and the trailer. A day later I was back at work!

I didn't really think much about the journey at the time. Although I bragged of "riding around Australia", that isn't strictly correct, as "around" should have included all of "Highway 1": the East Coast including lower Queensland, Victoria and around the South West Coast of WA and I do admit that I took plenty of shortcuts. Nevertheless, it was quite a long commute. Riders generally had plenty of confidence as, by the mid 80's, motorcycles (particularly Japanese bikes) were assumed to be absolutely reliable. Nothing needed adjustment, vibrated off or broke, leaked or emitted smoke. I had zero problems or concerns with the bike, so I could just do the ride and concentrate on hitting the stops on time.



In the nearly forty years since then I have forgotten much of that trip. Fortunately, and unusually for those days, I did take some photos along the way, which were printed off and put away in a box and duly forgotten about for many years. I didn't have the GS1100 for a long time, more is the pity. At the end of 1987, I had moved to Melbourne with my work and one of the consolations for moving from paradise to Victoria was that I had the opportunity to go road racing again. Unfortunately, I couldn't afford to race and keep (nor had space for) three motorcycles, so I made the hard decision to sell the GS1100G to fund my RG500G race bike. These days, I do see the odd GS1100G out and about on vintage rallies, and I remember fondly the time I had mine.

## FEATURE: TASSIE Rally 2026 by Peter Lawson

**West Aussies enjoy Tassie 2026:** The Tassie tour is a very well supported event for pre 1970 motorcycles and is limited to the first 100 entrants. It is run bi-annually, this past event saw a large contingent from WA make the trek across the Australian bight to Geelong to catch the ferry to Tasmania. The event started this year in Ulverstone with a planned lap of the island finishing back in Ulverstone for the final dinner.

This year the event started on a Saturday which is registration day, where you pick up your Rally pack and then have a short run of 112 km through Latrobe, Railton lunch and display the bikes at Sheffield Steamfest (always a great event to go to, though this year was quite hot). Then return to Ulverstone for an Evening Salmon BBQ at the Surf Club. It is always a great opportunity to meet up with fellow enthusiasts and friends we have made over the years over a buffet meal.

Sunday's ride (215 km) day out of Ulverstone through the winding roads to Mole creek where there was a BBQ lunch waiting with pub refreshments a plenty. There was a coffee stop on the way at Tasmania. The return to Ulverstone took a different route back. Plenty of road kill to avoid on the undulating and winding roads.

Monday, we leave Ulverstone. This 194 km ride took us partly inland and along the coast to Stanley for a 2-night stay. Wednesday 254 km to Strahan. It was a very wet day leaving Stanley heading towards Strahan. Coffee stop at Hellyer Gorge, however as there is only one coffee van and 100+ riders our lovely wives made up a thermos and had biscuits so we did not have to wait in the queue in the rain and could head off before the group. Lunch was a Tullah Lodge where everyone dripped water all over the floor. Staff were constantly moping the floors to avoid any slips.

Arrived in Strahan absolutely drenched, a long hard day for many. Plenty of stopped bikes on the way with mostly water ingress issues. We were all glad to get of the bikes with water cascading from our jackets and pants. Dave Weeks missed his footing on pulling up and laid the model down on his leg giving his knee a bit of grief. Lucky, we had a large house between the six of us. Air



conditioner on heat flat out and hairdryers in boots trying to get everything dry. There was an optional ride the next day but only 3 turned up due to everyone still drying wet clothes. As usual there was BBQ meal organised on the beach. They had to put up tarps this year as it was very cold and windy. Another great catch-up dinner. The next day was an optional ride day of 234 kms of which 3 brave souls went. Most still drying their clothes

Next day Friday, was a ride to Hobart where there was a planned 2- day break with ride day for those not quite had their fill. As this stretch was 307 odd kms, Dave made the good call to rest his knee and stay warm in 4 wheels, stopping a few times to get fuel as you weren't sure if it was going to be at the next stop and if so, how much it would be.

## FEATURE: TASSIE Rally 2026 by Peter Lawson

Saturday a great ride around the Huon region with a BBQ lunch at Peter Benders home where people were delighted to see assorted Brough Superiors plus other very nice makes of machines. Some of the ladies chose to shop instead. Sunday, we headed off to Bicheno through Richman a shorter day of 180 kms stopping for lunch at Swansea. The evening meal was a seafood platter brought By Bob Whittingstall accompanied by snags and chicken cooked to perfection by a Michelin star chef. Monday Bicheno to Launceston (288 kms) great coastal road winding with the sea breeze in the hair stop for morning break at St Helens for more scallop pies and vanilla slices. The winding roads from Scottsdale to Nunamara saw a climb to a great height on windy roads with awesome scenery. The route marker guys getting lost gave us an extra unplanned 20 kms to finish at Grindelwald a Swiss replica village in the hill overlooking the Tamar River.

Tuesday was an optional ride to a Platypus House. One of the Tassie guys arranged a small group of people to go to Rickards hose a retired engineer that has built a few scale size running driving cars, a crank less Buick (something Phil Irving worked on years ago) a 12-cylinder supercharged Sun a Land Rover and a single cylinder tractor. Incredible skills

The final day ride Grindelwald /Launceston to Ulverstone 195 kms. Tasmania is spectacular and at this point I am a little disappointed it is coming to an end. Arriving early at our hotel to freshen up for a dinner and awards.

Congratulations to award winners: Sue for not allowing me to buy poster (though she wanted jewellery). I managed to pick up the oldest bike to finish easy one to win just ride something old (1925 Sunbeam). Dave Weeks missing out on the oldest rider by only months. Acknowledgement should go to our own Dave Weeks for riding this event at 84 year young a truly great effort

### FURIOUS DRIVING IN 1902

#### FURIOUS DRIVING CASES.



At Hove, Richard Greenhill Silverlock (15), of Sackville Road, Hove, denied having driven a light locomotive at a speed greater than was reasonable and proper, having regard to the traffic on the highway, in Old Shoreham Road, Hove, about five o'clock on the evening of the 5th ult. Evidence in support of the information was given by P.-c. Walter Easton, a Hove constable, who said defendant was driving a motor-bicycle to which a chair was attached. In the chair was defendant's mother. The constable said the bicycle went 200 yards in 15secs., which witness said worked out at the rate of about twenty-seven miles per hour. Defendant was fined 5s. and 12s. costs.

