

February 2026



VINTAGE CHATTER

Alan Cathcart presentation - 4 Feb 26

Old Iron - 29 Mar 26



CONTACTS

MANAGEMENT COMMITTEE

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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

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

Dating Officer: 1970 on: 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, Maurice Glasson - Mandurah - 0410000617, 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

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

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

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

Club Regalia: Andrew Hobday - 0411358428 (leave message) or see Parts Store

Meeting Registrar/Raffles: John Voogt

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

Tearoom: Ian Patterson

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

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove

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

VMCCWA Bank Transfers to - Westpac - BSB – 036-226 Acc - 704726 Website: www.vmccwa.com

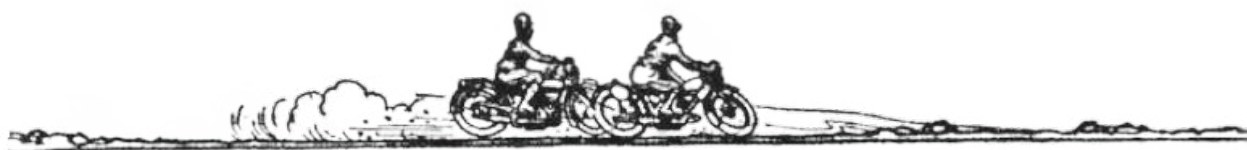
Treasurer's Postal Address: PO Box 7382 Karawara 6152

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: Norton Military Prototype 1953 - Sammy Miller Museum **Back Cover:** Old Iron poster



What's Up - Murray Barnard

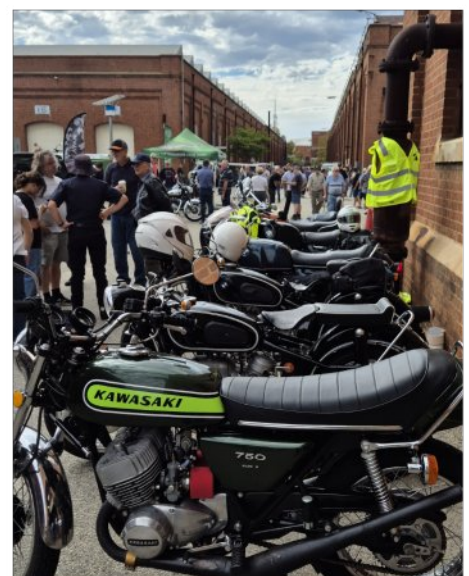
The Old Iron Motorcycle Show and Swap Meet will be held on 29th March 2026 at the old Midland Railway Workshops in conjunction with the Machinery Preservation Club (MPC). I cannot stress enough how important it is to support the Club at this event by displaying a machine or two. It is the premier event of the year for the Club and is important in promoting the Club, historic motorcycles and in recognising the support provided to us by the Machinery Preservation Club. It is not a big ask to bring a machine along. At the very least it recognises and supports the incredible amount of work put into the event by volunteers and the Old Iron sub-committee. The event costs money to put on and the display is a key part in encouraging attendance by the public which helps defray costs.



You can bring your bikes on Saturday, 28th March from 1.00 pm (after the MPC have moved machinery out of the Boiler and Power House) or on Sunday, 29th March before 8.30am. You will receive free entry to the Show if you display a machine or if you volunteer to assist in the running of the event.

Please register details of the machines you can display on the day as follows: you can either contact Shawn Viecele by emailing (viecele_1969mgb@hotmail.com) or simply register online at Humantix - <https://events.humantix.com/old-iron-member-motorcycle-display>

Full instructions for the weekend are included in this issue as are maps of the venue. Your assistance and involvement in this event will be appreciated.



What's Up - Murray Barnard

MANY THANKS TO COLIN HANKINSON: Colin spent most of the Xmas/New Year period modifying and refurbishing the club trailer #2 so it can be dual purpose, with drop in mesh panels for use as an events trailer and with these easily removed it will revert back to a motorcycle backup trailer. Colin also bought it up to top safety specs with new chains, tow hitch, wheel bearings, spare tyre and jockey wheel. Also thanks to Brian Wiren for rewiring in new LED lamps. From Facebook post by Stephen Hills.



AROUND AUSTRALIA BY SUZUKI GS1100: Ron Morrison has been scratching around his drawers and found some photos to share with us on Facebook. Ron has been a bit of a sleeper having done a lap of Oz on his Suzuki in 10 days. Be good to see some more pics and a bit of a write-up from Ron..hint, hint.



In December 1987, I was working in Townsville. Coinciding with my return to Perth for Christmas at home, I rode my GS1100G clockwise around Australia. I believe I took this photo when on the Barkly Highway, out of Tennant Creek but, if that's wrong, somebody will correct me. The GS1100G was the ideal bike for that ride, comfortable (with the obligatory CB400F bars) and absolutely reliable.

Another photo I took in September 1987 of a vintage Lockheed 12A and my GS1100G, somewhere in North

Queensland. I bought the GS from Orm Snell Motorcycles in Townsville that year.

I really enjoyed the Suzuki GS1100, an uber-practical motorcycle. I wish I had kept it - a common lament from older motorcycle riders.



ALAN CATHCART PRESENTATION - 4 FEB 26: At the February monthly meeting at the Wattle Grove Clubrooms we will be privileged to hear a presentation from our Honorary member and renowned international motorcycle journalist, Alan Cathcart. Alan is returning to the Great Southland for a few weeks and Alan has offered to address the meeting on the topic of Nortons, young and old. This is a great opportunity to hear what is happening on the front of Norton manufacture plus if time permits Alan's views of various older model Nortons. Be there, don't miss it!



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 Viecele 0436863115, Sec : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411 750 767.

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

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

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

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

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

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

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

APPROVED CALENDAR EVENTS

February 4 - General Meeting - 8pm
Wattle Grove Clubrooms - there will a presentation by Alan Cathcart on Nortons old & new.

February 15 - Old Forkers Run and Display - details over leaf.

March 4 - General Meeting - 8pm Wattle Grove Clubrooms

March 7/8 Bunbury Two Day (IHC Event)

March 22 - York Motorcycle Show (non club event)

March 29 - Old Iron Classic Bike Display & Swap Meet at the Midland Railway Workshops.

April 1- General Meeting - 8pm Wattle Grove Clubrooms

April 11 - Beverley Airshow - contact Stephen Hills

May 6 - General Meeting - 8pm Wattle Grove Clubrooms

May2/3 - Roaring Twenties - Pre31 - Shawn Viecele

May 16/17 - South-West Two Day - Donnybrook - Contact Barry O'Byrne

June 3 - General Meeting - 8pm Wattle Grove Clubrooms

June 21 - Mosman Park WW2 Tunnels - Lunch Wray Hotel - contact Stephen Hills

July 1 - General Meeting - 8pm Wattle Grove Clubrooms

July 17 - TBA

August 5 - General Meeting - 8pm Wattle Grove Clubrooms

August 16 - TBA

September 2 - General Meeting - 8pm Wattle Grove

September TBA - Machinery Preservation Open Day

October 7 - General Meeting - 8pm Wattle Grove

October 18 - DOCWA - Moto Ovest (non Club event)

October 25 - WA TT

November 1 - Albany Hill Climb

November 4 - General Meeting - 8pm Wattle Grove

December 2 - General Meeting - 8pm Wattle Grove

December 6 - Dam Early Run

December 12 - Albany Xmas Charity Ride (40th Anniversary) - contact Stephen Hills

December 26 - Boxing Day Breakfast

Donnybrook Two Day Rally

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

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

In this regard, Barry O'Byrne has volunteered to organise the rally. Barry ran the Busselton Two-day rally for many years and is keen to revive the concept.

Please contact Barry to register interest in the event on 0418936254 or at barryobyne2007@yahoo.com.au.

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

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



Coming Events



Old Iron Motorbike Display Guidelines

The Old Iron Motorcycle Show and Swap Meet will be held on 29th March 2026 at the old Midland Railway Workshops in conjunction with the Machinery Preservation Club (MPC). This allows the general public to see historical exhibits, be involved in planned activities throughout the day and browse for bargains and is the major fund raiser and event for the VMCCWA.

The event commences at 9 am and will finish at 1pm, with bikes displayed in the vicinity of the Boiler and Power House (see map over page).

VMCCWA members are invited to display their motorcycles for which case they will receive free entry.

Members can bring their bikes Saturday, 28th March from 1.00 pm (after the MPC have moved machinery out of the Boiler and Power House) or on Sunday, 29th March before 8.30am.

Note: If bikes are brought in Saturday they will be stored inside overnight and moved by volunteers early Sunday morning.

A registration table will be set up in the Boiler room which will be manned.

Members will bring their bikes to the outside display area and be directed by Rob Rowe and John O'Brien to park their machines in designated areas (by decade of manufacture as per the displayed signage). Machines to be displayed inside to be directed by Shawn Viecele.

Once parked, members to report to the registration table to

February 15 - Old Forkers Run and Display, Short run about 45min. 7.30am for 8.00am start at the clubrooms Hale Rd and return about 9.00 am for BBQ breakfast. All VMCCWA club members and machines are welcome to come on the ride or just take in the Pre31 display. Breakfast \$5.00. Enquires Ken Vincent - 9293 2093 or 0439 294 366.



be given stickers for placement on the bikes headlight and given a pass out card.

Individual bikes will be given registration numbers in order of manufacture for the event

Display boards (if available) will be at the registration table in decade order, members can collect these when registered.

At the conclusion of the event, members will hand their pass out cards to Shawn, Rob or John before taking their machines.

If you intend to display please contact Shawn Viecele (viecele_1969mgb@hotmail.com) or register at Humantix:

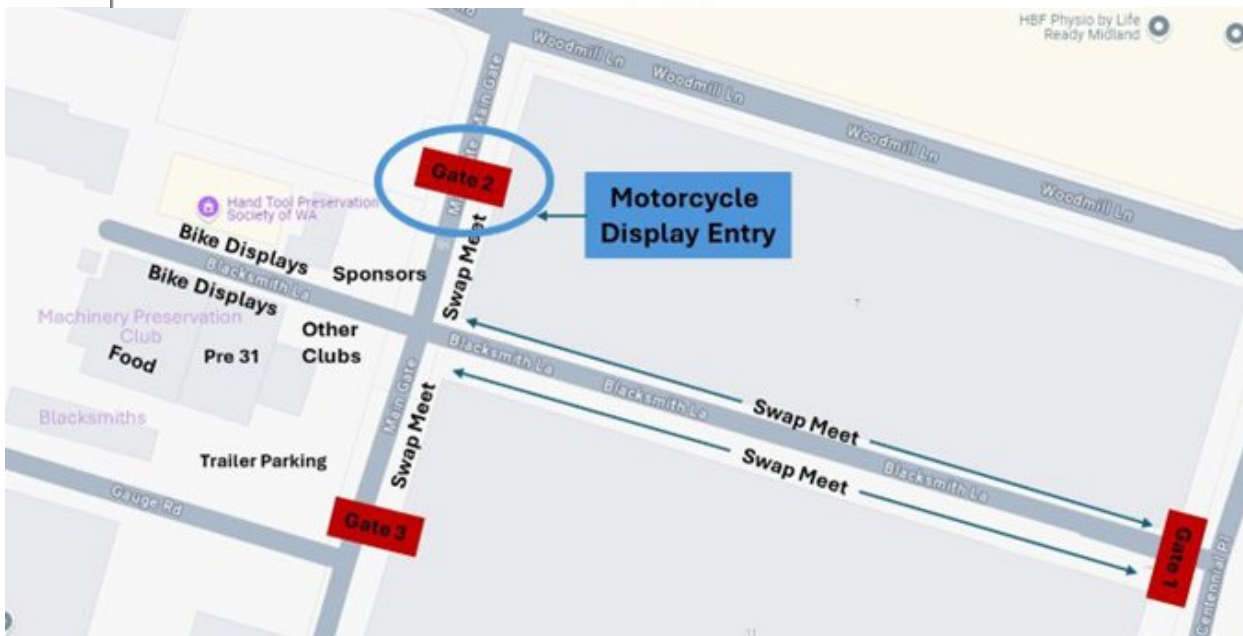
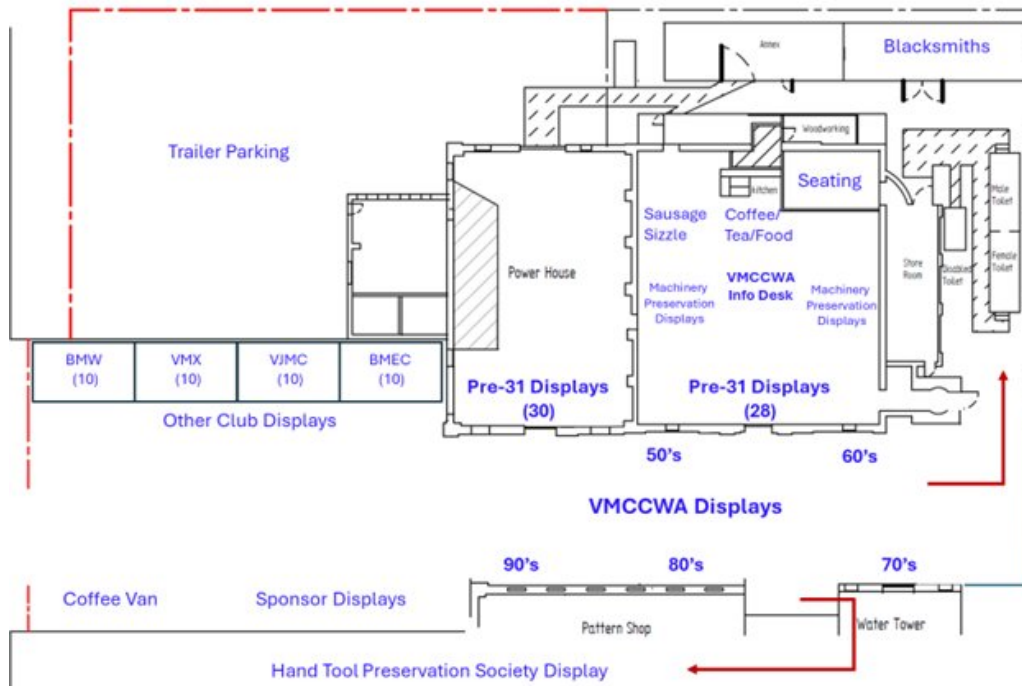
<https://events.humantix.com/old-iron-member-motorcycle-display>



