

August 2026



VINTAGE CHATTER



CONTACTS

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

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

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

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

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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 Viece - kelsarni@hotmail.com

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

Tearoom: Ian Patterson

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

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

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

Treasurer's Postal Address: PO Box 7382 Karawara 6152

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

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

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

Front Cover: Rex Neal's Gold Star BSA. Pic: Shawn Viece

Back Cover: Two Rocks Social Meet

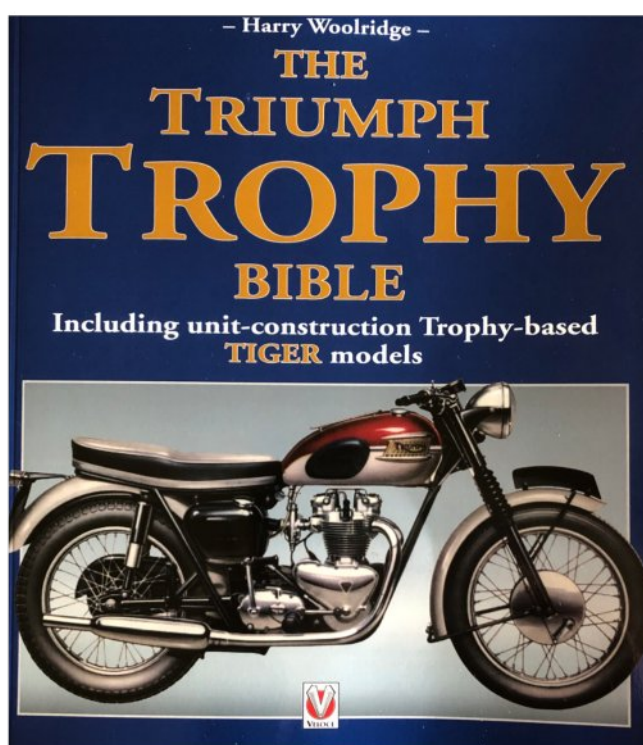
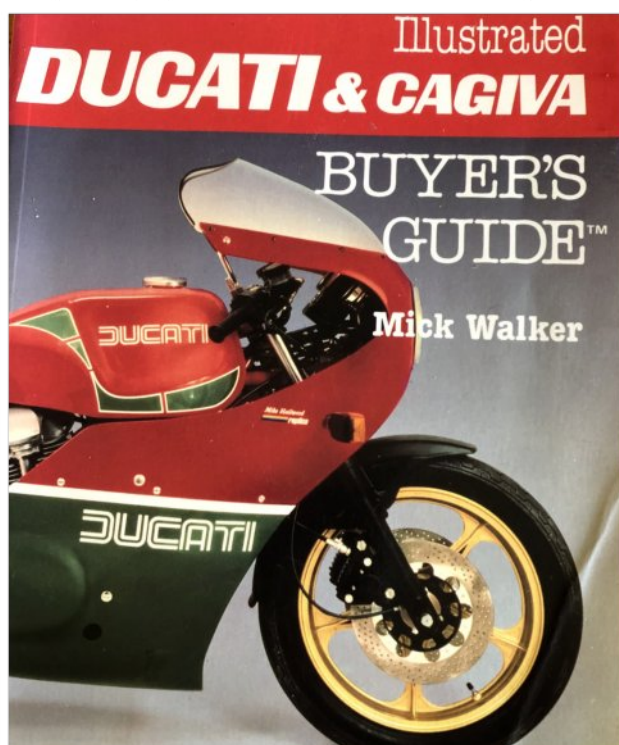


What's Up - Murray Barnard



Solitary Confinement: No, the Police haven't caught up with me, I have been receiving treatment for sun damage on the face and have been required to stay inside out of the sun for four weeks. No hunting and gathering at the shops, no riding bikes, no late nights at Bingo (if ever??). Weeks of face red and raw and looking like the elephant man. Anyway, it gave me time to do more research and writing, on motorcycles, what else? I eventually escaped my self-imposed lockdown mid July, but I can't say that I have developed a deeper philosophy on life whilst meditating, as a hermit in the hills for a month, more the art of procrastination.

Library Acquisition: Ken Vincent has advised that both the Ducati & Cagiva Buyers Guide and the Triumph trophy Bible are now in the library.



Change to the Parts Store opening hours: Chas Bayley has announced that a trial change to the opening hours of the Wattle Grove Parts Store will commence from the first Monday in August i.e. 3 August 2026. The new Parts Store will be as follows:

1. First Monday of each month the Club Unit at Maddington (Unit 4, 4 Malcolm St Maddington) will be open from 9am-11am. The Unit houses parts and machines which may be of interest to members. Facilities for tea and coffee are available at the Unit.
2. The Wattle Grove Parts Store will be open on Monthly Meeting nights i.e. the first Wednesday of each month and also on Mondays from 9am to 11am, excepting PHs and the First Monday of each month. The Club library will continue to open on Mondays from 9-11am as usual.

NOTICE OF AGM: The VMCCWA Annual general Meeting will be held at the Wattle Grove Clubrooms, starting at 8pm on Wednesday 4 November 2026. The AGM will feature reports from the committee and officials of the Club. As well elections will be held for the positions of Chair, Deputy Chair, Secretary, Treasurer and committee members. Nominations for these positions must be received by the Secretary by the end of September 2026. Any special motions for the meeting must also be received by the Management Committee by the end of September 2026.

What's Up - *Murray Barnard*

Important Requirement: Email Contact Details. The Club requires email contact details for all members. Email is the only way we can keep in contact when there is short notice of changes to the Club Calendar or other pressing issues arise. A small number of members have not provided a contact email address to the Club Membership Secretary. If you have a mobile phone, you will have an email address. If you don't know what it is or where to access email, ask a friend or relative to show you. If need be, let the Club Secretary know, and someone in the Club can assist you.

The following members need to advise the Membership Secretary, asap, of their email address or that of a partner, relative or friend who can communicate Club notices and matters of import to you:

Paul Barnes	Graeme Finn	Richard Platts	Mark Thomas
Stephen Cable	Gary Goldsworthy	Jeff Russell	Colin Tie
Michael Clifford	John Laurance	Robert Shanks	Ken Woodland
Frank Cocks	Brian Lawrence	Vic Sinclair	
Terry Conway	Ron Lewis	Arthur Sutton	
Arie de Klerk	Raymond Oliver	Don Taylor	

The end of the road for the Print Chatter: The Club Management Committee has decided that the Club Vintage Chatter will no longer be printed and mailed out to members. The October/November Vintage Chatter will be the last printed and mailed. From December on, the Chatter will only be sent to members by email and also a copy will be on the Club website to read online or download.

It is a sad decision, but an inevitable one, as requests over the last 3 years for a volunteer or volunteers to assist with print file preparation, mailing lists, covering sheets, and liaison with the printer have fallen on deaf ears. In addition, the printer we used for printing and despatch of the Vintage Chatter has closed its printing service. Alternative printers have been explored, and print costs have risen by 70%.

The Management Committee have agreed to provide the Club Library with a colour laser printer. This will allow copies to be printed off for library use and for the Club archives.

Membership renewals: It is that time of the year again. Membership must be renewed by 30 November 2026 to remain a financial member for 2027. Membership fees remain unchanged for 2027. Remember financial membership is essential to retain your machines' concessional licenses. No-one wants to have to attend a DoT licensing centre to explain.

The new renewal form is available online at the Club website vmccwa.com, and the preferred method of renewal is to use the provided Humanitix link. Paying online through the Humanitix site means you do not have to submit a renewal form. If paying in person or online by debit card, a renewal form is required.

As the print Chatter will not be available after 30 November 2026, there is no provision to subscribe to the newsletter. The Vintage Chatter will be distributed by email only.

To renew, access the online renewal form and pay using the provided options.

The Humanitix link for renewals is: <https://events.humanitix.com/vmccwa-membership-renewal-2027>. For any enquiries, contact the Membership Secretary on 0418 212 863 or email membership@vmccwa.com.



Sounds like another dog story coming! Can't someone remind him this is a motorcycle magazine? He actually knows that, but has pretty well run out of bike stories, and with all our seven hundred members, not one has offered a story for your humble scribe to write, or better still, written one. Or maybe nobody reads it; if that's the case, let me know (!). We had three dogs on the Stott farm - Boss, big and black, old and retired, lovely old dog, then Mac, the best sheepdog I ever saw, knew it all, then Brownie, a dog teenager with all the vices-and occasional virtues that suggests, but great potential. Mac's appearance gave no clues as to formidable knowledge of sheep. At first glance, there was a fairly lightly built, mostly Border Collie, black and white, scruffy, with a couple of incongruous brown splotches, not particularly friendly. But that same dog seemed to know instinctively where you wanted to go, and could get a bit snappy if someone gave him an order he didn't agree with. He was very bossy when neighbours came to help out at busy times, and nipped a couple, but in the end, he was always right.

Came the day he got it wrong. The simplest job ever, move a mob of mature ewes from the furthest away paddock to one further down. I opened the appropriate gates, and walked with my three companions to the back boundary fence, Mac, knowing exactly what was needed, jumped over the side fence, but on the down trajectory, stopped, hanging there, head down. My cautious investigation revealed he'd caught a barb, which was firmly embedded in his left inner thigh, right adjacent to the family jewels. Clever, he didn't move a muscle. I didn't have fencing pliers to cut the offending barbed wire, and no help was readily available. I thought, if I left him, he'd free himself, doing awful damage. I worked out I'd have to reach over the fence, pick up Mac and lift him back over in an arc such as he'd done the other way, because the barb would have wound the top wire half a turn. I talked to him in all this. I wound my shirt over the two nearest barbs, leaned over the fence, with a barb reminding me it was there, still talking, and with all my strength, lifted the dog in what I hoped was the right trajectory. I was very conscious of a mouthful of teeth, right alongside my face, the lift was good, the barb just popped out. Ever the professional, Mac immediately jumped back over, he had sheep to move. I checked the wound, which was clean and not bleeding.

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

Noted Speedway Sidecar pilot Ray Wills and I pitched our tent, on a gentle slope, not too close to the fire, and set off for a bit of trail riding. It was fun, the tanks leave deep and slippery tracks, and it wasn't long before I became caught in a very steep descent unable to either stop, or get out, so crashing was inevitable. I was awarded full marks by the assembled peasants, apparently it looked worse than it was. Suzuki trail bikes don't flood when you drop them, restarting first kick, allowing the rider to retain some dignity.