FRED FLANDERS, a motor cycle manufacturer, has been summoned at Yarmouth in 1902 for furious riding, and it was stated that he had a trailer car attached to his machine. The defence was that the speed did not exceed the twelve mph limit, but the clerk ruled that, under the Light Locomotives Act, a self-propelled machine could not draw another vehicle through a town at a greater speed than six mph. The defendant said that a motor-cycle could not be driven at this speed, and could be stopped in a very short distance. The Bench held that the pace was to the danger of the peace and inflicted a fine of 10s. and costs, with a reminder that he was liable to a £10 penalty.

At Brownhills, Birmingham, Ashley Brown, chemist, Chasetown, has been fined £1-12s-6d: for driving a motorcycle at more than twelve miles an hour at Burntwood on Good Friday. It was stated that at a dangerous spot he covered 600 yards in sixty-eight seconds, at a rate of over eighteen mph. The defendant asserted that the officer was a bad judge, as he was not exceeding the limit.

At the Birmingham Police Court, Daniel Willetts, of Bowli Green Lane, Stourbridge, was summoned for furiously driving a motor-tricycle along Broad Street on the 21st ult. The evidence of Police-constable Brown, who followed the offender on his bicycle, went to show that defendant was travelling at a speed of from twelve miles to fourteen miles per hour, at which pace he covered the whole length of Broad Street. Defendant, who said he did not think he was going so fast, was fined 10s and costs, with the alternative of fourteen days' imprisonment.

A WELL-KNOWN motorist named William A. Booth, of Walkden, was summoned for riding a motor-tricycle on the footpath at Little Hulton (near Bolton) on March 26th. When stopped he said that it was on account of the road being rough that he was on the footpath. A fine of 10s. was imposed.

At the Haywards Heath Petty Sessions, on Monday, Albert Kessler, York Place, Brighton, was summoned for driving a motor-bicycle at a greater speed than twelve miles an hour, on the London Road, Burgess Hill, on April 27th. Defendant was fined 30s. and 10s. costs.

Thomas GILFORD, Stroud, was summoned at the Whitminster Police Court for having ridden a motor-cycle at a speed exceeding the legal limit. He was fined 27s., which included 17s. costs.

Alfred Rivett, 252, High Road, Leytonstone, was summoned at Chelmsford, but did not appear, for riding a motor-bicycle furiously between Brentwood and Chelmsford. Fined £2-10s. and £1-2s-8d. costs.

## FEATURE: FURIOUS DRIVING IN 1902

At the Lincoln City Police Court, last week, Albert Geo. Dyke, trading as R. M. Wright and Co., was summoned for driving a motor-cycle, in Newland and Gas Street, Lincoln, furiously and to the danger of foot passengers, on May 4th. Police-Constable Croft stated that about 11.20 on Sunday morning he was on duty at the Newland end of Newland Street West, when he saw the defendant riding a motor bicycle at the rate of 16 or 17 miles an hour. The witness was cross-examined as to the way he judged the pace. The defendant gave evidence, and the Chairman said the magistrates were not satisfied under the words of the Act that the defendant was riding to the danger of life and limb of any passenger or person. They thought, however, that there was a great deal too much rapid riding in the town, and that more discretion should be exercised both by riders of motor-cycles and drivers of motor-cars. The case was dismissed.

Sidney MILLER appeared at the Lawford's Gate Petty Sessions, in answer to a summons under the Locomotives on Highways Act, for driving a motor-bicycle at Filton, on the 11th inst., without having the owner's name and address properly displayed on the vehicle. Police-constable Smith deposed that on the day named he saw defendant in charge of a motor-bicycle at Filton. Witness stopped him and asked him where the name and address of the owner of the vehicle was. Miller replied that they were not on the cycle. He then produced an envelope, wrote his own name and address, and affixed it to the machine. Defendant pleaded that the name of the owner was on the vehicle, but not of the required size. He was unaware that the lettering must be one inch high. Superintendent Cooke stated that the lettering on the machine was about an eighth of an inch in size. Mr. Latcham, the magistrates' clerk, explained that it was the first case under the Act they had had at that court. The object of the Act was that a motor-vehicle should be easily identified. The bench decided that as it was the first case of its kind they had had to deal with they would inflict merely a nominal penalty—1s. and costs.



At Barrow, Ashworth Williams was charged with driving a motor cycle at a furious pace. The evidence of the constable was to the effect that the accused proceeded down one of the principal thoroughfares at a terrific pace, and the passers-by all stood up amazed, thinking the motorist. 'had gone off his mind.'? He was fined 10s. and costs, or fourteen days imprisonment.

A defendant was summoned for furiously driving a motor-cycle at Groby, on May 28th. Police-constable Harding said defendant was driving at a mad pace; thirty or forty miles per hour. Next day witness saw the machine, damaged and bloodstained; there had been an accident. Defendant said he was going fast, but not furiously. Going down Groby Hill, at eight or nine miles an hour, a dog jumped at the front wheel, and he fell off sideways, and was cut and bruised. The Bench said there was no doubt defendant was going at an unreasonable pace; they would not convict, but he would have to pay 11s. 6d. costs.

# Foreign Correspondent



Dave Richmond, our ever reliable reporter from the Isle of Wight has provided photos of the local Annual VMCC display held recently on the South Island.

The key results were: 1927 MATCHLESS, Best in show, 1927 250 model R; spent the past century on the Isle of Wight, unrestored, "99% original".