The Old Iron Show & Swap Meet is the Club's Premier Event of the year and club volunteers and the Machinery Preservation Club go to great lengths to make the show a success. Your participation in displaying machines is critical to the event's success. Please register for the show and enjoy the day's activities.

OLD IRON - MIDLAND

Display Areas



Club Regalia

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



SERVICES

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

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

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

AN UNFORGETTABLE NEW YEARS EVE:

Richard and Melissa Argus had enjoyed the New Years Eve fireworks show in the City and were driving home when they saw a red glow in the Hills before them. Getting closer to home they were startled to see that a bushfire had started in the escarpment above their house and was heading their way. The road was still open so they managed to get home and grab Digby, their doggie pal, run around grab some gear and their cars and evacuate. The fire intensity and speed with which it was coming down the hill left them with no alternative. Richard and Melissa went to Mario and Cathie Cudini's place in Cardup to see how the night eventuated. All roads in the area of their home were closed. The fire spread down to the road to a point almost in front of their house. The embers were a considerable hazard. They spent a sleepless night and it wasn't until midday that were reassured that their house and shed had survived the night. It was a stressful and tense time for Richard and Melissa and a relief to get home late on New year's Day. *Pic: the fire from their back paddock.*



CONCESSIONAL LICENSE AUDIT: Well it is that time of the year again and despite repeated email reminders, personal emails and Chatter articles a number of members with C4C and 404 machines chose not to renew their membership. The names and machine details have been provided to DoT and I expect they will be hearing from the Department very soon as under the concessional license regulations their machines are unlicensed and uninsured on the road. I wrote to these members advising them, but most failed to respond. It creates a lot of work for me at this time of the year and I don't appreciate having to chase them up. Next they will want me to remind them to pay their utility bills. DoT does not provide any grace period for unfinancial members. Renewals are due 30 November each year. Don't renew and on 1 December your concessional machines are unlicensed.

MACHINE REGISTER: The club's machine register is critical for us to maintain the system integrity required to meet DoT's reporting requirements. DoT relies upon us to date, examine and ensure financial membership in order for the club to retain access to concessional licenses. Our dating officers (Maurice Glasson and Jeff Sanders), our appraisal officers, our machine examiner (Richard Argus) and our machine registrar (Lat fuller) all play a part in keeping the system going. As such data integrity is paramount of we are meet DoT's reporting needs. In providing a concessional license application to DoT Lat is actually certifying that all DoT's requirements have been met and that the member is a financial member. Any change to machine authenticity 9404) or membership status must be reported to DoT with seven days. As such machines are never removed from the club database nor removed from the owner's name. Change of ownership, sale of the machine, loss of the machine, whatever change of status applies is recorded on the database. We do not remove machines from the database as we must retain auditable records. This protects you as much as it protects the club and preserves access to the the concessional license system. Information on the 404 and C4C process is readily accessible on the club website.





Sad to relay the loss of Club Member **Noel Simmons**. In early December, long term member Noel lost his one-sided battle with kidney disease, which had reduced his life to misery. As nice a man as you'd ever meet, Noel was a lifelong motorcyclist, with an interest in both maintaining and restoring his machines as well as riding them. He rode at the Ropeworks Harley Scramble, being handily placed until he was taken out by another rider.

He acquired the ex-George Scott AJS 7R (seen above, in front, at Caversham), campaigning it locally until Repco, his employer offered the very respected fitter and turner a transfer, all expenses paid, to the East coast. This offer he gladly accepted. Unfortunately, his pleasure was seriously dented when the AJS cried "enough", marking its displeasure with a hole in the crankcase. He grafted an iron B31 into the frame, which wasn't a success. A fellow racer, having trouble stopping his BSA Gold Star with the 190 mm front brake offered to buy the much superior AJS 7R front wheel. Short of money, Noel accepted.

Noel was active in Club events, and was a willing helper when required, notably being part of the Keith Perry led team, which printed the old roneoed "Chatter" which was hand stapled, folded and address stickers and then stamps affixed. It gave Noel and his mates much opportunity to chatter whilst busy with the Chatter! In accord with the family's wishes, a private farewell was held. Our condolences to Noel's family. No more pain, rest easy mate.

Long term members will also be saddened to learn of the death of **Barry Berkshire**, son to the late Jack Berkshire, and brother to the late John. Barry has been struggling with the awful rigours of mesothelioma; it finally claimed him in early December, aged eighty-three. During his time with the Club, Barry was a very active and popular member. Barry also served on the Club Management Committee in 1980/81 and 1983/84.

He is remembered particularly, with his father Jack, as co-instigators of the superbly organised Mandurah Toy Run. That event started at Ravenswood Hotel, on the banks of the river, with a bacon roll for breakfast, very civilised. Up to fifty riders from our Club led the pack, along with Santa, in a sidecar, through streets closed off by Police so the pace was easy. A gratifying number of the public lined the streets as up to around five hundred bikes headed for the river bank in Mandurah, where food and drinks were available. The public were able to check out the eclectic collection of bikes. Talk about the good old days! Pure gold. Our deep condolences to Barry's family and friends, no more suffering Barry, Rest in Peace.

On another matter, John Berkshire's widow has what she believes to be a Bantam, on which John performed some work, but wasn't been paid for. She knows no further details except around ten years ago, the bike's owner had a sandblasting business in Dixon Rd, from which he retired. With money owing for the work she would like to find the owner or failing that dispose of the machine. To help her, we are seeking the name and contact details of the owner of a sandblasting business in Dixon Road ten years ago. Hopefully, someone will remember.

NUMB BUMS & LIFE LESSONS

This is about Tricky Dicky, nice bloke and car salesman (yes, I know) who became famous for a certain incident with a Nash Rambler. He was a good salesman, but like many, lazy, finding the daily crossword and a coffee more interesting than trying to finalise a deal, or chase up a lead. About once a month, I'd get tired of seeing lost opportunity, so I'd invite him into my office for a chat, I'd point out his error-stricken ways quite firmly, off he'd go with a spring in his step, vowing to do better.

On the morning I'm featuring, I glanced out of my window, and there was Tricky, deep in conversation with a client. That was particularly good, early morning car shoppers were always buyers, not tyre kickers, so I was surprised to see, shortly after, the client standing alone. Assuming Tricky had been in need of the toilet, I approached him, to be told "Dick's gone over the road, to buy cigarettes, won't be long." I knew him as a totally addicted smoker - he couldn't even go to the theatre, BUT! Later in the day, I called Dick in. He was still patting himself on the back, having salvaged the deal, so respectfully, without any shouting or bad language, nothing personal, I let him know my displeasure. I must have hit a nerve; to my horror, he began to cry. Mentally flicking through my speech, no I hadn't crossed any boundaries, I pointed out "Dick, you must admit we need these unpleasant stir-ups, I like you as a bloke, and a good salesman, but you have to be motivated. The more you sell, the more you earn, but that's not enough. I'm sorry it's distressed you so, but we both know it has to be done." He composed himself, saying "I absolutely accept the truth of what you say, and I'm grateful for the way you do it. There's only one thing I don't like, working for you!" "Tell me" I said, as he replied "When I get it wrong, you give me a bollocking, that's ok, but when I do something good, you don't say anything!"

The more I reflected on this, the more guilty I realised I'd been of that very basic politeness. It was so easy to take a leaf out of my first sales manager's book at Firestone; Derek Hume was always so effusive in his appreciation, and his staff loved him for it, and behaved accordingly. When you learn in the way I did, it sticks. I've never forgotten. Probably the kids were the major beneficiaries - how easy is it to get into bad habits? Turn that noise down! Pick up your clothes! don't put a wet towel on your bed!" etc still has to be said, but "your hair looks nice today!" goes a long way too. And there's no need to tell them about their failings every time - they already know! THANKS TRICKY! *Adrian White*

A CAUTIONARY TALE - Peter Richards

It is now more than six months since an uncontrolled dog launched itself in front of my motorcycle, something which left me with catastrophic injuries. The period since then has been filled with a constant litany of medical appointments and interventions. It has been very hard, not simply because of the ongoing and constant pain but more so because of the sudden cessation of being able to do anything and everything that I once enjoyed. Indeed even coping with the requirements of normal life is a challenge. My hand is slowly improving and hopefully at some stage in the future I will regain sufficient function to be able to do at least some of the activities I once so enjoyed.

The cost of this incident is not only in terms of physical injury. The psychological effect of such a traumatic change is very significant, even though I have tried to remain positive. But there is also another significant price to be paid that may well be of interest to you all. And that is the financial cost of such an incident.

Currently I estimate we are somewhere around \$10,000 adrift as a direct result of this accident, a total which is constantly increasing. These costs spring mainly from medical expenses, but also from such as lost income, my wife has needed to take off many many days to take me to an ongoing range of appointments. Then there is damage to my bike, which has been very gratefully repaired by members of the VMCCWA, but using the cheapest available components. Sadly it will always bear the scars of sliding along the road. Also I have the loss of all my riding kit, helmet, jacket boots, jeans which still need to be replaced, if I am able to ride again. And of course Qatar Airways were very understanding about such unfortunate circumstances but still charged \$850 for the late cancellation fees of our planned trip to see the UK family last June.

So how can this financial loss be redressed? I, like I suspect many other members of the Club, do not hold separate insurance on all my bikes. My new Triumph is insured, but the others, all registered on a 404, only get ridden short distances each year. So I had no personal insurance. While at Royal Perth I received a call from the state insurance company, you know those people you pay so much for with your vehicle registration. They informed me that they would only make payment in the case of a vehicle to vehicle collision, stating they needed someone they could claim against. They refused any payment in a collision with a dog. This surprised me, and many others, so look carefully at what you are paying for with your registration.

NUMB BUMS & LIFE LESSONS

Important!

A friendly police officer suggested that I 'fell into a grey area' and should make claim against the Criminal Injuries Compensation Board. A friend suggested using a lawyer, and I was recommended to a well known 'no win no fee' Perth company. They were exceedingly eager to take on my case, but I held off until I could find out how they charged for their services. There was a degree of reluctance to provide such 'small print' but when I did get an emailed copy I discovered their charges to be almost \$1100 per hour. Well, that is not strictly true, they quoted \$850 per hour but added if they won they awarded themselves a '25% uplift bonus'. This makes a total of \$1062.50 per hour. They also said I would be responsible for any external expenses, (that is anything other than their time), but did offer to organise a loan for me to pay for the same. The small print also stated that estimated 'initial investigation' costs were likely to be between \$17,000 and \$37,000. If you do engage such people be very, very careful, I could have won but still ended deeply in debt.