As the sun set, a huge fire became very comforting, and a handy cooking appliance. We sat round, having a drink or two as the stories became increasingly unbelievable. Then someone chucked an unopened can of baked beans into the fire, which duly exploded in a shower of cinders and beans. Tradition, apparently. We retired to our sleeping bags quite early, and I fell into a lovely warm sleep, during which I awoke, with my legs feeling cold. Our 'gentle slope' had allowed my bag to slide under the tent, about half way. My investigation revealed that half was now covered in snow, which was still gently and silently falling. The bag was waterproof, back inside the tent, I was soon warm and sleeping. Morning broke, clear, bright and cheerful. I watched the guy parked next to me lose a bit of weight, trying to coax his very nice Vincent into life. The oil must have been like treacle! Of course, the little Suzy was a one kick affair, but he didn't take my offer to swap seriously. For the trip home, somehow I'd become separated from Ray and the rest, but not to worry I had a full tank, and knew to head east.

Adrian White - Numb Bums and Oil Stains/Welfare



So began probably the best ride of my life. To non-motorcyclist folk, who don't understand our passion, I've offered the analogy "when you get it all right, it's like dancing with your favourite partner, to your favourite music on a perfect floor, on a night full of promise." You're riding as fast as you want, too fast some would say, your corner lines are immaculate, the bike's singing. So good, it's hard to describe. That was my ride home, including plenty of gravel roads. Ray, a faster rider than I on a bigger bike wasn't home when I arrived, and surprised to find me sitting on his front veranda. We'd both been pressing on to each catch the other. What a ride! That's why we do it!

WELFARE

The kindly faced Asian doctor holds my eyes with his own and says "You have cancer, **Mister White**, prostate cancer." WHAM! What a smack in the guts! Always thought that sort of news is for other people. (Note to self - you are "other people" to the rest of the world...) and your mind takes over, how can this happen?

You know it's lurking around out there, always looking for a body to destroy, Why didn't I get a check up, we've been reminded enough, even at Club meetings, it's just a blood test to measure your PSA (prostate specific antigen), how long have I got, how will I tell the family?

"No doubt about it?" I almost beg; Doctor Chen says "sorry, no, but we do have some better news. We've caught it before it's had time to migrate to other organs, making it much more cure-able. That statement is like the sun coming out on a stormy day, only bigger! "With your ok we'll start a course of female hormones, which will likely give you hot flushes, and your breasts may grow bigger. Then, thirty-three doses of radiotherapy, which may have unpleasant side effects. We will insert a tiny speck of gold into your prostate for 100% accuracy with the radio."

I'm like a drowning man clutching at a straw. How lucky was I? Talk about dodging a bullet! It went according to plan, here I am!

Go and get tested! Do it now!

The above preamble came about courtesy **Bob Carey**, Parts Store Officer.

Bob has routinely been tested as often as required, and still came up with a positive.

He's undergoing similar treatment to the above.

He's staying in as much isolation as practicable; the last thing his body needs is another fight. He's in good spirits. G

Good luck mate! See you when you're ready.

Long term Albany Life Member **Paul Armstrong** is also fighting his own prostate battle, from a slightly later start. He's had the maximum doses of radiation, now faces a very long course of hormone therapy. He's very positive, sounding up for the fight. And his advice - GET TESTED! Find out as soon as you can. We wish you well Paul, all the best mate!

Footnote. As is normal practice, Bob Carey was given an a4 envelope containing essential documents, plus a smaller envelope containing his gold target. Arriving at reception, he was horrified to find the big envelope no longer contained the smaller one. He raced back to his car, finding his precious packet, on the footpath, waiting for our very lucky hero. Phew!

Sad to advise that Albany Section Club member **Mike BENTLEY** passed away recently. Section Secretary Nigel Fiander advised that, Mike was an involved member of the Club and the section had enjoyed visits to his very interesting house over the past few years. The VMCCWA offers our sincerest condolences to Mike's family and friends.

Approved Club Events



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 most Monday mornings - 9am-11 am (PHs excepted). *Please note however that on the first Monday of each month the parts store at the Maddington unit will be open from 9-11am (Unit 4, 4 Malcolm St, Maddington). The Library will continue to open at Wattle Grove on these days* .

SECTION MEETINGS:

Albany section - meet 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.

Pre31 Section - 4th Weds of the month, 7.30pm, Eric Langton Room, 265 Hale Rd, Wattle Grove (except December)

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

1. **Northern Suburbs** - 10am Wednesdays at Two Rocks Shopping Centre.
2. **Eastern Suburbs** - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook
3. **Southern Suburbs** - 10am Fridays -The Limestone Coast Brewery, Settlers Hills Village, Baldivis.
4. **Fremantle** - 9am Saturdays - Meet at Tinsmith Cafe, 16 Stack Street Fremantle

REGULAR MONTHLY EVENT: Classic Cars, Bikes & Coffee - 1st Sunday of each month. Bikes in by 8.00 am, event is 8.30am-10.30am 3&4 Hacket Drive Nedlands. Entry by \$5 donation.
Note:

USING CONCESSIONALLY LICENSED MACHINES: Please **Note** - if using 404 concessionally licensed machines you can attend the events listed (including monthly & section meetings) without logging use. Non Club events however must be logged. In all other cases, other than genuine servicing, members using 404 machines must log all machine use. C4C machine owners must log all use. C4C is

limited to 60 days club use and 30 days personal use. Failure to log renders the machine unlicensed. Logging of concessional use must be recorded in advance and must not be logged for consecutive days. Concessionally licensed machines must not be used for commuting.

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

Calendar

August 5 - Monthly Meeting - 8pm Wattle Grove Clubrooms

August 16 - BBQ - from 10am - 1pm, Wattle Grove Clubrooms

September 2 - Monthly Meeting - 8pm Wattle Grove

September 12-13 - Beverley Re-enactment - Pre31 only - contact Shawn Viecele

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

October 7 - Monthly Meeting - 8pm Wattle Grove

October 11 - WA TT, contact Chris Cooke

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 Viecele

December 2 - Monthly Meeting - 8pm Wattle Grove

December 6 - Dam Early Run

December 12 - Albany Xmas Charity Ride (40th) - contact Stephen Hills/Lynton Morgan

December 26 - Boxing Day Breakfast - Ken Vincent

Non-Club Events:

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

October 18th - DOCWA Italian Motorcycle Ovest 50th Anniversary

October 25 - BMEC Concours Whiteman Park

November 1 - Albany Hill Climb

FEEDBACK TIME: Please have a think about the following questions and send your thoughts to Neil Freeman at treasurer@vmccwa.com.

1. If you could change or improve one thing about the VMCCWA over the next 12 months, what would it be and why?
2. The VMCCWA relies on volunteers to organise rides, events and run the club. Even if you can only help occasionally would you be willing to help?
3. Is there an area of Club business you be interested to learn more about and assist with?

See the contact list in this Chatter. There are many duties performed, without which, the Club could not function. In nearly every case assistance and back-up is required to ensure the role is fulfilled over the year.

Please consider any area you feel that you assist with and contribute to the club.

COMING EVENTS

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.

There will be prizes for selected Club bikes at the display. Food for sale and drinks, all the fun of the fair!

Please get behind this even and bring a machine or two. Last year we had a disappointing turnout. A light shower scared everyone away. Let's make this a priority to show the MPC we really care.

ANNUAL CLUB BBQ: 16 August 2026 - Wattle Grove Clubrooms. 10am-1pm. Bring a bike, enjoy a cuppa and burger and hob-nob with the gang. OK, it's not Keith's Soiree, but lets make it a great day with lots of bikes. Don't disappoint our hard workers. If the weather is inclement, come anyway, bring the car. Partners are also welcome.



MPC

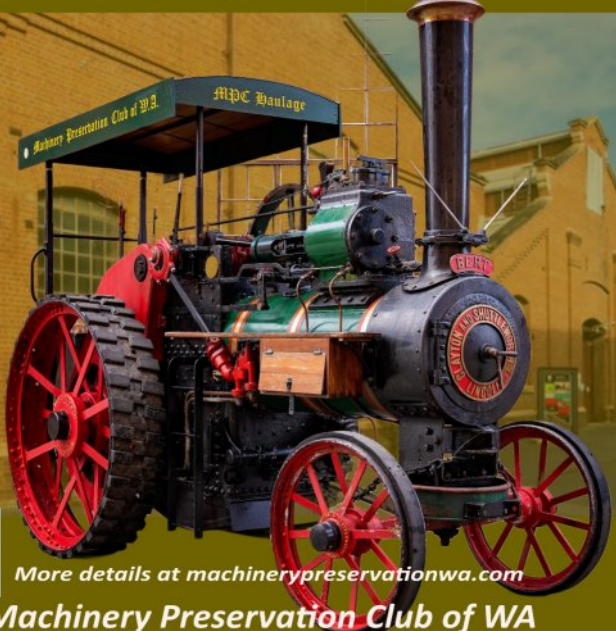
Annual Vintage Machinery & Powerhouse Open Day

Incl. vintage cars, motorcycles, historical equipment, live music, food/drinks etc

Sunday 13th September 2026

9am to 2pm

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





More details at machinerypreservationwa.com

Machinery Preservation Club of WA

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

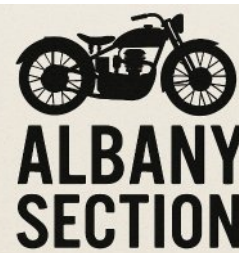
SERVICES

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 Ph 0497999011

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



The Albany Section of the VMCCWA met at the Chalet in Little Grove on Wednesday, 4 June 2026, with Chairperson L. Morgan presiding and Secretary N. Fiander recording the proceedings. Treasurer J. Banks was absent. Thirteen members attended, with nine apologies. In his report, the Chairperson reflected on recent club activities, beginning with Gary's Clueless Ride, which drew around twenty riders and proved to be an excellent day out. Lunch was generously provided by Gary at the Chalet, and thanks were extended to him and his helpers for their efforts. He also spoke about the Donnybrook Ride, where five Albany members joined approximately thirty riders from Perth for a well organised event that included dinner at the local hotel, with appreciation expressed to the Perth VMCCWA for coordinating the occasion. The minutes of the previous meeting were read and accepted on the motion of Paul Armstrong and Bernie Wolfe, with no business arising. Correspondence received included one issue of the Smoke Signal. The Treasurer's report was presented, noting an April balance of \$8175.02 and a May balance of \$8438.07. The report is to be forwarded to Treasurer Neil Freeman, with the motion carried by Bill Morrell and Arthur Wust.