1915 TRIUMPH

1930 VELOCETTE Model H, unrestored, all original, served as a DR in WW1. KSS, "lockdown restoration project.

1927 NORTON CS1, runner-up.

1940 INDIAN CHIEF, Built to WD spec for shipment to France but diverted to Scotland for use by the British army.

1927 BMW R42, owner told me almost all parts available, made in Poland, including a complete clutch.



# Alan Cathcart Reports

## 1961 Ratier 600 C6S Test: the French Boxer



"My Ratier is better than any BMW!" proclaimed my new friend Marcel as he knocked back what surely wasn't his first shot of *marc* that morning (it's the French version of *grappa*!) as another little helper to get him through his day. Marcel worked as a delivery rider in Paris for the French sports daily *L'Equipe*, starting at 4.30am each morning as the first edition rolled off the presses in that pre-internet era. "It may resemble a BMW, but it was created with French style, and Gallic passion. Anyway, Monsieur le Président [de Gaulle, back then] personally chose the Ratier for his Garde Républicaine to escort him with. *Vive la France!*"

I got to know Marcel in life before bike journalism by occasionally sharing with him the zinc counter of the little café across from my Paris apartment just off the Rue de Rivoli – he for another shot of *marc*, me for my early morning café-croissant breakfast before heading to Orly Airport to meet another group of American tourists for whom if this was Tuesday, it must be Paris. I'd got interested in the flat-twin engined bike bearing the Ratier name that I'd often seen parked in the little cobblestone triangle outside the café, attached to a sidecar float stacked with bundles of the latest edition of *L'Equipe* which Marcel dropped off at newspaper *kiosques* around the city. It looked like a BMW with its shaft final drive and cylinders sticking out on either side, it sounded like a BMW after he'd stood beside it to crank it into life via the rear-mounted kickstarter, and it looked as lusty and robust as any of the similar BMW sidecar floats ridden by his colleagues working for rival newspapers, who'd park up alongside the Ratier outside the café. For this was indeed something rather different – while self-evidently of Teutonic heritage, it was Made in France, not Germany.

It was indeed an improbable legacy of WW2 that the rugged 746cc boxer-engined sidevalve BMW R12 introduced in 1935, of which 36,000 examples were built by 1942 to equip the *Wehrmacht* [German army], and its later R71 sidevalve and R75 OHV derivatives, should spawn such copious descendants around the globe. These ranged from the American Harley-Davidson XA (a direct copy of the R12, of which 1,000 examples were built in 1942) to the Russian Ural and Dniepr, and Chinese Chiang Jiang (all still manufactured today, 80+ years on), via the Swiss Condor – and the French Ratier. This evolved from the 1940-44 German occupation of Paris, when the *Wehrmacht* established a massive stock of spare parts there to keep its numerous BMW motorcycles and sidecars running. Known simply as HPK 503, this warehouse was located in an old bus garage on the Avenue Mozart near the Bois de Boulogne (the park in which they later staged road races postwar), which must have provided a convenient venue for post-service road testing! After the city was retaken by the Allies in August 1944, a factory was established nearby at Neuilly-sur-Seine under the CMR/Centre de Montage et Réparation label. Operated by the former HPK 503 workers, this was tasked by General de Gaulle's new government of liberation to assemble complete motorcycles from the huge BMW spares stock, with Jacques Dormoy appointed Directeur Technique on January 1<sup>st</sup> 1945, to oversee this.

Under his aegis CMR built around 300 examples of the 18 bhp R12 with vertically-split crankcase and the later 22 bhp 746cc R71 with one-piece crankcase, each a sidevalve carrying a *tricouleur* BMW-CMR badge with a red quadrant in the trademark blue-and-white BMW roundel to denote that these bikes were produced under new Free French management. A further 80 units then followed, obtained by fitting considerably more powerful 38 bhp OHV R75 motors in R71 frames, splitting the difference in terms of designation to call the result the R73! The Prefecture of Police was sufficiently impressed with its 150 km/h top speed to order 100 examples for the Gendarmerie, but only those 80 could be delivered before state-owned CMR ran short of components to build them and, having fulfilled the reason for its creation, shut down in 1947. However, the CMR managers had anticipated this, and in



1946 five of them including Dormoy had collectively founded a new private company called CEMEC/Centre d'Etude des Moteurs à Explosion et Combustion to continue the construction of cloned BMWs using what remained of the old German spares stock, mixed with new components commissioned from French suppliers, as these became increasingly necessary. So BMW's rigid pressed-steel frames and square-tube chassis were replaced by a round-tube frame produced by Ets. Michel in Paris, now with plunger rear suspension, and new crankcases were cast in a stronger monobloc format, to create the the CEMEC L7 (L for *Latérale*, or sidevalve).

For while this 78 x 78 mm 748cc design producing 22 bhp – now transmitted via a foot-change four-speed gearbox rather than the R12's hand-change item - was still closely based on the BMW R12/R71, it was increasingly made from French components. Thus a single Solex carb replaced the twin Graezins on the German-built bikes, and a French-made Wageor magneto with manual advance replaced the CMR's German-made auto-advance Noris mag.

Production of the L7 began in 1948 at Bièvres, 20km south of Paris, and lasted until 1954, when CEMEC was wound up, having produced just 1,289 motorcycles in six years – insufficient to fund the development of a more modern engine to replace the ancient sidevalve design, which even the various branches of government which represented CEMEC's main clientele, deemed inadequate for their needs. Many preferred to buy BSAs or BMWs instead – the latter including a certain number of brand-new Munich-built R51s compulsorily supplied free of charge by BMW under the guise of 'war reparations'! Even so, the CEMEC L7 equipped the CRS/Compagnies Républicaines de Sécurité acrobatic display team, then a firm favourite with the French public at galas and gymkhanas, while it was also successful in the annual Bol d'Or 24-Hour marathon, with Druet/Boucher – both CRS policemen - winning the Sidecar class in the 1952 version's return to its traditional Monthléry home. Moreover, 19 specially-designed CEMEC C8 machines were supplied to the Garde Républicaine to escort newly elected President René Coty on his inauguration in December 1953. These were created by mounting copies of the OHV cylinders and heads of a Zündapp KS750 on the crankcase of a CEMEC L7, to produce an engine delivering 40 bhp at 5,000 rpm, and capable of a top speed of 160 kmh/100 mph. Around 200 further such engines were delivered to the Panhard and Rosengart car companies to produce their respective answers to the all-conquering Citroën 2CV! But this was insufficient to ensure the commercial viability of CEMEC, which duly died a death in September 1954.