I discovered I can make my own claim online against Criminal Injuries, but obviously to do so requires proof. The most important item of evidence being the police report of the incident. The police officer suggested I used an F.O.I. request to obtain a copy, something I duly paid for. This arrived very, very late, and when it did I found apart from my own details virtually everything else had been redacted. This made the document unfit for any purpose whatsoever. I afterwards discovered there was an online portal through which it is possible to obtain a police report for compensation purposes. So I also paid for one of those, and that again took many, many weeks to arrive. And that is the point when yet more problems started. I discovered the report had been produced by someone who was obviously not present at the event, did not speak to me about what occurred, and also did not bother to speak to the closest witness, the details of whom my wife gave the officer at the scene. That report is factually incorrect, incorrect by intonation, and also incorrect by omission. Indeed it so twists the narrative to imply that the accident was the result of my own fault suggesting I lost control of my motorcycle.

Since receiving that report I have found myself fighting the police. Remember what I said about the pain and physical effects of the accident being supplemented by the psychological effects? That report has added many extra sleepless nights and added considerably to the ongoing anxiety. The fight still goes on, another hugely lengthy, and so far unproductive, process.

Eventually the police responded to my official complaint. After realising I was not to be mollified by the argument of 'it's all fine' they sent me a series of questions by email. This was a sort of much delayed written interview with me. I have been told they have now tacked on some of my responses to that original police report, though I do not actually know if that is the case. To confirm so I need to once again going through the lengthy process of buying yet another copy. But, I was told, there was and would not be any attempt to modify the errors in the original report. Once again the police were unwilling to take the extra step and speak to actual witnesses.



Fortunately the closest witness has now completed an affidavit sworn before a JP. This contradicts the police account. Another witness has also promised to complete an affidavit, but sadly has been promising to do so now for quite some time. The affidavit I have, along with considerable other documentation, is currently under review by the Crime and Corruption Commission. These are the people who deal with police oversight. So more than six months on and managing with one operable hand I still need to be patient and see what, if anything, comes from that.

Those who know me are aware of my strong feelings against illegal throttle controlled and overpowered e-rideables. This dislike comes not from any misplaced distaste but rather because of being victim of too many close calls. Indeed I was recently almost sent sprawling on the pavement by an E bike ridden by a youngster at very high speed. This occurred while I was walking home from a physiotherapy session for my wrist and hand. Now I am only too aware of the consequences of such a collision. It's not only the physical effects that need to be considered, but also the financial consequences of interaction with an uninsured vehicle, person, or animal.

NUMB BUMS & LIFE LESSONS

Sad to report we have also lost two Club members recently, **Martin O'Boyle and Bryan Wilson**. Sad to advise Bryan died, as a result of a long term illness. We, and the Machinery Preservation Club have lost a very clever member, one who, on occasion could fix something others couldn't. He'll always be remembered for single-handedly building the roof on the Club's magnificently restored traction engine, also supplying all the materials. He enjoyed riding his Moto Guzzi and his CanAm three wheel bike. Bryan was a solitary person, comfortable in his own company, but to those who were accepted as acquaintances found him knowledgeable and pleasant company. Rest in Peace

Sadly, we lost Martin, a Post70s member, just before his seventieth birthday, his long suffering body ravaged by diabetes, which had blighted his life. He served an apprenticeship as a motor mechanic, working for a hire company, until the prospect of good money saw him take apprenticeship as a fitter, opening the door to work in mining. Eventually, though, diabetes compromised his mobility; he had no other choice than retirement.

Our Club provided companionship at Beanto-Brook, with Martin a regular on his nicely turned out Suzuki GK 1100 outfit. Sadly, eventually even that became too much for him as his condition took its course. Rest in peace mate, no more pain, nobody staring at you.



COMMITTEE MATTERS:

1. Two new committee members to report: Mario Cudini and Warren Cartledge have stood up to be counted and have joined the management committee. Their joint experience and commitment will be an asset to the Club.

With Les Vogiatzakis having to stand down from the position of Chair, due to overseas commitments, Stephen Hills has settled into the Chair Role. Considering the amount of work Stephen does for the Club his experience and expertise will add value to the role. Barry O'Byrne has moved into the position of Deputy Chair, a role he has filled previously for many years.

2. Barry O'Byrne has volunteered to organise a Two Day Rally for May 16/17 which will be based in Donnybrook. Accommodation has been arranged in Donnybrook for the weekend. Contact Barry for details on 0418936254 - barryobyne2007@yahoo.com.au.

3. A mid year event will be held to thank club officials and sub-committee members for the hard work they do, which is often overlooked and taken for granted. Remember, the club could not function without the work of the volunteers we have. No-one is paid for the work they do and the time they put in. Details of the event will be advised in due course.

4. Assistance is required for the following roles performed by Murray Barnard - database admin and reporting, web design, maintenance and facebook admin and finally Editor and Publisher of the Chatter. Murray has been performing some of these roles for 20 years and it is time for some volunteers to step up and assist. Training in the roles can be provided. If assistance is not forthcoming before the end of the year some decisions will have to be made on how the workload can be reduced.

5. A number of members have not renewed for 2026. The current membership figure for the Club is 667 financial members which is a very healthy number for mid January. Unfinancial members have until the end of February to renew. After that lapsed members will need to re-apply to join. If you are unfinancial this is the last Chatter you will receive.

DAM EARLY RUN

Early Dam or Dam Early run today! first enforced use of corner marking which worked well. Post ride feedback suggested members are happy to use this method on all our runs going forward, many positive benefits as well as the safety aspect gained from not having to roll a route sheet. Brilliant weather with 25 riders starting and 24 finishers, just one breakdown which was picked up, with thanks to Barry O'Byrne providing our back up trailer. Huge thanks to Steve and Walter for the magnificent breakfast prepared under extreme difficulties with power going out in the kitchen on all but a couple of power points. *Colin Hankinson.*



ALBANY XMAS CHARITY RUN

Steve, Mario, Brian and myself set off last Friday to Albany to take part in the VMCCWA Albany Xmas charity ride, stands up 09:00 from Byford and south via Donnybrook with a lunch stop at the "Two little Black Birds in Manjimup. Arrived at the Havanna Villas 480Km later and were joined by George and Val. Saturday saw us join with the Albany VMCCWA and some 300 riders to ride out to Frenchman Bay Whaling Stn and return to Albany Town Hall for presentation of a donation from

the Albany VMCCWA of \$1000 and a total ~ \$7000 raised for the Salvation Army. This was a 45km ride lined with many Albany residents to wave and cheer us along. George, Steve, Brian, Val and myself then set off to Denmark Tavern for Lunch. Sunday saw us join 12 Albany VMCCWA members and ride out to Mt Barker Bakery for refreshments and then onward to Boston Brewery for Lunch before returning to Albany for Sundowners 174km. Monday saw Steve, Brian, Mario and myself set off for Perth via the Albany Highway a 390km finish with the temperatures rising steadily all the way. A brilliant weekend with great weather and great camaraderie, some 1210Km in total and I suspect additional kilos in weight due to the various refreshments consumed! *Colin Hankinson.*



XMAS CHEER



VMCCWA Salvation Army Xmas appeal 2025 - 30 refurbished bikes and many boxes of Xmas produce. Many thanks to Adrian White and John O'Brien for organising. Also a BIG shout out to all the hard working members that refurbished the bikes and donated them for the very special cause. Also many thanks to the members that donated products to make make some less fortunate people feel a little special at Xmas. *Stephen Hills*



Below: The Northern suburbs mob took over Two Rocks in December for Christmas drinks. *Kim Butt.*



MEET & GREET

The Annual Meet and Greet was held at the Caning River Cafe at Kent St Weir in Cannington on 18 January 2026, the first event of the year. A good turnout of bikes was in attendance and even our local Sergeant at Arms, Shawn Viecei, turned out to provide moral support. Thanks to Colin Hankinson and Jim McGregor for the photos.



MEET & GREET



Full Minutes can be viewed on the Club website



Minutes for VMCCWA Monthly Meeting – 7th January 2026

New Members applications - 7 applicants had their membership approved for December 2025. They are: Elizabeth Stone, Andrew Chalkley, Thomas Lynch, Louise Hayden, Wesley Bunce, Andrew Palmer & Kacper Blaszkowski. In total for the year Jan- Dec 2025 we added 86 new members. Renewals to date total 637. Outgoing Chairman's Report – Les Vogiatzakis - Has resigned position due to impending move to Switzerland, will continue to be a member. The incoming Chairman is Stephen Hills. Pleased to announce Mario Cudini is a new committee member and Barry O'Byrne will be Vice Chair.

Secretary's Report - Richard Argus - Members are encouraged to come forward to myself or other committee members, if you would like to talk about your motorcycle or adventures at our general meetings. Les Vogiatzakis has resigned as chairman as his family is moving overseas. Under Les's leadership the club has experienced stability and growth in membership. Well done and all the best for the future.

Finance Report – Neil Freeman - Net profit for first half of financial year is in excess of \$32,000. Due to the large influx of membership payments, this will gradually be drawn down during the year. Points to note: Events are run for the benefit of members and run at about even. This includes payments for the backup mileage. Various charity donations – Welfare, Albany Charity run and Pre31 contribution to Mens Shed. These are part of our commitment to support the community. New Event Expense form has been posted to the Web site.

Machine Registrar's Report for Dec 25 Lat Fuller: Full licence to 404 – 7 machines, 404 – 2 machines. Please note on transfer of ownership full documentation will be required i.e. license papers. No machine will be removed from the register except when documentation provided to prove DoT has been advised of transfer to another approved club.

First Time Machine Examiner (DoT): Richard Argus - Bookings can be made via the club website. Two machines were examined in November. A 1994 Honda Magna VT250, and a 1961 BSA C15. Following the issue of the roadworthiness certificate, you only have three months to complete the registration with DoT, other wise the machine will have to be re-inspected.

Events Coordinator: Stephen Hills

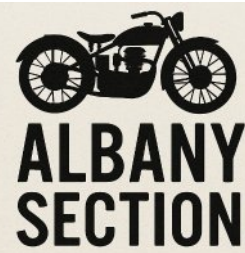
Past Events- Albany Xmas Charity Ride - A small number of members from Perth traveled down to Albany and enjoyed the hospitality of the Albany section. The charity ride was very well run and raised in excess of \$7000 for the Salvation Army Xmas appeal. Thanks to the great work by Lynton and the Section. Boxing Day Breakfast - 20+ members enjoyed perfect weather for a post Xmas ride and breakfast

Bits & Pieces - Don Price has a number of 0.75 hp electric motors converted to single phase – contact Don

Below: some snaps from a farewell lunch for Jim Douglas retiring as Treasurer as well for Les Vogiatzakis going overseas.



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



4th DECEMBER 2025 MONTHLY MEETING: Lynton reported strong rider turnout across recent events and noted that the Chalet refurbishment is nearing completion, with the VMCCWA banner soon to be installed. He will also be undertaking media commitments for the upcoming Christmas Charity Ride. Minutes from the previous meeting were read and accepted (Banks/Morrell), with no business arising.

John Banks presented the Treasurer's Report, recording balances of \$6,186.59 for November 2025 and \$5,863.67 for December, with the report to be forwarded to Treasurer Neil Freeman (moved Wolfe/seconded Beeck). John also continues to liaise with Westpac regarding new account requirements and the \$1,000 Charity Ride cheque, and will meet the new Treasurer during the Gypsy Ride. A \$50 donation from Bakers Junction Roadhouse, received by Paul Armstrong, will be added to the club's Salvation Army contribution.