There were no machine examinations and no library matters to report. The welfare of members was discussed, and the upcoming Annual General Meeting, scheduled for 2 July 2026, was noted, with nominations open for all positions. Planning for the Christmas Charity Ride and associated badges will continue at the next meeting. Coffee Rides were acknowledged as per the attached schedule.

The annual club ride calendar was reviewed. With no further business, the meeting closed at 8.00pm. Nigel Fiander, Secretary, Albany Section VMCCWA

Albany Section VMCCWA Meeting Minutes – 2 July 2026:

The Albany Section of the VMCCWA met at the Chalet, Little Grove, commencing at 7.55pm, with Chairperson L. Morgan presiding, Secretary N. Fiander recording, and Treasurer C. Anderson in attendance. Thirteen members were present, with seven apologies received and no visitors. The Chairperson opened proceedings by welcoming new Treasurer Craig Anderson to the role. He also extended thanks to Paul and Pat Armstrong for organising the Fairweather Ride in June, with additional thanks to John and Cheryle Northcott for their assistance. The ride was held at a great location and was well received, with a whale sighting adding to the occasion. Minutes from the previous meeting were read and accepted on the motion of Roger Bittner and Graham Wroth, with no business arising.

Correspondence inwards included one Smoke Signal, two letters from Western Power which were handed to Bernie, and an approved procession permit for the Christmas Charity Ride. Outward correspondence comprised the procession permit application and a permit request to the City of Albany, both relating to the Christmas Charity Ride.

The Treasurer's report showed a balance of \$8425.52 for May 2026, rising to \$8577.77 by the end of June. The report is to be forwarded to Treasurer Neil

Freeman, with the motion moved by Ian Redman and seconded by Craig Anderson. There were no items to report under Machine Examination or Library. Member welfare was discussed, and further planning for the Christmas Charity Ride and associated badges was deferred to the next meeting.

The coffee ride schedule was noted, along with the annual club rides for the remainder of the year, subject to change. These include the Arthurs Mt Barker Ride on 12 July, the Italian Coffee Bean and Pizza Run on 9 August, the Webbies Run on 13 September, an event to be confirmed on 13 October, Lynton's Whimsical Shed Ride on 8 November, and the Christmas Charity Ride on 12 December. The meeting closed at 8.30pm. Nigel Fiander, Secretary, Albany Section – VMCCWA

Albany Section VMCCWA Annual General Meeting Minutes – 2 July 2026:

The Annual General Meeting of the Albany Section of the VMCCWA was held at the Chalet, Little Grove, commencing at 7.30pm. Members present and apologies received are recorded on the attached list.

The minutes of the previous Annual General Meeting were read and passed on the motion of Roger Bittner, seconded by Graham Wroth. The Chairman's report was read and is attached, as was the Treasurer's report, which was passed on the motion of Graham Wroth, seconded by Lou Anderson.

All committee positions were then declared vacant. The Chairperson called for nominations to fill each role. For the position of Treasurer, Lou Anderson nominated Craig Anderson, seconded by Ian Redman, and this was carried unanimously. The Chairperson then asked whether the remaining committee members, with the exception of John Banks, wished to continue in their existing positions, and this was met with a resounding yes. The nominations for the continuing positions were subsequently put to the meeting and carried by majority, with no votes against. The committee for the coming year was confirmed as follows. Lynton Morgan was returned as Chairperson, with Lou Anderson as Vice Chair. Nigel Fiander continues as Secretary, with Andy Duncan as Vice Secretary. Craig Anderson takes on the role of Treasurer, while Bernie Wolfe was appointed to the combined roles of Property Manager, Library and Scribe. The Chairperson thanked all past committee members for their invaluable assistance throughout the year. The meeting then turned to discussion of the new VMCCWA committee and matters relating to membership renewals. The meeting closed at 7.55pm. Nigel Fiander, Secretary, Albany Section VMCCWA

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



PRE31 SECTION

The VMCCWA Pre-31 Section met on 27 May 2026 for **Meeting No. 460** in the Eric Langton Room at Wattle Grove, with Shawn Viecele chairing the evening from 7.30 pm. Attendance was strong, with apologies from Nat Brazzalotto, Jamie Farley, Tony Southall and Gary Tenardi. No visitors attended, but the section welcomed a new member, John Rheinlander. The minutes of the previous meeting, circulated by email, were accepted without business arising.

Correspondence focused on arrangements with the South West Rail & Heritage Centre regarding parking for Roaring 20s motorcycles. The section agreed to make a donation in appreciation of the Centre's support, with Peter Lawson to follow up. Jeff Sanders presented the financial report, noting a balance of \$518.56 on 22 April and \$3,662.83 on 27 May. The change reflected the combined income and expenses from the Roaring 20s event as well as beverage and biscuit transactions. The report was accepted without discussion.

The meeting reviewed a busy month of events. The Roaring 20s weekend on 2–3 May drew 29 entries and ran smoothly, with thanks extended to Greg Boothey and Peter Lawson for route planning. The Heritage Club and Indian Harley Club also participated. Early discussion began on possibly basing the 2027 Roaring 20s in Nannup. On 13 May, Peter Lawson led the Restoration Run, visiting several sheds including John D'Arrietta's, and Art Woldan was asked to send a letter of thanks. Chris Cooke reported on the Norton Singles Run of 16–17 May, which attracted 20 bikes and included an auction for the Royal Flying Doctor Service. Dave Riddell described the Distinguished Gentleman's Ride on 17 May, which drew 640 bikes from Elizabeth Quay to the Swan Valley. He also reported on the South West Two-Day event in Donnybrook on 23–24 May.

Forthcoming activities were outlined, beginning with the Leighton Tunnels tour on 21 June and the VCCWA Swap Meet on 28 June. The calendar ahead included the Nangeenan Hall Event in August, the club BBQ, the York Motor Show, the Beverley Re-enactment, the Machinery Preservation Open Day, the Graham Coole Memorial Run, the WA TT, the Great Escape, the Chairman's Run, and the Dam Early Run. Looking further ahead, the Overlanders Commemoration will take place on 6 February 2027 to mark the centenary of the original eastward journey.

General business included a reminder that the June meeting would be the AGM. The topic of 100-year badges was raised, with reference to Lat Fuller's records for determining eligibility. Shawn displayed proposed Pre-31 Section T-shirts, which were well received.

In Bits and Pieces, Peter Lawson showed a Model 18 Norton head and a lever designed for compressing valve springs without removing the head. Greg Boothey brought two carburettors repaired by Joe the Carb in the UK, a 1939 BSA centre stand, and the Spring 2026 *Beaming* magazine from the Sunbeam Club's Marsten Section. Jeff Lindley presented a wheel with heavy patina for identification, with suggestions leaning toward AJS or Matchless. Shawn showed

a lightweight handlebar for identification, though no firm conclusion was reached.

The meeting closed at 9.25 pm.

The VMCCWA Pre-31 Section met on 24 June 2026 for **Monthly Meeting No. 461, followed by Annual General Meeting No. 26**, in the Eric Langton Room at Wattle Grove. Shawn Viecele chaired the evening, which opened at 7.35 pm with a solid attendance of members and apologies from Nat Brazzalotto and James Farley. No visitors or new members were present. The minutes of the 2025 AGM and Meeting 460, previously emailed, were accepted without business arising.

Correspondence included invitations sent to the VCCWA and the Heritage Club regarding the Beverley Re-enactment. Jeff Sanders presented the monthly financial report, noting a small reduction in the Westpac balance due to beverage and biscuit transactions and a \$100 payment to the Boyanup Foundation for Roaring 20s parking. No issues arose from the report.

General business included David Riddell's commendation of machining work by Steve Sheldon and a brief summary by Ken Vincent of an *Old Bike Australia* article on the 1926–27 Overlanders ride. A recent Leighton Tunnels tour was reported to have had good attendance. Forthcoming events were reviewed, covering a busy calendar from swap meets and club runs through to major Heritage Club activities, the Beverley Re-enactment, the WA TT, the Great Escape, and early planning for 2027 events such as the Overlanders Commemoration and Roaring 20s. Shawn advised that accommodation for Roaring 20s had been block-booked at the Nannup pub, while Holberry House required members to book individually. Ken suggested an Old Hotel Run to the Mt Helena Tavern. Jeff Sanders reported dating a 1937 BSA B23 for Nicholas Stone.

At 8.15 pm the monthly meeting was suspended and AGM No. 26 commenced. The minutes of the previous AGM were accepted without discussion. Officer positions were opened for nominations, but with no new candidates all four incumbents—Shawn Viecele as Chair, Art Woldan as Secretary, Jeff Sanders as Treasurer, and Ken Vincent as Assistant Chair/Treasurer—agreed to continue. Peter Lawson thanked the officers for their service.

The Chair's, Secretary's and Treasurer's annual reports were then read. Shawn reflected on a successful year of events, increased promotion through the Chatter, and growing collaboration with the VCC vintage section and other clubs. Art outlined his minute-taking and archiving process and thanked the officers for their support. Jeff reported a modest annual reduction in funds, with income from events and refreshments offset by expenses including Christmas dinner and Roaring 20s trophies.

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



PRE31 SECTION

The AGM closed at 8.35 pm and the monthly meeting resumed. General business included confirmation of the Christmas dinner booking for 9 December at the Rose & Crown Hotel, with seating for twenty-five. Jeff also assisted Lat Fuller in transferring Warren McEvoy's 1925 New Imperial to the new database, with a 100-year badge request underway.

In Bits & Pieces, Shawn announced he would take orders for Pre-31 Section T-shirts. Members shared various items of

interest, including a bronze rim-straightening lever, a V-twin AJS outfit for sale, a Smiths chronometer, workshop tools and parts, and an unusual Matchless lever arrangement. Jeff mentioned he was seeking a handlebar lever for his FN.

The meeting closed at 9.15 pm.