However, soon after the ashes of CEMEC were taken over by Ratier, which had been founded in 1904 by wood-worker Paulin Ratier to fabricate wooden propellers for the pioneer French aircraft industry, as the French air force expanded during WW1. To meet demand, Ratier opened a factory in a saw-mill at Figeac, 200km NE of Toulouse, chosen for its abundant supply of raw material in the heavily wooded region. But post-WW1, metal propellers came onto the scene and Ratier patented a variable pitch version, of which his company became the world's leading producer. By 1939 Ratier employed 500 people making the propellers equipping 90% of French Air Force aircraft, and which held 63 World aviation records. However, with the occupation of



France in 1940, demand plummeted and the company resorted to producing bicycles, with the workforce falling below 100 people. But after rejoining the aircraft industry postwar Ratier made a comeback, employing 1,000 workers by 1960 – the year in which it was purchased by booming French electronics giant CSF. Today it's a key supplier to Toulouse-based Airbus, making the wing elevators for the A380.

Back in 1954 Ratier had opened a subdivision named RAM/Ratier Aviation Marine in Montrouge, on the southern outskirts of Paris, where it manufactured a two-stroke tractor, while looking for work from the French government. Ratier was thus charged with assuming responsibility for maintaining the fleet of CEMEC/CMR flat-twin motorcycles run by various government departments, including manufacturing new parts to keep them going, and restarting production of the venerable sidevalve L7. The first Ratier L7 was produced on April 12, 1955, and was the first such motorcycle to be 100% French-built – this time around, no BMW-made parts were used in its construction. Eight different variations on the same basic model, each subtly different one than another (e.g. twin Gurtner carbs vs. a single Solex) were produced between 1955 and December 15, 1959, totalling 1,035 examples in all, marketed under the slogan "Aviation technology applied to the Motorcycle," even if the somewhat venerable design dated back to 1938, and the BMW R71.

But during this time Ratier management decided they needed to produce a motorcycle which would allow the Gendarmerie to keep up with increasingly speedy modern vehicles like the slippery, avantgarde Citroen DS19 launched in 1955. The Ratier C6S employed an all-new 594cc OHV flat-twin engine measuring 72 x 73 mm and producing 32 bhp at 6,500 rpm, fitted as before with shaft final drive and a four-speed gearbox. This was housed in a double cradle tubular steel frame, but instead of the Earles fork by then ubiquitous on current BMW Boxers, the Ratier C6S featured a very well-made telescopic front end, with twin Lelaurin rear shocks. The cast aluminium brakes were Ratier's own, and very effective at that, with the 200mm 2LS/twin leading-shoe drum matched to a same-size SLS rear in stopping a bike weighing 195kg dry.

Ratier management had based the business plan for this new model on the 1,200 bikes ordered by the Ministry of the Interior with which to equip the CRS police, envisaging another 7,000 bikes for the Gendarmerie who, they reasoned, would be so impressed by the performance of the C6S and its proven 160kmh/100mph top speed in CRS testing, that they'd cancel their orders with BMW and switch to the Ratier, complete with a wave of the *tricolore* national flag. Indeed, on re-assuming office in 1959, the newly re-elected President de Gaulle did indeed decree that his entire Garde Républicaine squad of motorcycle escorts should henceforth be mounted on Ratiers, with their cream side panels on the black fuel tank representing a successful attempt at some added chic. This larger 27-litre fuel tank permitted the 280km journey along the N19 between the presidential Elysée Palace in Paris and de Gaulle's private home at Colombey-les-Deux-Eglises, to be accomplished without stopping to refuel!

But the Gendarmerie remained unconvinced, and maintained its allegiance to the new-generation BMW R69S, which reduced Ratier's annual production to just 500 bikes a year – insufficient to be profitable. Indeed, between the start of C6S production on July 13, 1960, when chassis no.40001 rolled out of the Montrouge factory, and the end of production in December 1962 with chassis no.41065, just 1,057 complete examples of the C6S were produced, plus some spare frames. 230 of these were indeed acquired by the Gendarmerie, with most of the other 800-odd bikes destined for the CRS and a handful of private owners. In 1964, the Presidential escort squad abandoned its Ratiers in favour of a BMW R69S fleet. Game over.

The obstinacy of the Gendarmerie had forced Ratier management to make a special effort to sell the bike to private customers, which neither CEMEC nor CMR had ever really done, given the appetite back then from government departments for every bike they could build. This retail push included an attempt to grab a slice of the flourishing



American market, which had now discovered foreign motorcycles – including the BMW. Ratier therefore developed the C6S America, three of which were built with a higher compression ratio and more sporting riding position, with two shipped to the USA for promotional purposes and unveiled at the Laconia Rally in New Hampshire in June 1961. But despite Ratier management's best efforts nothing came of this. A C6S was also displayed in Russia at the 1961 Moscow Trade Fair, perhaps as a result of which several Ratier lookalike components later appeared on the locally-made BMW-derived Ural!