Lynton conducted a machine examination for Owain Fiander's 2000 ZX12R. Pre-65 activity was limited, with only two riders braving a very wet day. Member welfare was discussed, and the club is seeking a photo of Peter Ogborne for display, with Bill Morrell to contact the family. Planning is underway for the Oldest Bike Ride on 4 January, with short and long routes finishing at the Chalet, supported by Ian Redman and followed by a sausage sizzle—members are asked to bring a salad. Preparations for the 13 December 2025 Charity Ride were confirmed, with helpers required at Foundation Park from 7:30am. Roles include site setup (all helpers), York Street cones (Banks), pamphlets (Hawkins), Frenchman Bay turnaround (Ruth & Brendan), York Street traffic management (Nigel & Andy), parking (Bill, Dave, Bernie, Paul and others), badges (Gaye, Karen & Pat), Salvos liaison (Collette, departing 6 January), Santa duties (Santa), and media coordination (Lynton & Bernie).

8th JANUARY 2026 MONTHLY MEETING :

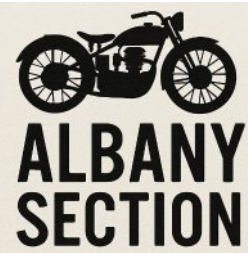
Lynton Morgan reported on a highly successful Christmas Charity Ride, which drew 300 riders and raised \$7,000, with thanks extended to all helpers and a note that the closed Parade Street toilets will be followed up with the City of Albany. The club's 40th Anniversary ruby-coloured badges were discussed, with the possibility of ordering additional stock. Highlights from recent events included the Gypsy Tour and the Section Christmas Eve Ride, where Graham Wroth won the shirt competition and Len Mason generously donated \$100. Lynton and Nigel will coordinate the upcoming Christmas Ride, with Nigel also taking on monthly ride organisation. Minutes from the previous meeting were accepted, and correspondence included thank-you cards sent to Karen, Stoney, WAPOL and the printer, along with incoming Smoke Signal and the chalet power bill. Lynton will contact the Royal Enfield Club regarding their Albany Section meeting at Ironwood Winery.

John Bank's Treasurer's Report showed balances of \$5,863.67 in November and \$8,062.47 in December, and advised that he has completed Westpac security checks and purchased an additional folding table.

Pre-65 ride attendance remains low, prompting discussion of a possible 50-year cap for eligible machines, with further consideration to follow. Member welfare was noted, and the draft annual ride calendar was reviewed, including Lynton's Treasure Hunt (8 Feb), Ian's Hilltop Ride (8 Mar), the Webbie Pie Run or Osborne Estate (12 Apr), Gary's Clueless Ride (10 May), Paul's Fairweather Ride (14 Jun), Arthur's Pie Run (12 Jul), several TBC dates from August to November, and the Christmas Charity Ride on 12 December. Members were reminded that VMCCWA subscription fees are now overdue and can be renewed online via the VMCCWA website.



ALBANY MATTERS: (Meeting minutes are on the VMCCWA website at vmccwa.com)



CHAIR'S REPORT - by Lynton Morgan

Our annual Christmas Charity Ride just keeps getting bigger, three hundred motorcycles attended. We sold all two hundred badges half an hour before the event commenced. A little bit embarrassing, so might have to order more next year. Out of the proceeds The Albany Section donated one thousand dollars to the Salvation Army. The Albany Section netted about four hundred dollars after expenses, which we promptly spent on lollies and wine. The Salvation Army took a total of seven thousand dollars in public donations plus toys and other goods. That figure includes our thousand dollars. Collette (Salvation Army Lieutenant) said that it was the biggest single fund raiser in the seven years she has been in Albany. Collette received her two minutes of fame with an interview on the GWN television news. A lovely lady and I wish her all the best on her posting in South Australia. This sort of gig doesn't go together without some outside effort so excuse this commercial break.

Albany Printers print up one hundred posters free of charge. The Albany Advertiser drum up local sponsors to advertise the event. Ken Stone Motor Trimmers supply a Santa (yeah he is not real). Paul Armstrong Panel Beaters proprietor Karen supplies the use of her EFTPOS terminal. Turtle Traffic Management for signage. Jasmin for video footage for GWN News. Albany Section members do poster distribution, parking and marshalling on the day. A big effort considering we had to park three hundred motorcycles in the town square. I thank all these people for making the day a big success.

2026 kicked off with the Oldest Bike Ride combined with the Vintage and Classic Club. Forty riders on bikes from one hundred years old to one year old on a typical Albany day (nice). The Port Road was very busy with fossil fuel enthusiasts. Road trains carting in the grain harvest, vintage cars at cars and coffee and our lot setting off. A short ride for older bikes, more sedate riders and a longer ride for the modern faster bikes. Destination was the Chalet at Little Grove for coffee, tea and biscuits. This was followed by a delightful BBQ lunch while sitting around tables under the shade of peppermint trees, allowing everyone time to chat and catchup with plenty of laughter. John, Chris, Graham, Gaye and other helpers did a great job in making it a fantastic day. See the Section Facebook page managed by Paul Armstrong for photos: <https://www.facebook.com/profile.php?id=100067976712952>



Best Christmas shirt was won by Graham fourth in from the right



January's Oldest Bike Run

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



PRE31 SECTION

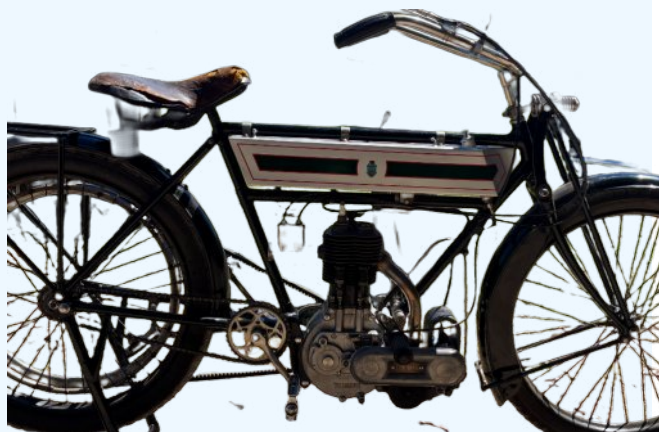
26th NOVEMBER 25 MONTHLY MEETING: The Nannup Hotel has advised that accommodation for the Roaring 20's weekend on 2–3 May is filling quickly, so members are encouraged to book early at Nannup venues.

Jeff Sanders presented the Financial Report, noting the Westpac account held \$3,849.80 on 21 October and \$3,854.80 on 26 November, the small \$5 increase coming from John Oldland's contribution for beverages and biscuits. A \$100 donation intended for the Beverley Men's Shed was unsuccessful due to incorrect banking details, and the correct numbers will be requested.

Recent events included a well-attended visit to George Weber's bike collection in Hazelmere, the Vintage Car Club Auto Jumble where Dave Weeks reported successful trading, the British Motorcycle Concours at Whiteman Park, and Dennis Cranston's Southern India ride on 500cc Royal Enfields, with Greg Hughes and Jeff Lindley describing it as an unforgettable experience. Reports were also given on Velos in the Barossa, the expanding Donnybrook Veteran Muster, and the Heritage Club's Great Escape, where Dave's 350cc Gold Star eventually "needed a rest." Upcoming activities include the Pinjarra Run on 30 November at Shawn Viece's property for girder-fork and pre-'49 machines, the Pre-31 Christmas Dinner at the Rose & Crown on 10 December. Looking ahead to 2026, members can anticipate the Old Forkers Run on 15 February, the Old Iron Bike Display at the Midland Railway Workshops on 29 March—where the Pre-31 Section may feature girder-fork BSAs and an early-1900s picnic display—the Golden Ponds Bike and Car Display in April, and the Roaring 20's event returning to Nannup in May.

In general business, Jeff Sanders displayed the 2025 Beverley Trophy for Steve Turner and the 2024 trophy for Dave Alderson, pending the updated tag. The passing of Ray Abbott, John Berkshire and Noel Simmons was respectfully noted. In Bits & Pieces, Dave Weeks mentioned a free veteran sidecar chassis, Greg Hughes displayed three AMC clutches for sale, Ken Vincent demonstrated the unusually thin Velocette clutch design, and Shawn Viece reported someone seeking a shift lever for a Model N Triumph.

RE 31 SECTION CHAIRMAN'S RUN - 30 November 2025: Perfect weather today. Fantastic turnout of 13 machines Pre 1949 made up of 3 Velocettes, 2 Nortons, 2 Triumphs, 2 BSAs, Royal Enfield, Douglas, FN and a BMW. Short 38 km run on flat ground through Coolup and Waroona. No stop signs and minimal traffic made it perfect for the Veteran Belt Drives. Back to my place for bbq lunch, drinks and nibbles. Thank you to my wife Sarah for providing the back up. Hopefully continue this run as an annual event. Thanks again to all who attended.



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



**PRE31
SECTION**

MORE PHOTOS FROM THE RE 31 SECTION CHAIRMAN'S RUN - 30 November 2025: .



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



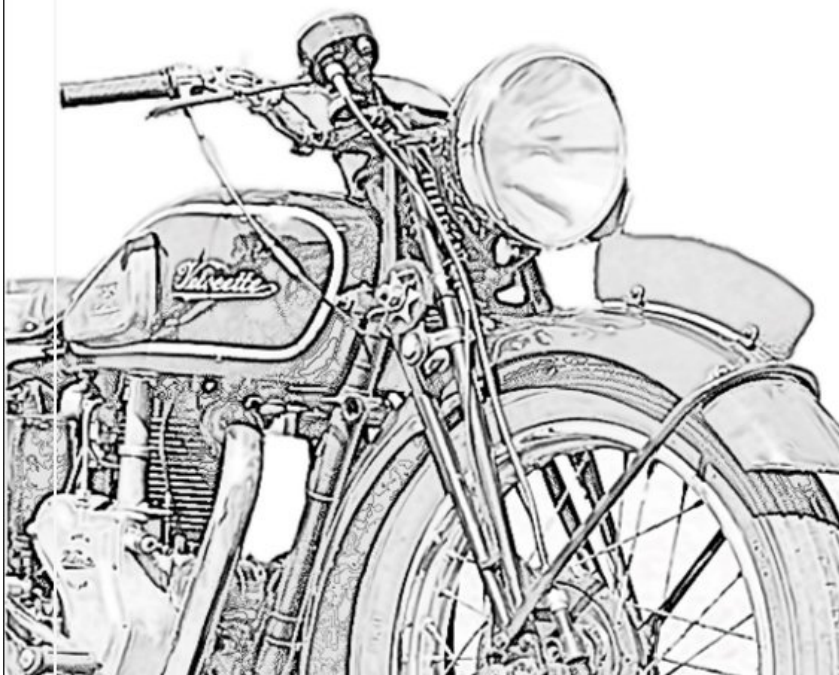
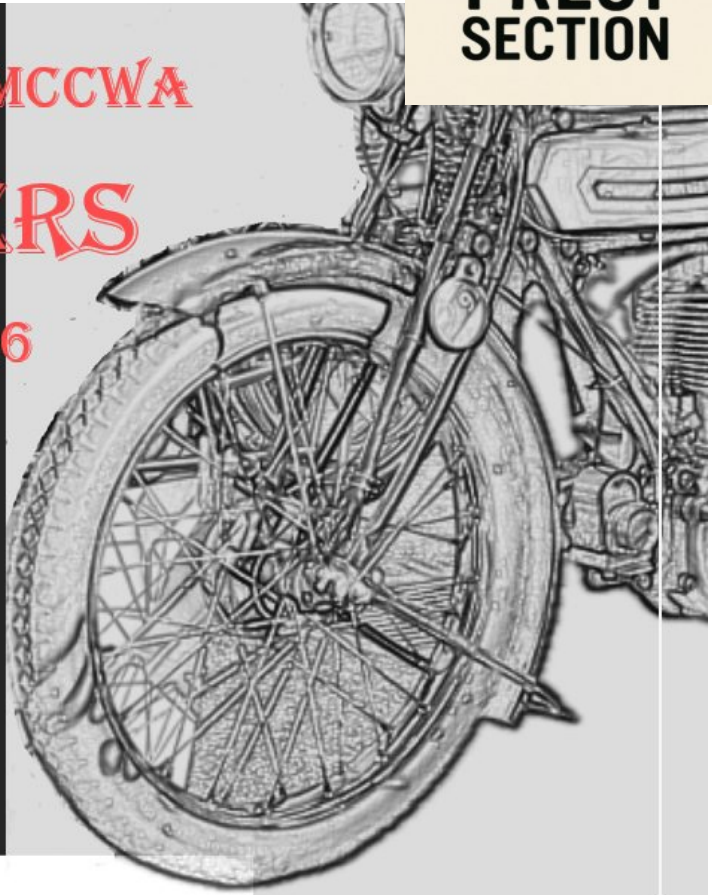
**PRE31
SECTION**

OLD FORKERS - 15 FEBRUARY 2025: .