100 Year badges: Badges are issued each year to acknowledge when a machine turns 100 years old. The badges are intended to be affixed to the machine. To remove confusion, the Management Committee has signed off on the criteria for an award of 100 Year badges in future. These are: The motorcycle must be dated as 100 years or more of age. The badge is not transferable; it stays with the machine. The owner must be a member of our club. The bike must be licensed and the bike must be dated and registered within the club.

Help Needed - Bar & Stroud: Looking for any details or parts for early 1920's Bar & Stroud 350cc single cylinder sleeved motors. There were about 60 bought by the WA Railways in 1926 (?) and used for maintenance runs up until the 1950's when they were replaced by JAP motor bikes. Any help or info appreciated. Warren McEvoy #1093 0487 799 007 or Wamce78@gmail.com

WANTED: 1932-36 BSA rear stand spring, not M20. When loops pulled out, 255mm in length. When slack spring length is approx. 130mm. Contact Mark: Ph. 049371611

A fine photo by Shawn Vieceli of the July Monthly Meeting:



Past Events:

Donnybrook

Donnybrook in the Rear-View Mirror - Neil Freeman

Around twenty motorcycles assembled at the clubrooms for the start of the two-day Donnybrook ride. Additional riders joined the convoy at Pinjarra, with one solitary motorcyclist joining at Wokalup. Due to the entirely logical principle that "last to arrive must clearly know where everyone is going", he was promptly promoted to ride leader for the remainder of the journey. The route took us through some magnificent South West countryside, including a welcome stop at the Bush Shack Brewery. Although the brewery sits only about 30 kilometres from Donnybrook, our carefully planned route ensured that we experienced every possible scenic, winding and entertaining road between the two points. Efficiency was sacrificed in favour of enjoyment, which seems entirely appropriate for vintage motorcycling.

The diversity of machinery on display was impressive. Singles, twins (parallel, V, inline, horizontal and various angles in between), triples, fours and even a six-cylinder machine were represented. Britain, Italy, Japan, Germany and America all contributed to the international gathering. There was even a Norvin, proving that some owners simply refuse to choose between excellent motorcycles. The oldest machine was an early-1950s Matchless, ridden by what may well have been the youngest participant (Nic Montagu). In keeping with long-established British engineering traditions, it generously lubricated parts of the South West countryside, compensating for the disappointing number of oil-tight engines present on the ride.

The weekend began auspiciously when one rider gently tested the effects of gravity on a stationary motorcycle in the gravel car park of the clubrooms. Several volunteers were required to return the machine to its vertical orientation. Fortunately, the only casualty was pride. A second motorcycle later conducted a similar experiment, although owners of horizontally-opposed BMW twins insist this merely demonstrates a factory-approved parking position.

As with all properly organised club rides, corner marking was employed. Or at least that was the theory. Early challenges included:

- The group splitting into multiple sub-groups within minutes of departure.
- Approximately half the riders apparently disappearing at one point.
- Our newly appointed leader appearing to become geographically creative, resulting in encounters with fellow riders travelling enthusiastically in the opposite direction.
- One rider overtaking the leader and confidently missing a turn-off, only to reappear later through what can only be described as navigational destiny.

Fortunately, after a brief learning curve, the corner-marking system began functioning as intended and, by the end of the ride, nobody had been permanently misplaced.

My personal navigation strategy remains unchanged after many years of motorcycling: simply follow somebody who appears to know where they are going. This usually works surprisingly well. However, confidence was briefly shaken when approaching one roundabout behind three riders, only to observe one turn left, one continue straight ahead and one turn right. It was reassuring to discover that uncertainty was not limited to me alone.

No formal awards were presented over the weekend, but there should surely have been recognition for "**Best Lime Green Motorcycle**", a title that in this observer's entirely unbiased opinion could only be awarded to the magnificent BSA Rocket Three. All in all, it was an excellent weekend of riding, camaraderie and mechanical diversity. Special thanks go to Colin, Steve and Barry for organising the event, and equally importantly to Melissa, Ann and Lyn for providing the backup support that helps keep everything running smoothly when riders, motorcycles and navigation plans occasionally take independent paths. A thoroughly enjoyable weekend—and proof once again that getting there is far more important than arriving by the shortest route. Not a single rider was lost permanently, no motorcycles suffered serious injury, and enough oil was deposited to ensure the roads remain rust-free until next year's ride.

My Statistics for the run: Approximately 370 miles, 37 litres of fuel, 1 litre of oil and an unquantifiable amount of goodwill.



Past Events:

Donnybrook Gallery



Pics by: Nic Montagu

Past Events:

Donnybrook Gallery - People



Pics by: Anna Mastai

Past Events:

Donnybrook Gallery - Machines



Pics by: Anna Mastai

FEATURE:

BSA DISPLAY

Great night at the VMCCWA July monthly meeting. Presentation by Nelson Elgueta from Adventure On Store Midvale as a distributor for the new Indian built BSAs, the new 650 Gold Star and 350 Bantam were displayed and started. They have only been in WA for 2 weeks so they created plenty of interest from the large crowd. The new 650 Scrambler will be here by the end of July. A couple of members have these new models and are very pleased with them. Also on display for context, and putting the modern models to shame were the classic Birmingham built DBD34 Gold Star Clubman, Gold Star Trials Scrambler and D1 Bantam. Massive thank you to John Moorehead, Rex Neal and Ian Holmes for bringing in these fine machines. *Text & pics: Shawn Vieceli*



LEIGHTON TUNNELS



A run to the Leighton Battery Tunnels, followed by lunch at the Wray Hotel was enjoyed by a good number of members. Thanks were expressed to Stephen Hills for organising the event.

FEATURE:



Mammoth Parts Sale

Great turnout on 19 July 26 for the mammoth parts and tool sale at the Maddington unit. Lots of old faces looking for bargains and there were many on offer. Thanks to Stephen Hills on the BBQ and to the members who helped collect the parts, bikes and tools to make the sale a success.



Overlanders 100th Anniversary Display: 6 February 2027

Get ready to bring your machines out for the commemoration of the 100th Anniversary since the WA Harley Club lads returned to Perth after their tremendous achievement of crossing the Nullarbor, Perth to Adelaide, Melbourne, Sydney and return in 1926/27. The Overlanders arrived back to a rousing welcome at Forrest Place, Perth on 6 February 1927.

To commemorate their pioneering effort, the VMCCWA will be holding a display in Forrest Place, Perth on Saturday 6 February 2027. Thanks to Shawn Viecele who gained the approval of the City of Perth for this event. Details will be advised closer to the event. The Pre31 Section will have a specific display of machines appropriate to the period, however the event is also open to all members who wish to display their machines from any era. Parking will be available for trailers for the earlier machines.

Mark this down on your calendars, this will be a great day to celebrate the Overlanders' pioneering achievement and to publicise the VMCCWA.



Feature: Eric Langton

Eric Kemp Langton was born in Leeds in September 1907. He first rode a motorcycle at the age of twelve, and by his late teens, he and his brother Oliver were actively engaged in trials and road racing. In 1927, Langton finished twelfth in the Senior Isle of Man TT on a Sunbeam & the following year, he won the challenging Scott Trial across the Yorkshire Moors. That same year, he witnessed speedway racing for the first time at Manchester's White City Stadium. He and Oliver attended a practice session at the nearby Belle Vue track, where riders who completed four laps, within a set time, were invited to compete the following Saturday. Langton successfully qualified.

His most successful year speedway racing was 1932, when he won the Star Riders Championship, which was the premier event prior to the establishment of the world title. He also secured the British Individual Championship that year. Throughout his career, Langton earned forty-four international caps representing the English speedway team. Langton was also an accomplished engineer. In the early 1930s, when a South American speedway tour exclusively required twin-cylinder motorcycles, he constructed a Douglas twin to his own specifications. He modified the frame, wheelbase, forks, and hubs to suit his preferences, resulting in the machine known as the Langton Douglas. Upon returning to England, he resumed riding Ridges and later JAPs, continually refining the engines. On one occasion, he cast his own cylinder head to alter the valve angle while maintaining a standard external appearance, thereby concealing his technical innovations from competitors.

Langton came close to making speedway history while riding a JAP motorcycle. In 1936, the inaugural official Speedway World Championship was held at Wembley Stadium before an audience of 74,000 spectators. Langton and Australian rider Lionel Van Praag finished tied on points, necessitating a match race to determine the champion. At the start, Langton broke the tapes, which normally would have resulted in a default victory for Van Praag. However, Van Praag requested a restart. During the race, Langton led into the final bend, but Van Praag found a narrow opening and overtook him by less than a wheel length to become the first official world champion. The close finish and Van Praag's display of sportsmanship contributed to the event's lasting significance in speedway history, although scurrilous rumours suggested the two riders may have agreed to share both the moment and the prize money.

Langton continued racing into the 1940s, but suspended his racing career during the Second World War to apply his engineering expertise at the Scott motorcycle factory, where he contributed to the production of petrol pumps for Rolls-Royce Merlin aircraft engines. He returned to Belle Vue in 1946 and competed for one additional season before retiring in 1947 at the age of forty. Langton remained active, assuming roles in team management and mechanical support. He soon established a business manufacturing speedway frames under his own name. His initial design, the Mark I, was based on a pre-war Excelsior and achieved enough success that approximately fifty units were produced. This was followed by the Maxi, a lightweight, all-welded, lugless frame created for fellow rider Max Grosskreutz, and subsequently the Mark IV, with around a dozen produced. These frames continued to be used by speedway riders internationally for many years after Langton's competitive career ended.



In his later years, Eric Langton relocated to Perth, Western Australia in the late 1950s where he maintained a strong interest in motor-sports, caring for his collection of vintage cars and motorcycles well into his eighties. Langton died in Perth in 1999 and is remembered both as a champion rider of the 1930s and as one of speedway's most innovative craftsmen. His expertise in engineering matched his skill as a competitor. Eric Langton became the inaugural President of the Vintage Motorcycle Club of Western Australia (VMCCWA) upon its founding in 1975. He was subsequently recognised as the club's first Life Member in acknowledgement of his significant contributions and leadership in establishing the organisation.