Ratier also tried to imbue its products with some sporting flair by developing a series of bikes for long distance racing – then as now a popular means of demonstrating a marque's dependability to French audiences. Eleven examples of the specially developed 499cc OHV Ratier C5 were constructed, with engines sleeved down to 66 x 73 mm to meet the Bol d'Or 24-Hour race's 500cc capacity ceiling for solos. In June 1958 factory-supported riders André Nebout alias "Tano" and Pierre Charrier started the Bol at Monthéry aboard a C5, but they retired during the night after covering 147 laps of the 6.3km banked circuit and infield. The following year they tried again, but retired after just six laps, as did the second Ratier entered that year with Charrier's son aboard teamed with "Agache" - pseudonyms were commonplace in French racing back then, mostly to ensure their mother/wife/girlfriend (delete as appropriate) didn't know! They completed 188 laps before their DNF, but in 1960 Papa Charrier and Nebout got the closest yet to a finish, forced into retirement on Sunday morning after 276 laps of a gruelling race which saw only ten of the 30 starters finish. But in shorter races the Ratiers did well, with Nebout winning the Two Hours of Monthéry in 1962 at an average speed of 124.579 km/h on one of a pair of 500cc Ratier C5 GS prototypes with a 'square' 68 x 68 mm motor producing 40 bhp. But this was a final defiant salute by an ailing marque, with CSF ceasing production of Ratier motorcycles in December 1962 so as to use the Montrouge factory's available space for the radical expansion of its aviation electronics business, after securing the contract to supply its Cyrano radar system for France's new Dassault Mirage jet fighter.

As the CRS gradually divested itself of its Ratier fleet, these ended up in the hands of private owners, and during my two-year stay in Paris in 1968-69 they were still relatively commonplace on the streets of the capital. But the sight of one on British roads was always a rarity, making the example of the C6S to be found in the Sammy Miller Museum on Britain's South Coast [www.sammymiller.co.uk](http://www.sammymiller.co.uk) (alongside a BMW R69S of the same era!) a fascinating exhibit. I'd never had the chance to ride one before – my mate Marcel did once offer to let me ride his, but I didn't fancy doing so with a few dozen kilos of newsprint strapped to the sidecar float! So the chance to take Sammy's Ratier for a canter along the lovely New Forest roads around the Museum answered something I've been wondering about for the past fifty years: what's a Ratier like to ride?

Judging by its chassis no.40416 the Museum bike is a 1961 model into which an earlier engine no.40184 has been transplanted to create the bike which British enthusiast Ian Munro purchased from a French visitor to the UK's Beaulieu Autojumble 30-odd years ago. It was in running order with mostly correct parts, including a pair of brand new exhaust silencers, and after restoring it to the condition it's in now and adding more kilometres to the odometer in the Jaeger speedo mounted in the headlamp, which now reads a probably accurate 92,497km, he sold it to Sammy Miller in 2011. Ratiers were very robust and long-lived – I remember being impressed that Marcel's had been round the clock once already, so he said – and this C6S shows no sign of old age. After lifting the tall knob on the back of the headlamp (which also works the lights) to turn on the ignition, I eventually succeeded in firing it up. Even with the low 7.9:1 compression ratio the rearwards-mounted foot-starter is an acquired skill as well as a nuisance – you have to stick it on the stand to be able to operate it, and I resorted to run and bump once the engine was warm, taking care not to knock the left-hand one of the two 28mm Bing carbs fitted to the bike, presumably sourced from a later BMW.

Once lit up the Ratier sounds, feels and performs exactly like the BMW R69S of similar engine capacity and performance which my American flat-mate Jeff Craig ran while living in London during the 1970s. Its flat-twin engine is just as smooth and torquey, and it has the same slightly heavy albeit reassuring handling, so that even with the quite compliant tele fork fitted instead of the BMW's Earles front end, it feels very stable and planted in faster bends, as I suppose it should be with its low built and that long 1430mm wheelbase. The comfy 760mm-high seat with a toolbox beneath it delivers a fairly low but relaxed riding stance, though the right carburettor's inlet pipe does inevitably get in the way of your foot somewhat – it's the rearward of the boxer motor's two cylinders. The one-piece handlebar is quite tall, resulting in a fairly upright stance – ideal for presidential escort duty, though it's strange Ratier didn't retain this for its America variant. The 200mm brakes are excellent, especially the SLS rear, though with the shaft final-drive it's wise not to use this too hard. But the Ratier-made twin leading-shoe front drum is effective as well as good-looking – the quality of the aluminium castings is very good, contrasting with the rough-looking crankcase casting of the engine.



The C6S's four-speed gearbox's single-plate clutch has a light action, making it ideal for town work and especially escort duty, but the shift action of the left-foot gearchange – remember that the Germans were first to put the gear pedal on the left, and the Japanese copied them – is rather slow, and you will miss a gear if you try to rush things. It's also hard to find neutral, which presumably is why Ratier copied the short lever topped by a round knob sprouting out of the right side of the gearbox casing, just like on a BMW of the era, for you to find neutral by hand when necessary (as in, often!). However, the Ratier's engine is so torquey that once you get it in top gear you can pretty much leave it there at anything more than walking pace, though it does gallop along nicely in fourth, and must have been a great ride along the straight, fast French RN roads of the 1960s. The Ratier was publicised as

being one of the first bikes you could cruise on at 100 mph, and I have no reason to doubt that, with its wind-cheating low overall build taking full advantage of the low-slung flat-twin motor. The 19-inch wheels give welcome extra ground clearance, with the low cee of gee delivering good stability over the bumps and lumps of 1960s highways, aided by the Lelaurin rear shocks when seemed quite effective on the Museum bike. Looking at the serious lean angles that works rider André Nebout was able to achieve on his race-winning Ratier, the C6S evidently has sporting handling which I wasn't however prepared to try to sample on Mr. Miller's beautifully fettled museum-piece!

The Ratier C6S is more than a footnote to WW2 and what came after in two-wheeled terms. It's a fine French flag-bearer for a Gallic motorcycle industry that would soon be no more. If only a company with more commitment and better resources to making a success of it had been manufacturing this bike, it might well have led to greater things. For sure, it's a missed opportunity.