PRE 31 SECTION VMCCWA

OLD FORKERS

15 FEBRUARY 2026



Meet 7.30 am at VCC
Clubrooms Hale Road
All VMCCWA club bikes
welcome to join the ride
Upon returning,
enjoy a BBQ breakfast
and display

Breakfast \$5.00
Enquiries Ken Vincent
0439 294 366

FEATURE: NORTON 500cc SIDEVALVE TWIN MILITARY PROTOTYPE



Feature article by Alan Cathcart: War's good for business, sad to say, provided your factory doesn't get bombed, and your workforce isn't conscripted to go and fight on the front line. So building motorcycles for your nation's Armed Forces has always been a prized endeavour for any manufacturer, especially in peacetime, albeit often achieved against the stiffest of competition from rival firms in terms of price, delivery times and overall performance in the all-important comparative tests with rival products. Leaving aside the obvious benefits in terms of prestige and brand recognition, it's prized because once you've won the contract to supply the bikes in question, you may then have a substantial ongoing order which can form the crux of your business, and underpin it for years to come. Well, provided you quoted a really profitable price, that is – which hasn't always been the case, depending on how desperate the firm in question was to secure that order!

That attraction is evidenced by the quantities of military motorcycles produced by British manufacturers in the run-up to WW2, and during hostilities. Between 1936 and 1945, the British Armed Forces purchased a total of 442,157 bikes from all the various manufacturers it struck deals with, with BSA somewhat inevitably heading the list as the country's then-largest manufacturer, with 127,851 machines supplied. But next up, ahead of Matchless with 80,916 examples of its ubiquitous G3L, Royal Enfield (49,255 bikes in total, including the Flying Flea paratrooper-support model), Triumph (47,144), Ariel (39,667), James (6,141) and Excelsior (2,785) came Norton, which supplied 89,061 motorcycles to the British Army between 1936 and 1945, when production ceased of the 500cc sidevalve WD16H (WD = War Department) single which comprised the vast majority of the Birmingham firm's Military production.

This figure also includes the 4,500 or so Big 4 sidecar outfits with sidewheel drive which Norton delivered during that time, plus 80 examples of the OHV Model 18 built with WD16H frames just after war was declared in September 1939. It also includes around 1,000 WD16H machines made for the India Office, plus a further 180 manufactured for Australia, and the 260 or so Model 18's made for the Spanish Republicans in 1937 during the Spanish Civil War. That was deemed to be a clear breach of the weapons embargo to the two fighting factions that Hitler had also signed but then ignored, sending General Franco troops and planes - complete with pilots! However, that figure only entails motorcycles ordered by the British Army, although surviving Norton WW2 era documents indicate that several Model WD16Hs were supplied to the RAF and Royal Navy, with the Royal Air Force ordering hundreds painted in the distinctive RAF blue-grey livery, while the Navy ordered theirs in RN battleship grey. So the total number of Military motorcycles the Birmingham firm built for the British Armed Forces could well have been as many as 100,000 machines in total – which explains its management's eagerness to ensure it was always in the forefront for obtaining such orders.

FEATURE: NORTON 500cc SIDEVALVE TWIN MILITARY PROTOTYPE

Norton Motorcycles founder James 'Pa' Norton had introduced his Model 16H single in 1921, with the firm's established 79 x 100 mm 490cc side-valve engine installed in a lower frame that had been built to be raced to second place in the 1920 Isle of Man Senior TT. The resulting model was designated the 16H, with the 'H' standing for 'Home' as being intended for use on Britain's expanding tarmac road network, while the export model with a taller frame and extra ground clearance became known as the Model 17C, for 'Colonial', as purposed for use on the often much rougher roads found in Australasia, Africa and Asia. Both versions cemented Norton's growing reputation in the 1920s for bikes with reliability as well as performance.

The emergence of the Nazi Party in Germany in the early 1930s resulted in the British government preparing for what seemed to be inevitable conflict with Germany, so Norton together with seven other manufacturers was thus contacted by the War Office to submit a Military-spec motorcycle for consideration for possible future supply. As early as 1932, Norton had provided a specially-prepared 500cc 16H for military evaluation, along with a 500cc OHV Model 18 and a 600cc OHV Model 19. After extensive testing, the side-valve WD16H was chosen as the motorcycle the military wanted, and in 1936 Norton was awarded a Directorate of Army Contracts trial order for 300 bikes built to Military specification. Norton constructed those 300 machines between February and mid-March of that year, thus demonstrating its urgent manufacturing capability when needed. It was then awarded two more contracts, so that by the end of 1936 it had produced its first 900 WD16H motorcycles for the military.

But this didn't satisfy Norton managing director Gilbert Smith's ambitions for his company. Rather than turn the Bracebridge St. factory over to the manufacture of munitions or military parts during wartime, as many of the existing British motorcycle companies would do, Smith was determined even after the onset of hostilities to maintain his company's core business of making motorcycles. Looking further into the future, he reasoned that Norton would be in much better shape when peace resumed if there were to be no break in its two-wheeled production, and so to this end throughout the late 1930s he ceaselessly petitioned his contacts in the War Office to order Army-spec Nortons in greater quantities. But the then neo-pacifist British government dismissed Smith's overtures, hence he switched his efforts to the British Army itself, inviting its top brass to events like the Scottish Six Days Trial, the Isle of Man TT, the ISDT and any other such event where Nortons could be seen performing well and preferably winning, and also supplied continuous extensive reports on Norton's sporting successes.

It worked. By 1937, when the threat of war was becoming increasingly real, Smith's persistence began to pay off, and that year Norton was presented with an order for 2,000 more bikes. Moreover, Norton and the War Office collaborated ever more closely on the final specification for the WD16H, which for example included the fitting of a compensated voltage system for the Lucas electrics. In 1938 Norton received an additional order for 900 Model WD16H motorcycles, plus 500 more bikes for the India Office, fitted with improved air-cleaners for the dusty environments they'd be used in. That winter, Norton announced it was withdrawing its factory team from International Road Racing for the 1939 season, to concentrate on improving its production facilities for Military motorcycles. The announcement was greeted with wide dismay, although cynics claimed Norton had pulled out because it could no longer beat the supercharged foreign bikes with its unblown singles. Probably that had something to do with making the decision all the easier.....



Almost 5,000 Norton Military motorcycles were built and delivered prior to the outbreak of war in September 1939, when civilian production ceased, so that by the end of October 300 WD16H machines were leaving the factory each week, rising to 400 weekly by mid-1940, and 500 thereafter. The WD16H had proved from the first to be exactly what was required - robust, reliable, practically indestructible and easy to maintain, it was also relatively inexpensive to manufacture, which did Norton's bottom line no harm!

See 1939 WD16H on the left.

FEATURE: NORTON 500cc SIDEVALVE TWIN MILITARY PROTOTYPE

But by 1942, almost midway through the global conflict, the British Government's all-important Ministry of Supply, which had now taken over responsibility for the sourcing of war materiel, was becoming increasingly aware that the Norton WD16H was somewhat old fashioned, and could surely be improved on. It thus sounded out provision of a proposed replacement, by requesting bids from interested manufacturers for a 500cc twin capable of bettering 70 mph, and giving at least 80 mpg at 30 mph, with a dry weight of less than 300 pounds, which could also ford 15 inches of water, and was inaudible at a half-mile range.

This inadvertently triggered an almost comical episode of business rivalry worthy of Hollywood movies like *Duplicity* or *The Social Network*. Triumph's General Manager and Chief Designer Edward Turner had had a heated disagreement with company owner Jack Sangster - one of the most astute management figures ever in British motorcycle industry annals - prompting him to exit Triumph to become Chief Designer at arch-rival and near-neighbour BSA. Turner's previous right-hand man Bert Hopwood was made Triumph's new head designer in his place, and when Jack Sangster discovered late in 1942 that BSA was developing a new side-valve 500cc parallel twin Military bike for the Ministry of Supply designed by Turner, he put him to work on an identical such bike to compete for the same contract, on condition that it would be ready in two months - one month before the new BSA was due to be unveiled! Despite wartime restrictions, Hopwood came up with such a prototype coded 5TW from scratch in just seven weeks, and Triumph released it to the press in February 1943, before BSA had revealed its machine. Sangster had no intention of putting the twin into production, for his only motivation had been to steal BSA's thunder, and claim that the sidevalve twin had been a Triumph idea all along, which Turner had taken with him to BSA! In fact, neither bike went into production as they were both rejected, leaving BSA furious, as was Turner - who nevertheless promptly buried the hatchet with Sangster, and returned to Triumph later that year!

Pic on right: 1943 Triumph 5TW



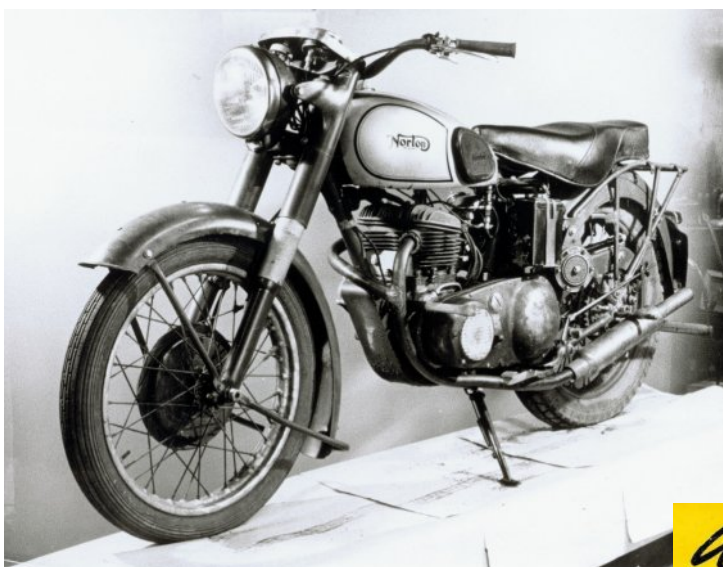
Meantime, Gilbert Smith, eager to preserve Norton's profitable Military market, commissioned a similar sidevalve parallel-twin from his technical team, which duly appeared in 1944 for evaluation by the Armed Forces, but did not win any of the few contracts still being awarded at that late stage of the war. With victory assured in 1945, the forces were left awash with a huge number of unneeded motorcycles, prompting a mass sell-off of war surplus equipment, with production of mainstay Military hardware like the Norton WD16H and the Matchless G3L logically terminated. Nevertheless, despite little immediate demand for a new bike after WW2, in 1946 the Ministry of Supply issued a specification for a new parallel-twin Military motorcycle. Despite Hopwood having left Triumph in April 1947 to work for Norton, this prompted Turner to resurrect his hurried 5TW spoiler design, and rename it the TRW. However, although Triumph put it into production in 1948, the British Armed Forces would purchase very few before production ended in 1964, with most of the 15,939 TRWs built in fact exported to other military customers abroad, including South Africa, Pakistan, the Netherlands, Germany - yes, really: I bet BMW was pleased! - and especially Canada, with a total of 11,000 examples reputedly acquired by NATO military forces.

Norton boss Gilbert Smith was surely displeased to see Triumph scoop up Norton's prized wartime Military business, so in 1953 he responded to a new invitation from the Ministry of Defence, and commissioned a rival to the TRW from his design staff, like it, a 500cc sidevalve parallel-twin. In February that year Norton had been acquired by the much larger Plumstead-based AMC, whose Collier family owners were well aware of the lucrative benefits of manufacturing Military models, after building those 80,916 examples of the Matchless G3L during WW2, so Smith will surely have received plenty of support from AMC in forging ahead with this. However, for whatever reason the attempt was unsuccessful, failing to win any Ministry orders, and no more Norton Army bikes were ever made.

Normally, such abortive prototypes are dismantled and/or scrapped - but this literally unique factory Norton sidevalve twin has survived, and can today be seen in the Norton Gallery in that paradise for prototypes, the Sammy Miller Museum on England's South Coast www.sammymiller.co.uk Like many of the one-off Nortons to be found there, it arrived there courtesy of the late Bob Collier (no relation!).