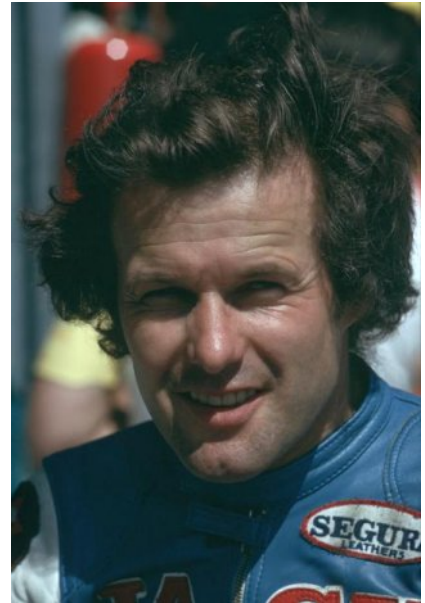
Alan Cathcart Reports

Jack Findlay's 1975 Yamaha TZ750B - Due Reward

Australian Jack Findlay was the privateer's privateer – a man who epitomised the precarious existence of the band of self-funded, self-driven riders who peopled the grids of European road racing during the 1960s. Racing every weekend in any event that would pay them at least a modicum of start money sufficient to live off, whether a World Championship GP or small town street race, Findlay and his companions were the supporting cast to the titanic battle between Japanese and European factory teams which defined what is widely accepted to have been a golden era of two-wheeled sport. This was captured for all time by French movie director Jérôme Laperrousaz in his film *Continental Circus*, an atmospheric against-all-odds epic starring Jack Findlay, accurately depicted as the underdog hero battling against the might of Honda and MV.

Born in 1935 in Mooroopna, a country town in central Victoria 120 miles north of Melbourne, Jack Findlay had an undistinguished racing career Down Under, in between working as a trainee accountant at the local Commonwealth Bank. But in 1958 he became one of the many Antipodean riders who headed to Europe to join the Continental Circus, and after purchasing in 1962 the bike he will always be associated with, the unique McIntyre Matchless G50, he became the prince of the privateers, finishing third in the 500cc World Championship in 1966 to the ubiquitous Agostini and Hailwood duo, and second to Ago in 1968, as so often the best of the rest. But whereas several of his Circus companions were blessed with lucrative Japanese factory contracts, Findlay seemed to be the forgotten man - until 1973 when Suzuki finally came calling.

By now based in Milan, in the workshops of Italian brake specialist Daniele Fontana, Jack had scored his first 500cc World Championship race victory at the Ulster GP in 1971 on the Jada, an air-cooled Suzuki TR500-based special concocted by him and Fontana – hence the name. Since it was entered as a Suzuki, this represented the Japanese firm's debut win in 500cc GP racing, and earned the Aussie a Suzuki Italia contract for 1973, to ride a watercooled factory TR500 XR 05 twin in 500GPs, as well as a TR500 XR11 for the inaugural Formula 750 FIM Prize series - one step down from a full-on World Championship, much as the FIM Supersport Prize evolved into the World Supersport Championship in the late 1990s. On the 500 Jack scored his most important career race victory by winning the Isle of Man Senior TT, while on the XR11 he finished third in the points table behind debut Formula 750 champion Barry Sheene on a similar bike, after winning the Swedish round in Anderstorp, and finishing on the podium in Finland and Canada. This led to a full Suzuki factory contract for 1974, in which Jack ended up as Suzuki's best-placed rider in both championships, each time ahead of teammate Barry Sheene, finishing third again in the F750 series and fifth overall in the 500cc points table on the new RG500 XR15. The experienced Aussie played a key role in developing the new square-four – although it was Sheene who gave the bike its debut race victory at Assen that year. However, age was also now starting to tell against Findlay in Japanese eyes, and at the age of 40 he was dropped by Suzuki from its 1975 team. It was back to life



as a privateer, and by then there was only one bike for a self-funded rider to consider going racing with, the new four-cylinder Yamaha TZ750 on which Jack's compatriot John Dodds had won the 1974 F750 title.

However, by the time Jack Findlay was apprised of his fate by Suzuki, it was late in the close season, and all of the new TZ750B models being constructed by Yamaha for 1975 were already spoken for. Compared to the previous year's debut 694cc TZ750A version, this was a full 748cc in capacity, thanks to cylinders bored out to 66.4mm from 64mm, producing more torque and an extra 15 bhp in power – so, 105 bhp compared to the A-model's 90bhp at the same 10,500 rpm, for a top speed of 167mph. However, rather confusingly, a further 46 examples of the 694cc version were also made available under the TZ750B label from October '74 onwards, before Yamaha switched mid-winter to building the full-size variants, still designated as B-models. With the help of fellow-Aussie Kel Carruthers, a Continental Circus mate by now working fulltime for Yamaha in the USA, Findlay obtained one of these 694cc crossover TZ750B models, purchasing it with the financial support of Melbourne Holden dealer Reg Hunt, himself a successful car racer, and preparing it in Fontana's workshop. There, the duo modified the frame to take longer travel Koni rear shocks, fitted Fontana's trick magnesium brake calipers, and increased horsepower from the smaller motor's 90bhp mark, to 125bhp. But as well as the FIM's F750 series, Findlay decided to use the Yamaha to do double duty in the 500GP class, by fitting TZ250 cylinders and heads to the TZ750 crankcase. It was a four-cylinder alternative to the more commonplace strategy of converting a TZ350 twin into a 500GP contender via overbored cylinders. Well, either that, or fitting a different set of bodywork with yellow plates instead of blue ones.

In this way, what is certainly the most versatile but also the hardest worked Yamaha TZ750 ever raced came into existence, although Findlay was forced to opt out of racing in the first round of the F750 series at Daytona, for financial reasons. So it was one month later, on April 9, 1975 that he made his Yamaha debut in the Imola 200 with a fine fifth place overall, after finishing seventh and fifth in the two 100-mile legs as the last rider not to be lapped by winner Johnny Cecotto, who won both races and now led the F750 points table. This came after the Venezuelan teenager had finished third to winner Gene Romero at Daytona, both on TZ750B production racers, whereas Steve Baker had placed second and Agostini fourth on OW31 factory Yamahas, after Suzuki's lead rider and reigning F750 champion Barry Sheene had suffered horrendous injuries in a high speed crash on the banking, when a tyre failed in pre-race testing.

The Findlay TZ750B was then converted to a 500 for Jack to finish tenth in the German GP at Hockenheim on May 11, then back to a 750 again for the non-championship Moto Journal 200 race held in front of 80,000 spectators at Paul Ricard on June 8. However, to take advantage of the good start money on offer, Jack needed to shuttle back and forth by private plane between the south of France and the Isle of Man, where he'd been signed up by the John Player Norton team to race an 830cc version of their air-cooled parallel-twin spaceframe bike in the Classic TT. This was a disastrous outing, though, since after lapping at 98.68mph in practice, the Aussie's JPN started the race with a misfire which failed to clear, leaving Jack to retire two miles from the start at Braddan Bridge, with the Norton running on just one cylinder. But at Paul Ricard two days later, fate smiled on him with a fifth place finish on the Yamaha behind winner Agostini, with the rear tyre worn down to the canvas after Jack chose to save time by not changing it at his pit stop.

One week later, the official FIM F750 series restarted in Belgium at the fast public roads Mettet event, where Findlay kept up his run of good results by ending up third overall in Round Three, with third and fourth place finishes in the two 100-mile legs. Patrick Pons won the first race on his Sonauto TZ750B, ahead of Barry Sheene on the TR750 Suzuki triple, who then retired from the second race with a broken exhaust when no



less than 28sec in the lead! This meant that Barry scored *nul* points that weekend, since FIM points for these two-leg 200-milers were only awarded on overall positions, not on a race by race basis.

His Mettet result had lifted Jack to fifth place in the F750 points table, and one week later he was up to third, with a fourth place overall finish in the official French round at Magny-Cours, with fifth in the first race and third in the other, although Barry Sheene won both of them. This came after a careful consumption calculation following the first race convinced Findlay not to stop to refuel in the second race – a gamble

which paid off, and essentially won him the title at season's end. But after it was converted back to a 500 again for the following week's Dutch TT held six days later at Assen, the Yamaha suffered its first DNF when Jack crashed out of the race on the second lap, while lying second. "I got a bit carried away trying to keep up with Ago," explained the Aussie wryly afterwards. But eight days later in the Belgian GP at Spa he made full amends, finishing third in the fastest 500GP race ever run behind winner Phil Read, who averaged



133.219mph on his ride to victory aboard the four-cylinder MV Agusta, with Findlay 1 min 55 sec behind as top Yamaha, behind second placed Suzuki RG500 rider John Newbold.

The Findlay Yamaha then contracted severe schizophrenia, becoming a TZ750 again for the fifth round of the F750 series at Anderstorp in Sweden held on Saturday, July 20 as a support race to the following day's Swedish GP. This meant that Jack and mechanic Derek Booth, whose careful preparation had been a key factor in the bike's amazing record of reliability, had to keep changing cylinders and pistons back and forth for qualifying in both classes. In F750 guise Jack took it to fifth place in the first 100-miler, but the engine seized in race two while he was lying third on the heels of second placeman Patrick Pons. Barry Sheene won both races and now led the championship with 30 points, ahead of Pons on 27, Cecotto on 25 and Findlay on 24. Next day, with the rebuilt Yamaha duly converted back to 500cc spec, Findlay finished ninth on it in the Swedish 500GP race, while the following week in the Finnish GP at Imatra, Jack showed there was fight in the old dog yet by passing his Swiss mate Philippe Coulon in the last turn to finish third.

An intense month of competition kicked off in Hameenlinna in Finland on August 3, where Jack Findlay was torpedoed from behind by local loony Pekka Nurmi in race one of the sixth round of the F750 series, retiring with a badly bruised leg which

also prevented him starting race two. Sheene had opted to miss out the race entirely in favour of competing in the good paying Hutchison 100 meeting at Brands Hatch, where his bank balance was duly fattened by no less than four race victories in a single day. Pons retired from both legs of the Finnish round, with local star Tapio Virtanen winning each time, leaving the championship points table unchanged. This led to the seventh round of the F750 series at Silverstone one week later, in which Findlay wound up sixth overall on the TZ750, after finishing in that position in Saturday's first race, won by Johnny Cecotto. But Jack was running fifth in Sunday's race two, having come through the field after a slow start, when he came in to refuel, and crashed avoiding a rival mechanic standing in pit lane. "It was something very close to gamesmanship," wrote race reporter Chris Carter. "As the time neared for Jack's pit stop, his mechanic Derek Booth twice asked the pit crew of rival John Williams [who'd finished one place behind the Aussie in race one the day before - AC] to move aside to give Jack a clear run in. They refused. When Findlay shot into the pits to refuel, he found one of Williams' mechanics in his path, looking the other way!"