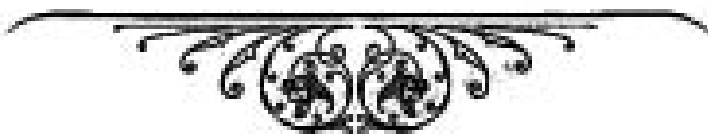


**Above:** Sammy Miller, Alan Cathcart & Bob Stanley

**Photo credit:** Kel Edge

**Authorship credit:** Once again we are fortunate to be able to print an article donated free of charge by our Honorary member and International motorcycle journalist & author, Alan Cathcart.

**Machine loan and Assistance:** These tests would not have been possible without the assistance of Sammy Miller and his Museum. The Sammy Miller Museum is world renowned for it's diverse range of old road and race motorcycles. Well worth a visit by motorcycle enthusiasts. Sammy Miller Museum, Bashley Manor, New Milton, Hants. BH25 5SZ, UK [www.sammymiller.co.uk](http://www.sammymiller.co.uk) (Ed. I can attest to this, the Sammy Miller Museum is the best and an essential attraction on any trip to the UK.)



## Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

**1914 - Cont'd:** Below: Belgian Motorcycle destroyed by a shell.



no connection with the pioneer Aeolus that survived from 1903-5, clearly an unlucky name), Hockley (1914-16), Gaby (1914-15) and Burford (1914-15). They all collapsed when production of civilian motorcycles ceased, by order of the War Office. But Raynal, founded in 1914, was still in business in 1953, selling 98cc Villiers-powered tiddlers.

WH Butterfield rode the new water-cooled horizontal Levis twin to victory at the Style Cop hill-climb.



In the US you could buy just about anything from the Sears & Roebuck catalogue. This Sears racer was part of the catalogue company's exhibit at the Illinois State Fair.

# WD

The War Office are purchasing both for actual service and for purposes of home defence, in the case of twin motor cycles, only those machines which have horizontally opposed cylinders, such as the Douglas. Ponder what this means when SPEED, RELIABILITY, ENDURANCE, SILENCE, and FLEXIBILITY ARE MATTERS OF LIFE AND DEATH, not only to the actual rider but may be to large bodies of troops, as in warfare, especially in the case of a surprise attack; success depends almost entirely upon the prompt and certain delivery of dispatches. This decision of the War Office experts confirms the countless successes achieved on



# Douglas

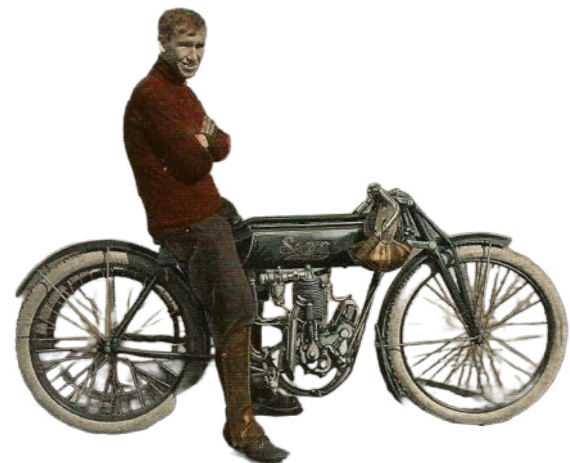
MOTOR CYCLES

in every conceivable test, a few of the principal of which are given below. The Douglas was the pioneer of horizontally opposed twin-cylindered engines, therefore, let your mount be a Douglas, and so reap the advantages accruing to the greater experience.

ENGLAND	IRELAND	SCOTLAND
Six Days Trial.	End to End Trial.	Six Days Trial.
Team Prize.	Palmer Trophy	3 Gold Medals
Haslam Cup.	(best performance).	1 Silver Medal.
3 Gold Medals.	Lightweight Prize.	only 4 Douglases
1 Silver Medal.	3 Gold Medals.	entered.

Please Note.—In the English Six Days Trial only 4 Gold Medals were awarded in the 350 c.c. class, 3 of which were secured by Douglas riders.

**1915:** AS THE MAJOR PLAYERS switched to military work a clutch of small firms leapt into the breach, meeting the demand for utility civilian transport with a range of lightweights. Many of these bikes were rushed to the market with proprietary engines: two strokes from the likes of Villiers, Liberty, Dalm, Metro and Peco or four strokes from JAP, Precision and Blackburne. The newcomers were happy to cash in on wartime patriotism – one little 210cc two-stroke was named the Dispatch Rider, complete with a transfer depicting the real thing in action. Other short-lived marques included Kumfurt (1914-16), Aeolus (1914-16 but



“PILLION RIDING: WE HAVE repeatedly drawn attention to the danger of pillion riding, and only last week we read of a fatal accident from this cause. There may be but little risk on dry roads with careful driving, so long as nothing unforeseen takes place. But in a sudden emergency, which may occur at any time, the extra weight of a passenger on the carrier may make all the difference between success in getting out of a tight corner and failure to do so. Certain of our readers will, we suppose, continue the practice in spite of all warnings. We only hope that they may not have cause to regret it.”