FEATURE: NORTON 500cc SIDEVALVE TWIN MILITARY PROTOTYPE

"I knew Bob when I was at Ariel in the '50s, and he was just round the corner at Norton, working in their Experimental Department," says Sammy, according to whom Collier had "quite a big van – a converted ambulance with lots of room inside!" So when the Birmingham factory at Bracebridge St. was shut down as Norton production moved south to Plumstead in 1963, a decade after it was acquired by AMC, Collier began clearing out the numerous prototypes before they reached the rubbish tip! "Bob couldn't stand the thought of all those bits of Norton history going to the scrapyard," says Sammy, "so he acquired whatever he was allowed to take away, and this sidevalve Military twin was high on the list, because he'd done a lot of work on it himself. If not for him all these pieces of Norton history would have been scrapped, so we have a lot to thank him for."



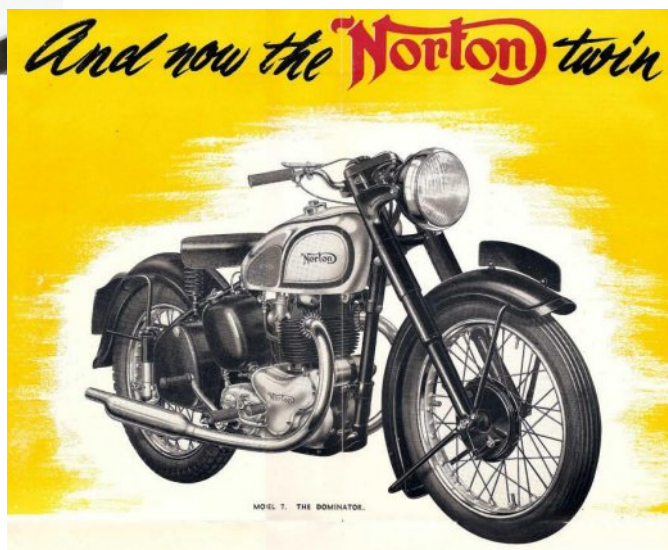
1953 Norton F25 Sidevalve Military prototype above.

To create it, the dry-sump prototype power unit was based on the bottom end design of the air-cooled 497cc Dominator Model 7 OHV parallel-twin designed by Bert Hopwood during his brief first spell at Norton in 1947, which debuted at the Earls Court Show late in 1948, by which time he'd moved on to BSA. That means it retains the same vertically-split aluminium crankcases and 66 x 72.6 mm dimensions as the Domi, but converted to sidevalve format, with the same built-up 360° crankshaft. With the valves mounted side-by-side across the front of the cast iron cylinder block, and the single Amal carburettor in the conventional position behind it, the tracts leading to the inlet valves tucked away at the front must perforce be pretty serpentine! The 2-into-1 exhaust

culminating in a Burgess silencer sweeps tidily round to the right – the opposite of the prototype bike(s) shown in the only two extant period photos of this unsuccessful prototype, which show the exhaust on the left side of the bike. But Sammy and Bob fitted what came with it...! *Pic above right: 1949 Norton Dominator Model 7.*

Compression is reduced from the Dominator's already quite humble 6.5:1 ratio to 5.5:1, according to Sammy, and the cast aluminium cylinder head is slanted backwards to produce a wedge-shaped combustion chamber. The OHV Dominator's laid-down early-50s Norton 4-speed gearbox with chain primary drive and multiplate oil-bath clutch is retained, but with a cast alloy primary chaincase rather than a pressed steel cover as hitherto commonplace on Nortons, with a Lucas alternator mounted on the left end of the crank - a first on any Norton. Given a Dominator Model 7 produced a claimed 29 bhp at 6,000 rpm, Sammy estimates this sidevalve version should give 23-25 bhp at lower revs, but with a wider spread of torque.

Sammy acquired the prototype sidevalve twin more or less complete from Collier in the late 1980s, and he and his longtime mechanical maestro Bob Stanley, now retired, duly restored it to running order in around 1995 – despite which, being unregistered, the Smiths speedo shows it's covered only 18 miles since then, just being ridden occasionally around the short Museum test track. But thanks to Sammy's generous neighbour I was able to take it for a series of runs along the mile-long private driveway leading to his lovely country house, and thus get a taste of what Ministry types decided was unsuitable for government acquisition over 72 years ago, back in 1953. Yes – not 1949, as Sammy has written on the flip-up fuel cap: it's definitely a device made four years later than that, after AMC's acquisition of Norton.



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This sidevalve twin was fitted into one of Norton's then current 500T trials chassis, which ironically was a derivative of the WD16H rigid frame, with a 53in/1345mm wheelbase and a commensurate 8in/200mm ground clearance, thus meeting military requirements. A 500T fuel tank, Roadholder fork and 7in/178mm SLS brakes front and rear are fitted, together with the sprung saddle used for Army testing purposes, whereas those period photos confirm that initial test mileage had for some reason been clocked up with a dual seat, which would certainly have been less comfortable than the sprung saddle the bike was fitted with when it arrived at the Miller Museum. It has a rear subframe that's intended to carry panniers, and/or a radio had the bike ever been used for escort duty. With some confusion over what colour to paint it – the two period photos show quite different paint schemes – Sammy has repainted it in the crystal grey colour scheme that was once the standard livery on Norton's production twins. The result is a really good-looking motorcycle, even if it looks far smarter than it ever would have done back then, as a well-used prototype. *On right: 1954 Norton Sidevalve Military prototype*



"Bob Collier told me that Gilbert Smith got hold of the chap in charge of product selection, and wined and dined him," says Sammy. "But while it seems their riders liked the bike, the problem was that if they'd placed an order for it, it would mean retraining workshop staff and stocking a range of spares for another new model, which didn't really make sense financially. There wasn't any huge step up from what they already had in the TRW Triumph." So Norton's prototype Military Twin was consigned to the Norton what-might-have-been storeroom, and forgotten about until 1963, when Collier rescued it from the scrapyard.

One occurrence wouldn't have helped its cause, though, when Norton tester Stan Dibben – who passengered Eric Oliver to the fourth of his World Sidecar Championship titles in 1953 on a Manx Norton outfit - set out early one morning in 1953 to ride the sidevalve twin from his Birmingham home to the Army test centre at Bordon in Hampshire, only to suffer what has always been reported as a blown head gasket along the way, which meant he never got to the test. However, it turns out that this was the PC version, according to Peter Scatchard, Vice Chairman of the Norton Owners Club, who knew Stan Dibben quite well before he sadly passed away in 2020. "According to Stan, it wasn't so much the head gasket blowing on the way to Bordon, as the cylinder head bolts shearing!" says Peter. "Solution? Scavenge one right-sized slightly tapering stone from the dry-stone wall he'd stopped next to, wide enough to go across the head, then another strong enough and hefty enough to act as a hammer, to whack the first stone in place twist frame-tube/tank and head to keep it wedged in place. Bingo – British engineering at its finest, and sufficient for Stan to make it back to Bracebridge Street, probably to be greeted with a kicking for having over-stressed the engine, rather than congratulations on an ingenious solution!" Indeed so – but you have to wonder why Norton didn't send the freshly prepared prototype to what was presumably an important test, in a van!

The SV Norton's low compression means that it kicks easily into life from cold, after closing the air lever and briefly tickling the Amal carb. There's a lovely, lazy purr from the



FEATURE: NORTON 500cc SIDEVALVE TWIN MILITARY PROTOTYPE

Burgess silencer – but the single most remarkable trait about this fairly quiet engine, both at rest and on the move, is how unbelievably smooth it is for a two-up 360° parallel-twin. This has to be the least vibratory Norton twin I ever rode, and whatever the balance factor is, it's dead right (and no, Sammy sadly doesn't have a record of that). So after clicking bottom gear on the one-down/three-up right-foot gearchange, it pulls smoothly and easily away from rest without the need for lots of revs, and very little slipping of the light-action clutch. The gearlever is actually a good way away from the bare-metal right footrest, denoting that this motorcycle was designed to be ridden by men wearing Army boots!



Despite the high ground clearance, at 29in/737mm in height the sprung saddle is set just right to make a 5'10"/1.80m rider feel relaxed and comfortable, with the quite low-set handlebar's grips pulled back nicely. And even though it's a 500cc parallel-twin, it feels slim and narrow in build.

Acceleration is leisurely, no doubt about it, and the gearchange is pretty slow, but the Norton gained momentum nicely, and once in top gear was happy to cruise at an indicated 55-60mph – it struggled to go any faster, but I suspect maybe the fuelling needed attention, and perhaps it wanted rejetting. Or could its reluctance to go any faster be down to that tortuous inlet ducting? But the Norton was flexible enough to pull away from 20 mph in top gear without slipping the clutch, yet with zero transmission snatch, and in attempting to simulate the low-speed cross-country work it would have been asked to tackle, I found it was super-forgiving and very well-balanced at slow speeds, as well as ultra-torquey. It steered well and braked OK, though I suspect the linings still needed to be bedded in after restoration. It's actually a pretty nice and super relaxed if rather slow bike to ride – with that unexpectedly lovely smooth engine!

But one that was ultimately late to the party, so Norton's Gilbert Smith never got to relive his success with the WD16H before he retired from Norton in 1958, after 25 years at its helm. He had a good innings, though!

NOTE: Huge thanks for his help in piecing together some of the likely history of this mystery bike to Rob van den Brink, whose website www.wdnorton.nl is a treasure trove of info on the Norton 16H and other British two-wheeled military hardware.

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. These tests would not have been possible without the assistance of Sammy Miller (*on right*) and his Museum. The Sammy Miller Museum is world renowned for its 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.sammymler.co.uk Photos: Kel Edge



Feature: 1930 ES2 Norton

Compiled by Shawn Viecele

Introduced at the 1927 Olympia Show the Norton ES2 enjoyed a production run lasting over 30 years. It featured a full-cradle frame (as did the OHC CS1), the ES2 designation was formed thus: E for extra cost, S for sports and 2 for the second version of the 79mm x 100mm long-stroke engine, producing 21bhp for a top speed of 78mph. On the ES2, the magneto was moved behind the cylinder.

The machine proved immensely successful in no small part due to its reliability and ease of maintenance, aided of course by their dominance in competition.

It was fitted with a saddle tank (as was the rest of the range by 1929) and in 1931 the magneto drive was delivered via the inlet camshaft involving a redesign of the right side crankcase. This modification was made to most other models in the 1931 range. 1934 saw the addition of a second main bearing to the drive side along with oil delivery to the valve guides via pipes. Valve gear was enclosed in 1938, and for 1939 there was optional plunger rear suspension.



Motorcycle Timeline - courtesy Dave Richmond & images by Murray Barnard

1913 - Cont'd: THE LOCAL GOVERNMENT Board cleared up confusion over the need for motor cycles to carry rear lights: "...so much of this condition as requires any lamp attached to the motor car to exhibit a red light visible in the direction contrary to that towards which the motor car is proceeding shall not apply to a motor bicycle, unless there is attached to the motor bicycle a sidecar or other vehicle." So combos had to carry rear lights; solos didn't.