He was right in my way, 20 feet closer to me than my pit, and he had his back to me staring the opposite direction to where the bikes were coming in," said Findlay to Carter later. "I had to brake hard at the last moment, otherwise I'd have run him over. There was oil and petrol about, and down I went. Maybe I should have hit him after all – it would have been a softer landing!" The Yamaha's screen was broken in the crash, and a footrest bent, so the Aussie lost a lap while things were righted, limping home 11th, while tellingly, Williams didn't stop for another three laps, and indeed finished fifth. Jack's sixth place overall on combined results was still good enough for him to rise to second in the F750 points table, behind race winner Barry Sheene. This came about because Johnny Cecotto had won the first race the day before on the Venemotos TZ750B (ironically after also crashing as he came to a halt for his pit stop – maybe he bounced better than Jack, being younger!), but his engine failed just as he took the chequered flag. With no spare motor, he went to ask the Yamaha factory team to lend him Agostini's spare OW31 engine for the second race next day – but they refused, even though they didn't need it themselves. Barry Sheene came to hear of this, and as a

close mate of the young South American, even though he was his closest rival for the championship title, arranged with the Suzuki factory for him to borrow teammate Tepi Lansivuori's works triple for the following day's race! A fairytale ending was however denied when the Suzuki's engine seized – but this was deemed by Yamaha management to be an act of treachery, ordering their local importer Venemotos to pull Cecotto from the rest of the series, even though he'd been Sheene's and Suzuki's closest Yamaha-mounted rival up until then. Jack Findlay now assumed that role – but despite the fact that the sold-out TZ750 had become a serious profit earner for Yamaha, he never received so much as a free set of piston rings from the Japanese firm as support for his efforts to land the FIM title by beating Suzuki's star rider.....!



Instead, the following week the four-cylinder Yamaha became a 500 again for the Czech GP at Brno on August 17, where Jack qualified fifth on the grid, and was running sixth in the race when his front brake failed on lap 5 – fortunately, without disaster on the public roads course lined with houses and telegraph poles. His temporarily unemployed mechanic Derek Booth instead took over the task of refuelling Agostini on the factory Yamaha YZR500 OW26 when he came in for his pit stop, sending him out to finish second behind Read's MV Agusta, and thus clinch Yamaha's first ever 500cc world title. But still no free piston rings.

The Findlay Yamaha became a TZ750B again for the eighth round of the F750 series at Assen on September 7, in which Jack had his best result of the year, finishing second overall after a pair of 100-mile races each won by Yvon DuHamel on his Kawasaki H2R triple. But the Canadian only took victory in the first of these after teammate Barry Ditchburn ran out of fuel on the final lap, which crucially allowed Findlay to finish third behind young Kiwi John Boote – the man who'd given the Yamaha TZ750 its victorious global race debut in an NZ Championship round at Ruapuna in January 1974. Barry Sheene retired from both races, exiting from the second with a twisted crank in the Suzuki's hitherto bulletproof motor. Bazza still led the points table 45-40 over the Aussie privateer, though, and with just one more round at the ultra-fast Hockenheim circuit three weeks later, where his factory triple would surely have the legs of the privateer Yamaha, the British star seemed an odds-on certainty to regain the title he'd won two years previously.

But there's no such thing as a cast iron certainty in racing, and sure enough at the British championship round at Cadwell Park the following week, Sheene broke the lower ball socket of his right knee (not his left leg he'd so badly mangled at Daytona at the start of the year) by falling off stunt rider Dave Taylor's Bultaco trials bike while pulling wheelies in the paddock! This left him unable to ride at Hockenheim, meaning that if Jack Findlay finished first, second or third overall in Germany, he would indeed win the FIM World title at the tender age of 40. Well, the record books show that's exactly what happened, even after Suzuki drafted in John Williams to take over Sheene's entry, and brought in Stan Woods and John Newbold on similar bikes to try to prevent the Aussie scoring sufficient points. But Jack duly clinched the title by a single point, 46-45 ahead of Sheene under the system then in force which saw a rider's best five results count for his final total. This came after finishing third overall on the day, with third in the first race and fourth



in the second – although if not for the second-placed Philippe Coulon running out of fuel in race one after pitting with a faulty fuel filler, he would not have been champion. But by depriving Suzuki of a second successive World F750 title, Findlay provided the right kind of payback for their decision to drop him for his season in the sun.

“I’m certainly not happy about Barry being in hospital with a broken leg,” said Jack afterwards, “but I’m also glad that my strategy for the series paid off. I realised from the beginning there was no way to go out and try to beat the works bikes in a straight battle, so I decided to focus on scoring points regularly, and to keep on being there at the finish as consistently as possible. It’s the first time I’ve raced a Yamaha, so it was a matter of learning all over again, but that’s one of the joys of being a privateer! Luckily, the TZ750 was good from the start, and didn’t require a lot of work – but when I raced it as a 500 four for the first time at the start of the season fitted with TZ250 barrels, a lot of people laughed at its performance, saying it was too heavy and underpowered. Well, all the time and effort we’ve spent on it has proved worthwhile, and I managed consistently improved performances on it as the season wore on. One of the best things that happened to me this year was meeting up with Derek Booth, who’s been a superb mechanic and deserves a lot of credit for making the bike so reliable. It’s been a great year, and a very satisfying one after the disappointment of losing my Suzuki ride.”

Possibly reluctantly, Jack Findlay switched back to a new customer RG500 Suzuki square-four for 1976, again with the assistance of Reg Hunt, but retained the Yamaha to defend his F750 title. But it was a lean year, with second place in the British round of the F750 championship his best result in that series, matched by second in the Swedish GP at Anderstorp on the RG500, en route to eighth place in the final points table. Jack retired from racing at the end of 1978 after a 20-year career racing in Europe, settling in France where he married Dominique Monneret, the widow of French GP star Georges Monneret, and became a development rider for Michelin. Multilingual in French and Italian, as well as English, in 1992 he became the FIM’s Technical Director for Grand Prix racing, retaining the post until he retired in 2001.

After Jack’s retirement from racing in 1978, as part of the sponsorship deal that made it possible for him to purchase it, his title-winning Yamaha TZ750B was sent to Melbourne. There, Reg Hunt retained it in its original title-winning guise for more than 20 years, until it emerged from hiding and was acquired in 2004 by Queensland collector Ian Hopkins. Fittingly, the Yamaha’s first public appearance for over a quarter of a century came while he owned it, at Jack Findlay’s home town of Mooroopna on July 29, 2006. That’s when a ceremony was held to unveil a bronze statue of Jack aboard his TT-winning Suzuki which stands today in a reserve in the centre of town, named Jack Findlay Park. The statue was the result of eight years of fund raising by a group of local enthusiasts who were determined that Jack’s achievements should be given the recognition they deserved. One of these was local classic racing enthusiast Noel Heenan, whose dream it was to bring the Yamaha to live in Mooroopna as a living tribute to its most famous sportsman, and in 2010 he did so after raising the A\$60,000 asking price to purchase it from Hopkins. “I told my wife Victoria that we could probably afford it if we sold a few of our toys off,” says Noel. “We had a 1972 Porsche 911S that had been in a container for twelve years and never driven, and I sold a couple of my bulldozers, and a Mercedes van, and borrowed some money, so we bought it.” Still finished in its original distinctive blue and white colours, the Yamaha is essentially just as it was last raced, complete with many detail modifications by Fontana and Findlay. Sadly, Jack Findlay himself never saw it after it was exhumed from the Reg Hunt collection, since already seriously ill from emphysema, he was unable to attend the unveiling of the statue to him, and eventually passed away in May 2007. Seeing Heenan racing the bike nowadays in Australian – and British – Classic races is a fitting tribute to one of Australia’s greatest-ever motorcycle racers, and a true gentleman of the sport – the privateer’s privateer.

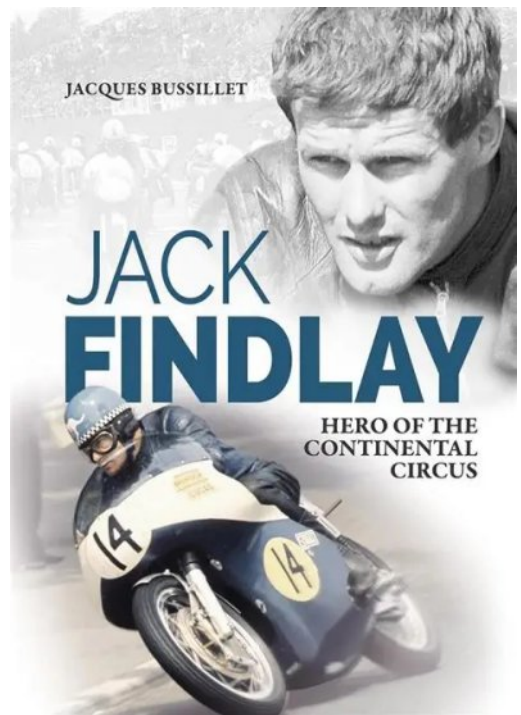
Authorship credit: Once again we are fortunate to be able to print an article donated free of charge by our Honorary member and International motorcycle journalist & author, Alan Cathcart. Next Issue, Alan’s test ride of Jack Findlay’s TZ750B.



BOOK REVIEW by Alan Cathcart: Jack Findlay – Hero of the Continental Circus

An outstanding biography of Jack Findlay was published in France in 2024 written by Jacques Bussillet, formerly the Motorcycle GP correspondent for the French sporting daily paper *L'Equipe*, and the weekly bike magazine *Moto Journal*. Jacques covered GP racing for 20 years, during which he got to know Jack Findlay well, and the book reflects that, offering rare authenticity and depth in its coverage of the ups and downs in the life of the prince of the privateers. A 160-page English-language hardback version with 240 photos has now been published by Veloce www.veloce.co.uk under ISBN 9781836440475, and I'm obliged to declare that I myself translated it from the French original. However, I was paid a fee for doing that, so have no \$\$\$ vested interest in marking my own homework via this review. I can only say that this is by some way the best rider biography I've yet read, which is why I offered to translate it after reading the original book. Jacques Bussillet has accurately captured the spirit of a bygone age with great warmth as well as perception, and the huge number of photos as well as correspondence and other memorabilia illustrate it to perfection.