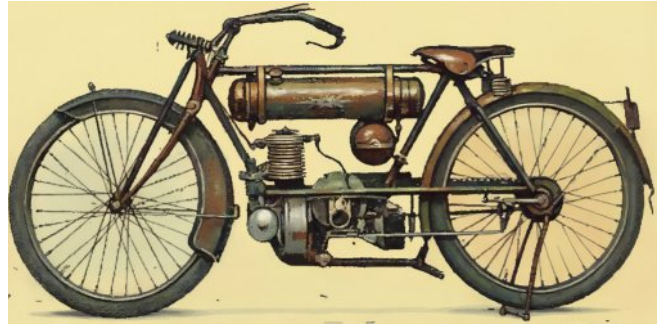
## Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

FAR FROM THE BRUTALITY of the Western Front, Americans could indulge in two-wheeled frivolity. The Autoped, ancestor of the motor scooter, was designed in New York by ex-pat Londoner Arthur Gibson and Joe Merkel, the man behind the Flying Merkel (which ceased production in 1915). It weighed in at 44kg and was powered by a 2¼hp 155cc two-stroke giving a claimed top speed of 25mph with a thrifty 125mpg. As an alternative to push-starting the Autoped could be started by pushing off with one leg, as with a nipper's scooter. The newcomer was seen as a bit of a toy (it was nicknamed the motorskate) but earned its keep as cheap urban transport and after the war was built under licence by Krupp in Germany and Česká Automobilová Společnost in Czechoslovakia. At the same time the Eveready Battery Co took over production, replacing the magneto with a battery/coil system and marketing the tiddler as the Eveready Autoped. Gibson clearly liked to keep busy: in 1915 he also set up the Gibson Mon-Auto Company and produced a minibike developed from the Autoped. The engine was on the rear wheel; a saddle was attached over it and a thick tube above the two wheels connected the front of the vehicle to the rear.



“NO DOUBT INFLUENCED by the progress in England, America is now turning her attention to the lightweight motor cycle. The bad roads in the States have delayed the production of the smallest and lightest power propelled two-wheeler.” The 222cc two-stroke Cleveland featured a two-

speed transmission with a multi-plate clutch and shaft drive. Claimed top speed was 35mph with a consumption of 120mpg. As the Blue ‘Un noted: “...in certain parts [it] bears a strong resemblance to a famous English machine.” *Clue: a Baby Triumph.*



UNDER THE HEADING “Sauce for the Gander” the Blue ‘Un gleefully reported: “A superintendent of police appeared last week at the Stroud Police Court charged with having driven a motor cycle in a dangerous manner...The prosecution alleged that the motor cycle had been driven ‘very fast’, while the defence estimated the speed at from 2-4mph. From what we know of police estimates of pace, we should therefore be inclined to divide by the usual factor and to place the speed at ½ mph. The defendant said that he rode out of George Street at a speed slower than a man could walk! A fine of 10s was imposed.”

THE TOUGHEST ‘ROAD’ RACE in the US was the 421-mile cross-country trek from San Diego to Phoenix. It started in 1913; riders were ready and willing to face rockslides, loose sand, sunstroke and renegade Apaches. But the 1915 race was called off because of raids along the route by Pancho Villa’s guerillas.

HEADLIGHTS WHICH COULD BE swivelled on their mountings were prohibited under the Defence of the Realm Act in case spies used them to send signals. Riders who didn’t get the message had their headlamps seized and were fined. However, only a few weeks after the first dire warning, the Blue ‘Un went into reassurance mode: ““There has been a lot of unnecessary fuss made concerning swivelling lamps on motor cycles. As we recorded last week, one magistrate advised the police to withdraw a summons. In any case, all that is needed is simply to solder the swivelling device, or to fit a pin right through. A MOTOR CYCLIST WAS RECENTLY STOPPED on the London-Birmingham road, near Woburn, by four policemen, who proceeded to remove his head light, which he was not using at the time, at the same time threatening him with a summons. The head light was of a type recently declared to be perfectly legal by a magistrate. It seems to us that the police acted in a very high-handed manner, and exceeded their duty.”

## Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

“DO NOT BELIEVE THE TALES told in garage yards and roadside inns any more than you are forced to by etiquette. Many people are very fond of adding a few artistic flourishes to their performances. The man who blings into the yard and announces that he has just done twenty-five miles in thirty-four and a half minutes should be encouraged, and after a little time will inform you that perhaps his best show was when he climbed Sludgeside’ (average gradient 1 in 3½—1 in 1½ for ten yards) on a wet night on one cylinder with the petrol turned off. No; a man who does anything over thirty-five miles in the hour for any distance is ‘some’ rider, and, except by fools who take terrible risks, over forty in the hour is well nigh impossible. If a hundred miles of give and take roads are covered in three hours, the rider can feel quite pleased with himself. With regard to personal comfort, wear plenty of clothes and a good water and dustproof outside covering. Breeches and leggings are distinctly comfortable, and look smarter than a pair of sagging overalls.”

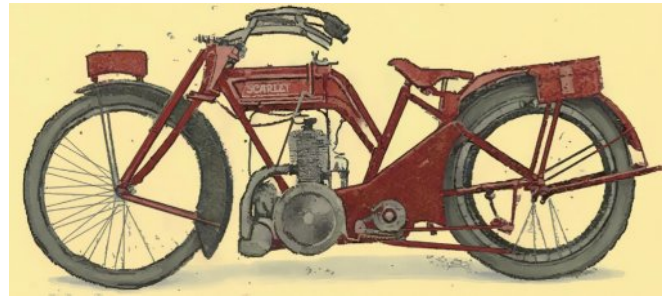
“A remarkable motor cycling outfit on which an American rider and his family recently set out to cross the continent to the San Francisco Exposition. The four-wheeled trailer, which provides accommodation for the family, is hauled by a 6hp single-cylinder Schickel motor bicycle.



“BEWARE POLICE WITH REVOLVERS: The absolute necessity of immediately stopping when called upon by either soldier or police constable was emphasised a few days ago when a Richmond (Yorks) medical man was fined £2 for not stopping. Defendant, who stated that he was hurrying to an urgent case, was motor cycling past Scotch Corner on the Great North Road at midnight when the police constable raised his red lamp and called upon him to stop. He did not do so and the constable fired his revolver at the motor cycle and missed.”