MOTOR CYCLE SPORT WAS FLOURISHING throughout the empire. In South Africa the Rand MCC staged a three-day speed trial from Johannesburg to Durban, and it wasn't for the faint-hearted. While putting up 200 directional signs two Rand club marshals surveyed the three-day route, which included a 5,000ft climb onto the Transvaal Highveld Plateau, and cheerfully described some sections as "shocking", cut up by wagons, and in many places mere furrows meandering across the veld. The section across the Biggarberg Mountains was notorious; in many places riders had to follow a track which at times lost itself in grass up to seven feet high. There were steep climbs, crazy descents, sudden dips into drifts and sluits ["deep, dry gulches or channels formed by erosion due to heavy rains"], always badly cut up in good weather, and in the rainy season, quagmires, where the mud was so deep and glutinous that the bikes stood up by themselves when the riders dismounted. Competitors were warned of the many gates which had to be opened and shut on pain of prosecution. The good news was that petrol and oil were supplied free by the Texas and Vacuum Oil Companies. There was a silver trophy for the winner, gold medals for the first 10 finishers, silver for the second 10 finishers and bronze for riders finishing within 12 hours of the winner. An honourable mention to 'Tick' Brown of Durban who started each of the three days in a beautifully pressed white duck suit. Bikes were handicapped by capacity. The first four away, on 265cc FNs, had a four-hour start on the last of the 63 starters. There was half a mile of 'macadamised' road from the start followed by a tricky corner in a dip where one hero crashed but rode on with a broken collar bone. CH Holder (350cc Douglas) had his cap removed by a piece of wire stretched across the top of a gate hidden in a dip; another Douglas rider names Gould was flung from his machine; the next man through, J Dove, dislocated his jaw and lost several teeth but rose to the occasion by standing guard to warn riders of possible decapitation. Fred Brokensha crashed and recovered consciousness with a broken leg. A friendly farmer pushed his bike while Brokensha returned to the nearest village on a hired horse. W Arnott (292cc Hazlewood) led at the first overnight stop at Standerton with Holder (350cc Douglas) second and Billy Reckenberg (340cc Douglas) third. Holder encountered mist in the low lying regions of the Biggarsberg and his carburettor froze. Thompson crashed but continued with a badly damaged bike, Gay crashed and

was seriously injured and George Weddell fell heavily when he rode into a hole hidden in the grass near Elandslaagte. He strapped his broken forks with a pair of reins but retired at Ladysmith, the second overnight stop. Holder led at Ladysmith with Rand MCC sidecar champion McKeag third behind Arnott. McKeag took the lead from Holder who was repairing his bike at the side of the road eight miles from Pietermaritzburg. He fell heavily at Bothas Hill, the bike going over a bank and landing on top of him, filling the petrol tank with sand. He struggled on to the finish amid great excitement. Fenwick finished in second place shortly afterwards and rode straight on past the judges to the City Hall. Reg Witherspoon finished 5th place after problems with a pair of frisky horses which insisted on racing him near Mooi River in spite of several attempts to chase them away. G Usher stopped, unbeknown to him, only a few miles from the finish to repair a broken carrier and was passed by Witherspoon. Result: 1, AW McKeag (Johannesburg, 544cc Bradbury) 14hr 46min; 2, C Fenwick (East Rand, 500cc Rudge); 3 H Thompson (Boksburg, 500cc Rudge).



1914: WIZARD O'DONOVAN AND his trusty Norton, Old Miracle, broke the 80mph barrier at Brooklands while setting an 81.05mph flying mile record and taking no less than 20 other 500cc solo and 750cc sidecar world speed records. In its career Old Miracle would set 112 world records.



Motorcycle Timeline - courtesy Dave Richmond & images by Murray Barnard

EG BAKER RODE an electric-start Indian's Hendee Special from San Diego to New York to set a transcontinental record (and earn the nickname 'Cannonball'). For the first time the run was sanctioned by the FAM, making the run official. The two-speed Indian was fitted with double-size fuel and oil tank and a sump guard crafted from a 15lb sheet of boiler plate. The run had been calculated at 3,172 miles; Baker planned to complete it in 17 days—well inside the 20 days, nine hours and one minute for a 3,071-mile run made by Volney Davis (also on an Indian) in 1911. In the event Baker covered 3,362 miles in 11 days 12 hours, 10 minutes. The Indian's batteries took several hours to recharge, the charging system wasn't powerful enough at low revs/speed and with no kickstart as backup the system wasn't up to repeated stop-start work. These teething troubles could have been sorted out by what was, after all, the world's biggest motorcycle manufacturer (100,000 bikes built since 1907). But only a few hundred were made before Indian dropped the idea and electric starters wouldn't come into common use for more than 50 years. Meanwhile Indian raised the world record to 93.5mph.



IN THE US JAMES HOGE patented a “municipal traffic control system” using electrically lit red and green STOP and MOVE signs on posts at each corner of a junction, wired to a manually operated switch inside a control booth. The first example was installed at the crossing of East 105th Street and Euclid Avenue, Cleveland, Ohio. A buzzer warned when the color was about to change.

PEUGEOT'S NEW DOHC 500 TWIN, ridden by Paul Péan, set a flying kilometre record of 76.1mph and was a favourite to win the French Grand Prix at Le Mans. This promised a showdown between the Brits and the Continentals. Matchless, Rudge, BSA, Scott, ABC, Blackburne, Douglas, Triumph, Rover, NUT and Calthorpe were to take on Griffon, Rene-Gillet, Magnat Debon, Peugeot, Terrot, Clement and Gladiator. However the AA warned British riders touring on

the Continent that their bikes might be commandeered and, on 2 August, the German army marched into Belgium. [On 9 July the Blue 'Un had announced: “Several motor cyclists are required by the War Office to act as despatch riders on 28th July to 8th August next, and also on 3rd August to 8th August. Any riders desirous of serving in this capacity should communicate direct with the Secretary of the Auto-Cycle Union, 83, Pall Mall, London, SW.”] Pic: Paul Péan set a record on the Peugeot vertical twin.



AFTER SEVERAL YEARS OF successful bicycle production the Japanese company Miyata moved into motor cycling. Their Asahi motor cycle was based on a 3½hp Triumph imported as a pattern. The Tokyo police acquired one for evaluation.

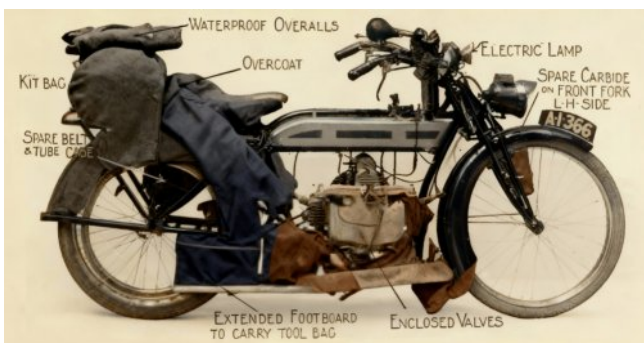
IN THE NEAR FUTURE WE OPINE that the use of electric lighting will be considerably extended. This movement has not suddenly come about; it has arrived very gradually... Acetylene lamp makers must look to their laurels or fall in line with popular demands. We do not suggest by this that the acetylene lamp will be displaced in the near future, Because we realise that the low cost and other advantages possessed by the acetylene lamp must cause it to be some considerable time before it is ousted from public favour. The beauty of electric light, of course, is that there is an entire absence of flicker, and one has an illuminant which can be turned off and on at will without stopping or getting out of the saddle.

SIGNS ARE NOT WANTING that the system of lubrication which has come to be known as 'petroil' is going out of favour. It would appear that the chief objection to the 'petroil' system of lubrication is the messy condition in which it leaves the carburetter, both interior and exterior, petrol pipe, and, in fact, everything with which the mixture comes into contact...But almost the same condition of affairs, it is found, applies to the interior of the engine, carbon deposits

Motorcycle Timeline - courtesy Dave Richmond & images by Murray Barnard

form quickly—quicker even than with a four-stroke—and render the inside of the piston, the piston ring slots, and the ports partly clogged...There is also some difficulty with the mixture after a machine has been standing on a cold day, for should the oil used be only slightly too heavy, it settles on the bottom of the tank and forms one homogeneous lump which can and does cause erratic running for a time. A throttle controlled lubricator is surely ideal and perfectly automatic. It relieves the rider of all lubrication worries. From these considerations alone, it is to be hoped that some discovery may be made that will overcome the objections outlined.

THE DESIGN OF MILITARY motor cycles: In order to be passed by the military authorities, the machine must conform to various regulations. The engine must be a single-cylinder of about 500cc with dimensions of not less than 84x84mm. A certain number of horizontal twin-cylinder machines of less capacity will, however, be accepted. Below: a Douglas machine equipped for military work.



THE REPRESENTATIVES OF The Motor Cycle who went over to France last week in connection with the International Six Days Trial had a most interesting if not exciting trip. A start was made from Havre last Thursday morning in company with Mr and Mrs Loughborough and Rev EP Greenhill. Three competitors, in WB Little (Premier), Frank May (AJS), and J Greenwood (Connaught), followed the pilot car, which contained five persons. At that time the situation had not assumed the seriousness it now has, and none imagined that the trial would be postponed. Near Gien on the second day, HFS Morgan, who had started the day previously, was met returning, he having been troubled with a main bearing bush on his engine. The car and the two motor cyclists managed to lose one another, but all arrived at Grenoble safely last Saturday evening and learned with the greatest concern that a general mobilisation of the French Army had been ordered an hour previously, that the trial was abandoned, that petrol had been commandeered by the French Government, and that foreigners must quit within 24 hours. Here was a serious state of affairs! The car party at once decided to return at the earliest possible moment. There were no trains available, and on Sunday morning the British Consulate was visited.

Here we found a number of other competitors and their passengers making enquiries as to the best course. All were advised to leave as quickly as possible, and the British Consul gave it as his opinion that essence would be obtainable in the villages. This news led Pressland (Crouch Carette) and W Chater Lea (Chater-Lea) and their passengers to discuss a return via the Galibier Pass in order to enjoy some of the gorgeous scenery of the French Alps. What became of them we do not know. Finn and his passenger with the Enfield sidecar had managed to lay in a store of petrol and intended returning by road. RA Bishop with the, 8hp Enfield sidecar which Greaves drove in the English Six Days Trial seemed undecided what to do, though he had journeyed down by train. Little and Greenwood elected to return by the route they had traversed. By dint of diligent enquiries a source of petrol supply was privately forthcoming, and our party therefore took on board some fourteen bidons [cans]. There was naturally great excitement in Grenoble, and a military air on all sides. Only a few trains were running to certain restricted spots, and weeping women and children bidding good-bye to their menfolk made matters look ominously black. A start was made on Sunday morning on the 500-mile trip to Havre, the party having decided not to lose a moment. Railway crossings, of which there are a large number in France, as well as the bridges, were guarded by gendarmes, and the car was pulled up on many occasions and the occupants interrogated as to their nationality and as to the nature of the baggage, the presence of explosives being feared. We had taken the precaution to display the emblems of the Entente Cordiale on the car and many times they were recognised and enthusiastically cheered. The increased vigilance of the authorities, however, impressed upon the party the extremely serious nature of their position, and the probability of being cut off in France should the Channel service be stopped, which it was anticipated would be the case. At Decize, where the party dined, it was resolved to continue throughout the night by changing drivers and relying upon the Michelin Guide and Baedeker for the route. Splendid progress was made, and, curious to relate, during the night only once was the party challenged by a sentry. As dawn broke cart loads of reservists from the country were encountered on their way to the mobilising centres, and 24 hours after the start the distance recorded was 415 miles. But our petrol supply was now becoming exhausted, and many times our requests for replenishments were met with a shake of the head. At Dreux, however, our luck was in, and once again we laid in a good store. How thankful we were that the French roads were so straight! Speed was quickened as daylight improved, but now another trouble threatened the party, which, of course, was absolutely reliant upon the car to see them safely through. It was feared that the ferry across the Loire at Quillebeuf would be suspended, which fear was later discovered to be

Motorcycle Timeline - courtesy Dave Richmond & images by Murray Barnard

a well timed one, and the route consequently changed to the longer stage via Evreux and Rouen. Occasionally we were able to pick up scraps of war news, but the alarmist reports were in the main proved later to be unfounded, but they served to increase our determination to go through to Havre to avoid risk. The sentries were not so much in evidence as the frontier was left behind, but the military preparations were by no means relaxed. Havre came in sight at last after 27 hours' continuous running. It was generally believed that Wednesday night's boat would be the last across for some time, and, consequently, we fear that the remainder of the British party may be subjected to great inconvenience, as nothing had been heard of them when we left Havre. The boat on which the writer sailed was stopped in the Channel on Wednesday morning while a torpedo Boat encircled her; a pilot was taken aboard off Southsea to navigate the boat by a roundabout route (it was said and believed to avoid the mines), and after many delays in the Customs at Southampton, the train due at Waterloo at 9am got there at 3pm, and there was not a single traveller who was not heartily glad to set foot on English soil again.

LONDON RECRUITING SCENES: Here, by Fulham House, under the railway bridge, about thirty machines were ranged up on both sides of the road, while a little farther on, seated at a table and assisted by a rather juvenile orderly, was Lieutenant BC Pollard, who is a keen motor cyclist, a capable journalist, and a man of experience under actual war conditions. He was handling a difficult task in an extremely business-like manner, and any attempt to get round him on the part of an applicant was a complete failure. Not very long after our arrival a man of short stature brought round a four-year-old machine, the value of which was stated on his application form to be £35. The officer in charge asked him if he thought that that was the real value of the machine, to which the applicant replied in the affirmative, with the result that the officer asked him how he had the audacity to value a machine of an undetermined vintage at such a high figure, tore his paper in half, and sent him about his business.