Jack Findlay raced 32 different types of motorcycle from two dozen brands during his career on two wheels, from his 500GP and F750 Yamaha and Suzuki two-strokes to Norton, Matchless and Aermacchi four-stroke singles, via the 50cc twin-cylinder Bridgestone, the 500cc Linto twin and Cardani triple, to the 750cc Moto Guzzi V-twin, 850cc John Player Norton and 1000cc Honda RCB Endurance four. Bussillet's book recounts in detail Jack Findlay's extraordinary career in racing all these bikes, thus honouring a solitary yet versatile and resilient rider, who defined an era of motorcycle road racing. *Alan Cathcart*



VINCENT RAPIDE FOR SALE: I have made the decision to sell my bike because I can no longer ride it safely. I had a double knee replacement about 18 months ago, and I can no longer start it or support it when stationary. The bike itself is essentially a 1949 Series B/C Rapide and has quite a history.

It was shipped from Stevenage directly to Fremantle, where it was initially used for road patrols. It was bought by the Gibson brothers who lived in Perth and used in a number of speed record attempts during the ensuing years. Apparently, Phil Irving used to visit the brothers on his way from Melbourne to England and vice versa and offered advice on tuning. Eventually on 29th March 1953 Harry Gibson set a new Australian Land Speed record of 144.9 MPH, this surpassed Jack Ehrets record of 141.5 MPH set in January 1953 on his Black Lightning.



I've owned the bike for more than 30 years; it was bought as a basket case and rebuilt by Ken Phelps over a 10-year period. I have a detailed build book written by Ken. I have a Statutory Deceleration written and signed by Ian Boyd which confirms the authenticity of my claims regarding the bike and speed record. I also wrote an article 'The 30 Rebuild' published in MPH some years ago.

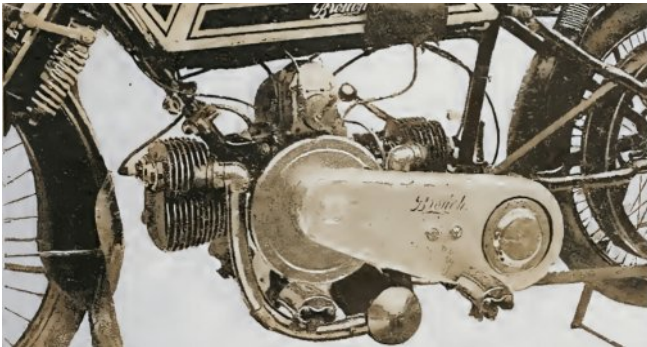
Briefly the bike has the following: 2 x Front heads, 12-volt electrics with Alton alternator, V3 clutch, VOC centre stand, 5-inch Smith Speedo believed genuine, V3 side stand, Amal Concentric carbs, Thornton shocks / suspension, Terry Prince crankshaft & all stainless Nuts, Bolts and Washers.

I have many original photos of the bike's racing history from Cecil Sumption, and speed record attempts along with a collection of MPH magazines going back more than 30 years. These items will go with the bike as part of the sale.

Asking price is AUD \$135,000. Enquires to - stuart.hall998@gmail.com. Please let me know if you need any more information or if I can help in any way. *Stuart Hall*

Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

1915 Cont'd: BROUGH'S 3½HP OHV FLAT TWIN was joined by a 692cc 6hp sidevalve with a three-speed Sturmey-Archer countershaft gearbox: "This new engine, though designed as a double purpose mount, is primarily intended to appeal to that section desiring a motor bicycle for passenger work which shall be of moderate weight, and consequently not too cumbrous for occasional solo work. Silence and flexibility are its chief characteristics...What impressed us more than anything else during our road test was the absence of effort so noticeable about this wonderfully smooth running, engine. We sped along at all speeds with the same comfort and smoothness that one would associate with a high-class car, whilst the handle-bars are noticeably free from vibration, no matter whether it was 20 or 40mph at which we traveled...Acceleration! Well, anyone who knows what a well-tuned engine can do in the hands of George Brough will get some idea of this characteristic."

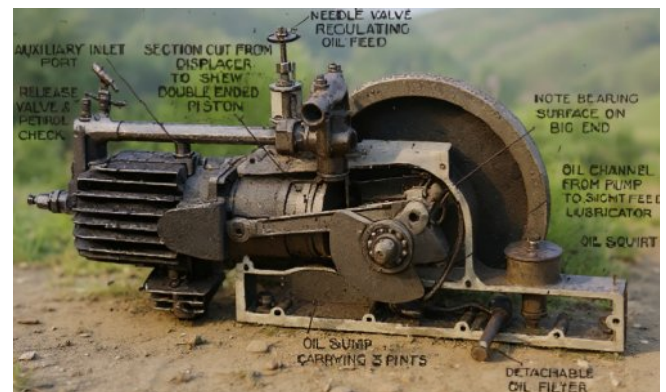


ONE OF THE STURDIEST BUILT high-powered machines which we have yet inspected is the new 1916 model 8hp four-speed Campion-Jap. This mount is obviously intended as a go-anywhere passenger outfit, but, nevertheless, it is not an impossible solo mount, for we have ridden a machine of exactly similar type, but with combined belt and chain drive, as a solo mount, and its flexibility, was remarkable. The big twin was finished in Khaki but its equipment was certainly up to the minute: a "new pattern" Jardine four-speed box, fully enclosed, all-chain transmission, drum rear brake, the latest Druid spring fork, with auxiliary damping springs above the fork crown, large alloy footplates and a QD carrier/rear mudguard section to facilitate wheel removal. The reserve power provided by such a big twin is most attractive. The slightest touch of the throttle lever and the machine bounds away like a thoroughbred, whilst as to hills one never notices them, as with the four gears, even with the high top ratio that is provided, one can toy with single-figure gradients. The Coventry neighbourhood does not abound in steep hills, Stoneleigh being the only gradient of note in the district, so we wended our way thither, and, despite the fact that one cannot rush at this hill, owing to a right angle bend almost at the foot, it was possible to effect most of the climb on the top gear."



"JOHN ARTHUR CECIL SCOTT, described as an engineer of Hampstead, had ridden his motor bicycle without lights along Rosslyn Hill after dark at a speed of 20mph, and a mounted constable had galloped after him for a distance of 600 yards before he overtook him. He gave his name as Lieut Scott of the Royal Navy and refused to give further particulars, and then, lighting up, went off at a fast pace. The police at Hampstead said that Scott had no right to wear the Naval uniform, and had already been dealt with at Marylebone for this offence. On the present summons he was fined £5 or one month's imprisonment."

WOOLER UPGRADED ITS ENGINE with a tubular gauze oil filter and a chamber in the transfer pipe designed to "assist the charge & reduce the pressure behind the automatic inlet valve. It may be remembered that the Wooler has a double-ended piston working in a double-ended cylinder, and the illustration shows how the gudgeon pin and forked connecting rods are designed to work through slots which are always covered by the piston, so that no compression can, escape either from the cylinder or the displacer."



Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

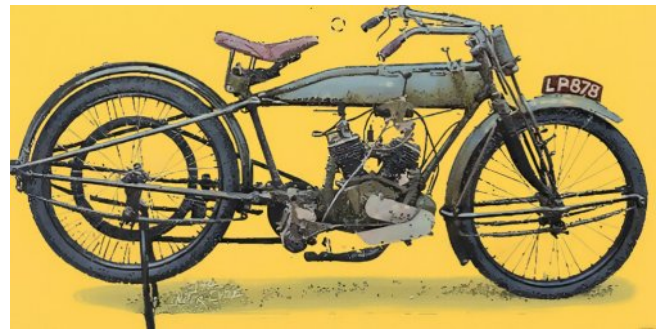
"CONSIDERABLE PROMINENCE HAS BEEN given recently, in the motor cycle press, to the subject of motor cyclists of the fair sex and the machines they ride. It must be obvious from some of the photographs published that there exists some difficulty in obtaining, or disinclination to use, machines which are especially constructed for ladies' use. Presuming this to be correct, I think all who have an interest in the sport and pastime must view this state of affairs with some alarm. I plead 'not guilty' to being a prude, but do consider a woman loses her self-respect and the respect of all right-thinking people by some of the exhibitions which of recent years, and more especially recent months, have been thrust before the gaze of the public. I daresay no one of the male sex, has taken more interest in motor cycling for ladies than I have, and some of my happiest hours, during many years' experience of the pastime, have been spent with clubs which encouraged lady riders who rode ladies' machines.

"AN INTERESTING ITALIAN MACHINE Reminiscent of Several British Makes: We have on more than one occasion commented favourably on the clean lines and attractive appearance of the motor cycles lately produced in Italy, and noted a growing resemblance to British motor cycle design. The Borgo machine is no exception...The engine, which strongly resembles the Rudge, has a bore and stroke of 85x88mm (499cc), the popular British size; the inlet valve is overhead, and, of course, mechanically operated.



AUSSIE Saville Whiting designed and built a rolling chassis with leafsprings at both ends. He inserted a Douglas engine and took it to the UK to try and get it into production, arriving just as the country was plunged into war. Nevertheless it was well received so he built another, this time with a 5hp JAP twin and four-speed Jardine gearbox. The front suspension incorporated a dashpot arrangement, consisting of a phosphor-bronze piston working in a brass cylinder, which has a compression tap screwed into its top so that oil may be introduced from time to time. This device acts as an excellent shock absorber. The Motor Cycle reported: "The whole frame is ingenious, affords an excellent system of springing, and is not unsightly. The frame also lends itself readily to the attachment of a sidecar...all

road shocks were most efficiently absorbed, though when going over one very bad hole the front fork bumped to its limit, owing to either the springs being a trifle light for our weight, or to the dash-pot not doing its duty. If the latter were the case, the matter can be easily remedied...Altogether we were most satisfied with the Whiting spring frame, which certainly appears to fulfill the claims made for it by its inventor."



"At a Western Australian race meeting: The Goldfields MC at certain times of the year use the dry bed of a lake near Kalgoorlie (Lake Perkolilli) for racing purposes. It provides an excellent surface, and the photograph was taken on the lake bed. The riders shown, H Myers (BSA) and AV Norton (Sunbeam), are successful WA competition men."