“A NEAT NEWCOMER TO THE RANKS of lightweights is the Scarlet, manufactured by Messrs Scarlett & Hodkin of Manchester. The Scarlet is made in three models—single-speed, two-speed, and ladies’ model. The engine is the same in all three, viz, a two-stroke Metro, 70x70mm, giving a cubic capacity of 269cc. It is fitted with an outside flywheel, EIC waterproof magneto, and a Senspray carburetter. In the case of the two-speed model a countershaft gear box is fitted,

with combined chain and belt drive. The lady’s model is identical with the exception of the top tube, which in the former case is dropped sufficiently to give freedom for the rider’s skirt. The machines are enamelled in scarlet, while the tank is of a rather darker shade of red with black lining.”



The ‘Despatch Rider’, made by Dreng & Co of Erdington, was powered by a 2¼hp 211cc two stroke with a single-speed transmission “the idea being to keep the machine as simple and light as possible”. The ladies’ version, pictures, had the same spec as the gent’s model, with Druid, Saxon or Brampton forks; it was finished in khaki enamel. The Blue ‘Un reported: “During a short trial run on the Despatch Rider we were struck by its handiness, ease of starting, and absence of vibration. The little engine also had a good turn of speed. It is a suitable mount for those requiring a light and simple machine.”



The Regal which is fitted with a twin- cylinder JAP engine and a four-speed Jardine gear. Drive is by chain to the countershaft gear box and thence by belt. It is a neat looking machine and well adapted for solo or sidecar work.



## Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

"JOHN R ASHWORTH, OF ROSSENDALE, was summoned at Reedley Police Court...for driving a motor cycle without rear light. Defendant said he had been to Glasgow for a week's holiday, and when returning had an accident. He could not get anyone to repair his machine, and he had to sit up all night doing the work himself. When he looked to the rear light he found he had lost the generator. He purchased an electric light, and it answered for a time, but when he got to Kirkby Lonsdale it would not act. He then purchased a cycle oil lamp, and this acted until he got to Gisburn. It then went out, and it took him four hours to come from Gisburn to where he was reported. He used two boxes of matches in trying to get a light and spent 15s 6d. He had to be at his work at six o'clock in the morning, but on account of the regulations he had to stay until it was light. Defendant pointed out he had lost two nights' sleep, and he was compelled to be at his work, for the firm were on Government work. Supt Thompson: 'I wish to withdraw the case. Defendant seems to have been punished enough.' The case was, accordingly withdrawn."



BROUGH'S 3½hp 497CC OHV FLAT TWIN gained a three-speed Sturmey-Archer countershaft gearbox. The TT model was guaranteed to do 65mph; "the entire power unit, consisting of engine, carburetter, magneto and silencer, can be removed from the frame in five minutes...the engine will start at the first kick even in the coldest weather, and will then tick over quite slowly, or if required exert as much as 7hp for hours at a stretch"

A new motorcycle was placed on the US market at a very low price; it was, intended to be the 'Ford' of the motor cycle world. It was exhibited under the name 'Tiger Autobike' and was of very light weight and fitted with a two-stroke engine.



The Tiger's 241cc Frederickson engine was rated at 4½hp with a claimed consumption of 140mpg.

"Mrs Mary Riley made the first sidecar crossing of Southern Lakeland from East to West on her 6hp Enfield-JAP. She's pictured "tackling the lower hairpin on Hardknott Pass. Wrynose Gap, with the road curling from its crest, is seen in the background." (MB: *been across the pass a few times myself, still the steepest road in England*)



THE WEST AUSTRALIAN TT WAS RUN over a 150-mile triangular course based on Perth. The race was a handicap based on riders performances in previous events. The winner, in 3hr 52min 50sec, was L Perry (3½hp Rudge, 45min handicap) at an average of 38.5mph, ahead of HV Norton (2¾hp Sunbeam, 35min handicap, average 39.5mph) and CJ Lewis (7hp Indian, scratch, average 45.3mph). The next five bikes home were a Premier, a BSA, an Indian, a Triumph and another Beeza. There was also a sidecar class, won by W Franz on a 4hp BSA with his fiancée as passenger. (MB: *you can read the full WA TT history on vmccwa.com*)



Dunkley came up with a lightweight combo powered by a 349cc Peco two-speed two-stroke.

"AS SHOWING THE INFLUENCE of motoring, the latest in baby perambulators have disc wheels. Everything must be speedy nowadays! It has been suggested that Autowheels might be attached to perambulators, and, with suitable controls for the occupants, nurses could be dispensed with!"

## Kiddies Korner - suitable for all ages 65+



I lost my balance on an escalator yesterday - and fell down the stairs for 3 hours.

I've suffered from memory loss for as long as I can remember.

My wife said "You need to do more chores around the house." "Can we change the subject?" "OK. more chores, around the house, need to be done, by you."

The State government has advised local councils to save money on lollipop men and women by moving all the schools over to the other side of the road!

How many narcissists does it take to change a lightglobe. None, they are all gaslighters!

Here we call it a lift. In the US they call it an elevator. I guess we're just raised differently.

Wife: "I've heard that a man can go deaf if he has Viagra too often." Me: Who is Jeff and what's he doing in Niagara?"

I forgot to pay my monthly Scrabble Club subscription,. Now they're sending me threatening letters.

I've found as I get older that I don't even have to be drunk to fall over in the bushes!



If anyone wants a copy of Osteopath Weekly. I have back issues.

If I could change the colour of just one dwarf, I would dye Happy.

My wife wants to break up with me because of my obsession with rugby. I said can't we give it one last try ?

It's been a year since I had my herb garden stolen, where did the thyme go?

For the last 10 years I was the chairman of the Irish stilt walking federation. Today I decided to step down.

Someone just accused me of plagiarism. Their words, not mine.

A Scottish friend of mine, from the North, sings in a Swedish tribute band, I call him Abba Dean.

On right: It has been a quiet two months so we are having a colouring in competition. Colour in Stephen Hills. Just be aware there are no prizes, but the best could be published in the next Chatter. The worst may be as well!



I am reliably informed that this Douglas mechanic was no donkey!