1915 LMC TWIN - The well established LMC 3½hp, 499cc single was joined by a 6hp, 842cc twin (shown here without its primary chaincase). Unusually, both brakes acted on the belt rim.



Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

Sunbeam upgraded its 6hp twin to 8hp, courtesy of an ohv 992cc MAG engine (the valves were fully enclosed and automatically lubricated, as was the all-chain transmission). The three-speed Sunbeam gearbox and kickstart was retained from the 6hp model but the dummy-belt-rim rear brake was replaced with a drum. Fuel capacity of 2½gal was exceptional for the time. The wheels were QD and interchangeable; "its design, down to the merest detail, has received very careful thought and attention, not a single flimsy part figuring in its construction".



"We hope for the success of twin two-strokes, whether V or horizontally opposed cylinder, because they are exceptionally nice to handle, smooth in running, and, having unusual 'pull' at low speeds, should be equally tractable either in the thick traffic of a town or the open roads of the country. The latest machine is the V-twin Sun, shown in the illustration, and, although it is of necessity an experimental machine, nevertheless our readers will admit that its lines are particularly pleasing, while the engine fits into the frame in that workmanlike manner only attained with careful design."



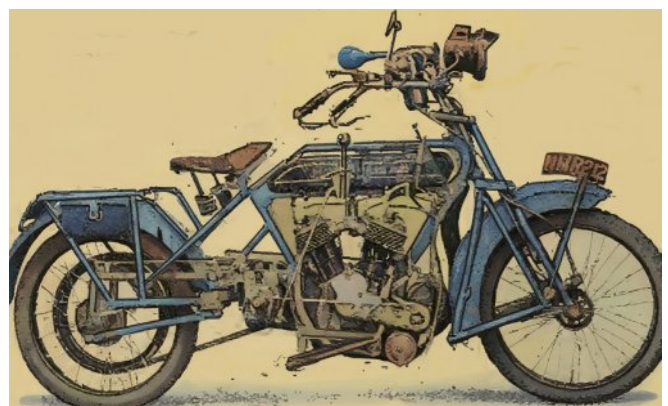
1916: "WE VERY MUCH WONDER if those motorists and motor cyclists who are special constables, and who in many cases have given their services, with their machines, to the Metropolitan police force, realise that they are being employed so far to relieve the police of their ordinary duties that they (the police) are now free to trap motorists indiscriminately. We should not be at surprised to hear of several resignations among special constables for this reason...there has been a large accession of young police recruits to the force, many of them men of military age, who

would undoubtedly be doing better work in fighting for their country than skulking behind hedgerows in plain clothes, doing work as unpleasant as it is un-English."

Scene in a military motor cycle workshop: With such a vast number of machines in service under most gruelling conditions, there is always plenty of work for the army of mechanics stationed at the different ASC repair bases at home and abroad."



Royal Ruby developed a model powered by an 8hp JAP twin with front and rear leaf suspension. "Even under the most severe conditions," it was claimed, "no road jolt is conveyed to the handle-bars...The model is provided with a metal-to-metal internal expanding foot brake and foot controls for the clutch, and a Jardine four-speed gear is fitted. The position of the footboards can be adjusted to suit the rider by simply loosening one nut. Both wheels are of the quick detachable variety, and many other minor points of convenience are incorporated in this luxurious model twin-cylinder side-car mount."

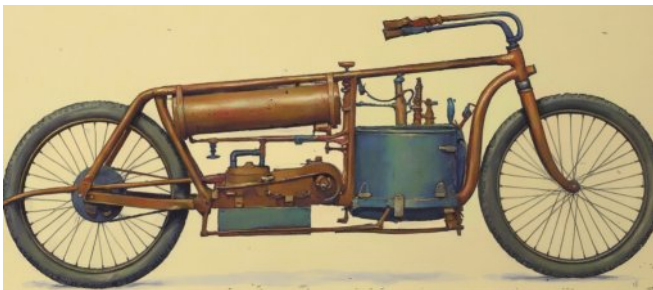


FOLLOWING HIS RECORD-BREAKING runs across the USA in 1914, Erwin 'Cannonball' Baker took his Powerplus Indian to Australia where he set a 24-hour world road record of 1,028 miles 30 yards. En route Baker set 18 and 12-hour world records of 876 and 576 miles, and Aussie records at 200, 300, 500 and 1,000 miles, as well as three, four, five and six hours

Motorcycle Timeline - courtesy Dave Richmond & Murray Barnard

he 1,000 miles was covered in 21hr 3min; an average of 48mph. "The only stoppage other than for food and fuel (fifty minutes) was to change a valve. There was a high wind and rain throughout, and Victorian roads, over which the run was made, are nothing to boast about, though doubtless a comparatively good circular course was chosen." Ivan Hart-Davis, who made a number of record-breaking End-to-End runs (see Features, 1911) called Baker's performance "marvellous" and suggested that after the war he should have a go at the End-to-End (Harry Collier set the first 24-hour record at Canning Town in 1909 when he covered 775 miles 1,340 yards). Following Baker's records in Victoria comes a cablegram from Melbourne stating that on February 21st Jack Booth, on a 7hp Indian, broke the world's half-mile road record, the time being 18.8sec. This works out at an average speed of 95.74mph, and it should be noted that it was made over a level road with no wind. The highest speed ever accomplished on a motor cycle at Brooklands was that of just over 92mph, by S George on an eight-valve Indian."

"Another steam motor cycle: The long round tank attached to the top of the frame holds petrol for getting up steam, and water is carried in the square tank beneath the engine. A reverse gear is fitted, which is desirable, as the wheelbase is 6ft 3in! The weight is 350lb. Needless to say, an American is responsible for this latest addition to the ranks of 'lightweights'".



"A fine example of a British two-stroke design—the new Allon de Luxe, with spring frame and special mudguarding."



SISTERS AUGUSTA AND ADELIN Van Buren rode took 60 days to cross the USA from New York to San Francisco aboard their Powerplus Indians. The Motor Cycle remarked: "Their dress, though perhaps somewhat unconventional, is undoubtedly neat and serviceable...They encountered many difficulties, such as land-slides, desert wastes, and broken down bridges. The weather conditions were especially adverse, but, in spite of all these and the atrocious road surfaces encountered in many parts, especially, of course, during their journey across the American desert in Western Utah, their Indians brought them through in splendid style." The Americans took a less understanding view of their breeches; they were repeatedly arrested for outraging public morals. The sisters, who were descended from US president Martin Van Buren, were active in the National Preparedness Movement which was designed to get the US on a war footing to support the allies on the Western Front. One reason for the ride was to prove women could ride as well as men and would be able to serve as military dispatch riders, freeing up men for other tasks. Despite completing a ride few men could match the sisters' applications to be military dispatch riders were rejected. A colonial motorcycling magazine praised the bikes but not the sisters and described the journey as a "vacation". A newspaper accused them of using the national preparedness issue as an excuse to escape their roles as housewives and "display their feminine counters in nifty khaki and leather uniforms". The Van Buren sisters' trans-continental run was trivialised in the press.



"TIME WAS—AND NOT SO LONG ago either—when I doubted "whether the average rider would forsake acetylene in the near future," Ixion recalled. "The crudest acetylene outfit can be made to work somehow, provided water and carbide are available; and a get-you-home system is a comforting possession...But, when all is said and done, there is nothing to touch the switch-on lighting systems for convenience. I am out most nights of my life just now, and I feel the difference more than I did. Moreover, I have garnered a lot of experience of first-class electrical outfits on sidecars and light cars; and I must confess that I should now plump for electricity every time so far as these vehicles are concerned.

Kiddies Korner - suitable for all ages 65+



Why is it that when someone tells you that there are one billion stars in the universe you believe them, but if they tell you there is wet paint you have to touch it to check?

Any recommendations on music to listen to while fishing? Preferably something catchy.

Eight hours in A&E after getting covered in camouflage paint and I'm still waiting to be seen.

The man who stole my diary has died. My thoughts are with his family.

I used to only be able to fit \$50 of petrol in my car, but now I can fit \$75 worth in it!

I popped out for lunch today and there was a guy handing out organ donor cards. I thought there's a man after my own heart!

Charlie Sheen is American, Michael Sheen is British, but Mr Sheen is Polish.

If my body was a car, I'd trade it in for a newer model because every time I cough or sneeze, my radiator leaks and my exhaust backfires.

Did you hear about the non-binary gold prospector? He dug up a fortune in them/their hills.

So if you're not meant to drink WD40, why does it come with a straw?

Shopkeepers can be suspicious that \$50 notes are fake, so I often use two \$25 notes instead.

I once stayed a night in the YMCA. It was OK, but I wouldn't make a song and dance about it.

I was thinking the other day about our Dad pushing us kids downhill in big tyres and thought to myself those were Goodyears.

My builder is such a nice man. I haven't paid him the money I owe him, and he's still offering to come over and put my windows in.

I've just entered the Australian Knobbly knee competition. It's over two legs.

Was absolutely blind drunk last night. My friend said "you better take a bus home, you can't drive your car". Turns out I can't drive a bus either?

Why diet when you could just buy bigger trousers?

If you answer the phone with "Hello, you're live on the air," most telemarketers hang up pretty fast.

Science says we only use about 12% of our brain. Imagine if we used the other 73%!!!

I don't know if a Colonoscopy is the worst pain I've endured...but it's right up there!

A man was arrested today after being caught with a large quantity of stolen helium balloons. The police held him for a while, then let him go.

Congratulations, to Hugh Zappritti Boyden, on his new role, as head of the National Parrot Owners Association.

I spent 5 minutes this morning waving to my neighbour before I realised she was cleaning her windows.

I've failed my ventriloquism exam. Personally I'm gutted, and as for my dummywell, I can't speak for him.

I've finally told my suitcases there will be no holiday this year. Now I'm dealing with the emotional baggage.

I was livid when my 12-year-old told me his teacher said, "I'm a bad parent!" "Right!" I said. "Finish your pint and we'll go and have it out with him."



When we were kids my Mum used to shout so loud that even the neighbours tidied their bedrooms.

On Right: Winner of the colouring-in competition is Richard Argus' dog Digby.



North of the River Mob at Two Rocks