Crowds of disappointed motor cyclists surrounded the table, and the most extraordinary scenes were witnessed. Those who had been lucky enough to be taken on were spending money in all directions in getting their machines put in first-class order, or even buying new ones if they thought that their own were not good enough; in fact, the number of new machines specially bought for the purpose was astounding. As the case was one of national emergency, preference was given to men who paraded in person with their mounts.

H JENKINS, THE WINNER of the Australian Tourist Trophy race, on approaching a slightly elevated railway crossing in the Victoria MCC 100 miles road race, held at Camperdown, Victoria, cleared (on a 7hp Indian) a distance of 32 feet; this feat was witnessed, and the distance measured immediately, by the officials.

A Bannister and G Johns of Gisborne, New Zealand registered an English patent for a motor cycle, which they called the Maori. Power was to come from a 2¾hp JAP with a Brown & Barlow carb, Bosch mag and Druid forks.



THE DRUID SPRING FORK, the most extensively used shock absorber on motor cycles, has stood the test of nearly ten years' use in practically every country. How well we remember early in 1906 the late Mr A Drew calling at our offices with one of these forks attached to a 3hp magneto Singer, and demonstrating its efficiency to us on a piece of rough paving near our offices. Now, nearly ten years later, an improved type of fork has been introduced, with the object of overcoming the dithering or bouncing action which users of Druid forks well know occurs when striking a rough stretch of road at speed. The characteristically neat appearance of the Druid fork has been in no way affected by the provision for combined action of the forks—which is the feature of the latest design...The top links are attached as usual, but the forward ends of the lower links, instead of being pivoted to the main fork, are attached to a floating bar which is pivoted to the fork at the bridge piece, its movement being governed by a pair of coil springs acting on arms formed with the floating bar. The construction, therefore, permits of a slight forward and backward movement of the wheel.

Kiddies Korner - suitable for all ages 65+



I just subscribed to Pig Breeders Monthly and got a free pen.

My flying trapeze partner put on tons of weight over Christmas. Regrettably I've had to let him go.

Made a New Year's resolution this year to be less condescending to people. (Condescending means talking down to people.)

I decided to try and get in the Guinness Book Of Records for the worlds biggest stool. I made my attempt yesterday and tried my hardest, it's in the judges hands now.

I think I've eaten too much salmon. I just tried to run up the down escalator.

My goal for 2026 is to accomplish the goals I set out in 2025 that I should have done in 2024, cause I promised to do them in 2023, but I couldn't be bothered in 2022.

My Wife bought me the Kama Sutra for Christmas. It's put me in a very awkward position.

A woman came up to me at a fancy dress party and said, "What are you dressed as?" I said, "I'm a spy." She said, "Then why are you dressed like a sheep?" I said, "I'm a shepherd spy"

I personally think Christmas should be moved to January. The shops are far less crowded and everything is half price.

They say most accidents happen in the home. But try reminding my wife that when I suggest it'll be safer if I stay in the pub!

The downside of having a bomb disposal technician as a brother-in-law? It takes 6 hours to open his Christmas gifts.

My kids and grandkids keep laughing about me losing my memory. They weren't laughing at Christmas when they found there were no eggs under the tree!

Due to the really hot weather lately I went and checked my if 82 year old neighbour needed anything from the shops. She did, so I gave her my shopping list. No point both of us going out in this terrible heat.

It used to be a Xmas tradition at home for the whole family to go down to the pub, come home and deck the halls. To be honest, I'm surprised the Halls carried on living next door to us for as long as they did.

Took my car to the mechanic because it was making a horrible noise. He took the Mariah Carey Xmas CD out and now it's fine.

I live on my own and I got a card from a friend with schizophrenia that said, "Merry Christmas to the both of you."

We had a Xmas jumper. It was my job to talk him down.

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

My mate in the UK wants a divorce on the grounds of cruelty. His wife bought him a ticket to Australia to watch the cricket.

I was arrested yesterday for shoplifting, The Officer said, "You are being charged with stealing two bottles of wine"...I said, "You can't charge me for stealing two bottles"... .Officer, "Why not"...? I said, "It was buy one get one free"...

Just had to take the grand-son to the doctor after he swallowed some Xmas tree light's. When he was told he'd be OK, his little face lit up.

Animal rights protesters broke into a Turkey farm outside Dublin last night, they escaped with 5,000 Turkeys. A spokesman for the gang said, "We will be releasing the birds back into the wild, just as soon as they have been defrosted!"



I'm watching this great new documentary series about how to cure piles. Can't wait for the next episode. I'm on the edge of my seat.



Old Iron

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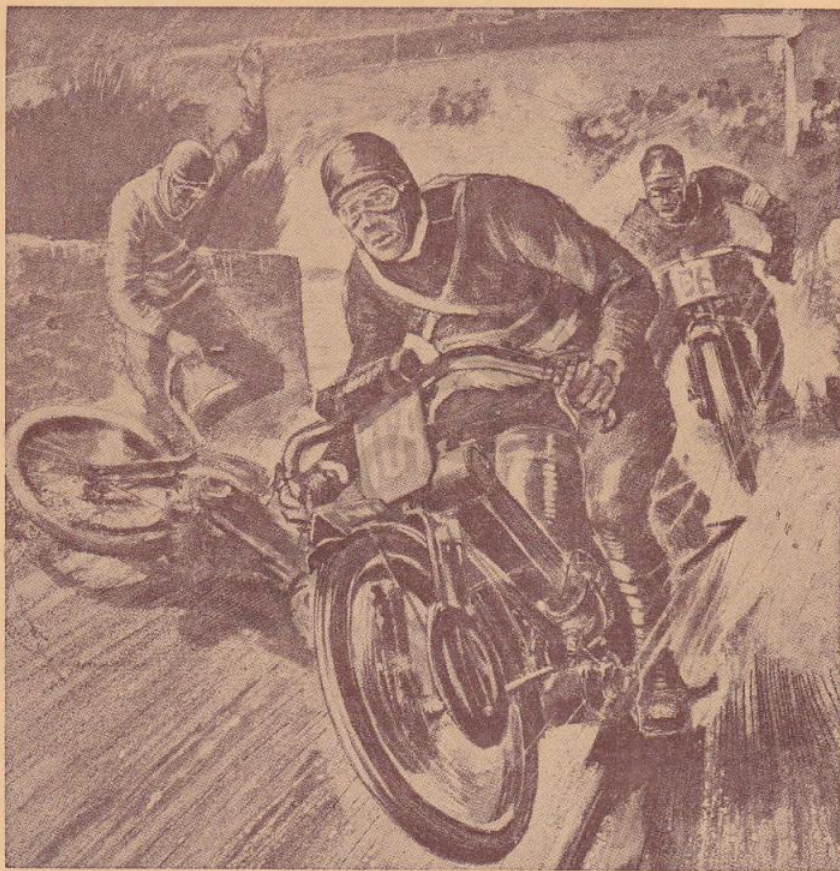
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by George Stevens

JUNE, 1964

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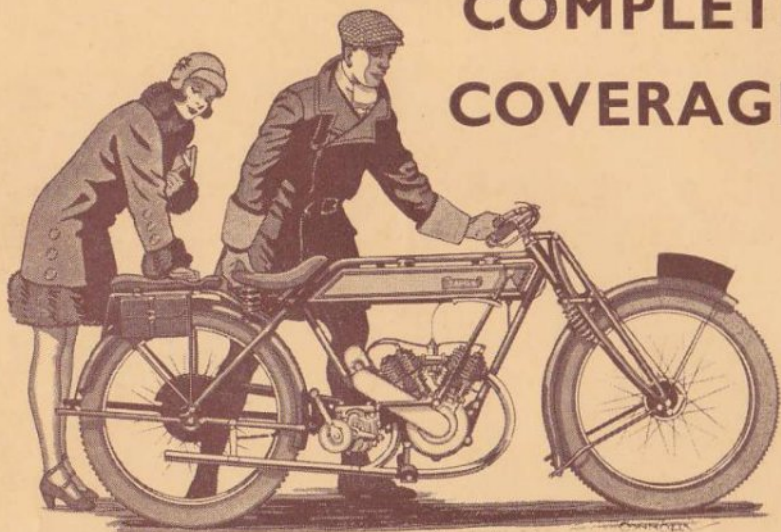


How one man saw things 50 years ago ! Sulby Bridge was the scene of a near-disaster during practice in 1914, when a rider crashed in the path of fast-approaching rivals. Fortunately, he fell to the right of the bridge and the on-coming riders were able to take avoiding action.

(Reproduced from a sketch made by *Motor Cycling* artist, John Bryan).

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50 Years Ago

The 1914 Senior T.T. Race

With Notes on the Ridges and Scotts.

Speed—particularly that of vehicles propelled by “those infernal combustion engines”—was a topic receiving much attention in the early months of 1914. As far as motor cyclists and the motor cycle press were concerned, two sorts of speed were in the news: the maximum permissible by law on public roads, and the maximum obtainable (by any acceptable means) on race tracks.

The rapidly growing motoring public was finding itself in bad favour with the Police, who took advantage of the 1903 Motor Car Act and set up speed traps in unlikely places. The legal maximum speed in 1914 was still 20 m.p.h.—and of course numerous riders “copped it” and were viciously fined. As an example of “British Justice, 1914,” *Motor Cycling* quoted two cases held on the same day: for savagely beating a dog, one defendant was fined 7/6d.; for driving at 23 m.p.h., another was fined £3. For being drunk in charge of a vehicle, the maximum fine was £2; for speeding—£10.

Police persecution led to a flood of indignant letters in the correspondence columns of the two motor cycling journals of the day, and the more flagrant examples of “Black Justice” led to the publication of a “Black List” of towns noted for speed-traps and anti-motoring Magistrates.

The other sort of speed was also widely discussed in the “Letters to the Editor” pages, for motor cycle racing, although a relatively new sport, was flourishing; and the youthful Auto-Cycle Union was already world famous for its organisation of the Isle of Man Tourist Trophy events.

The T.T. was itself a subject provoking much discussion. Were racing machines getting too fast? Why were motor cycles so badly treated on the sea voyage to the Isle of Man? What could be done to make the races safer?—these were a few of the questions being asked. Another T.T. “evergreen” was “Who will win the Senior T.T.?”; and this was as difficult to predict 50 years ago as it is to-day. Rudge, Scott, Indian and Matchless machines were favourites. An Indian had just set up the “fastest in England” record at Brooklands, covering a flying kilo at 93.5 m.p.h. Scotts had won the Senior Race for two years running, and wild rumours circulated about the revolutionary new machines in preparation. Rudge had increased the speed and stamina of the famous “Multi,” and their team riders—Pullin, Greene and Rowlandson—successfully completed the 2,400 kilometre Giro d’Italia, over roads that made the 1914 Manx highways seem smooth. A Matchless ridden by either of the Collier brothers was always a potential winner. The 1914 T.T. promised to be a very close race indeed.

A fatal accident in the 1913 Senior event had evidently had some effect on those responsible for drawing up the 1914 race regulations, and for the first time the wearing of a racing helmet of approved type was made compulsory; at least six practice laps were to be covered by each competitor—and one of them had to be fast enough to “qualify.” The Junior race was to be held on Tuesday, 19th May, over 5 laps; and the Senior on Thursday, 21st May, over 6 laps. The Mountain course—used since 1911—remained unaltered, similar in all but road surface to the course used ever since.

By the end of April, with entry lists swelling, the A.C.U. had failed to find any helmet on the market which, in the opinion of competition and medical experts, was entirely suitable as racing headwear. This awkward situation was quickly eased by the A.C.U. itself: they ordered a supply of specially designed helmets and made them available at 18s. 6d. each. Quite a rushed contract for one of the firms whose standard product was rejected! Thus was the "A.C.U. approved" crash-hat initiated . . . and many were the lives saved, over the years.

Practising was held for a fortnight, prior to the races, and the first week's weather was atrocious. Constantly wet roads made high speeds dangerous, and when drier weather appeared during the second week, numerous riders struggled—midst clouds of dust—to complete their qualifying laps. The 1913 T.T. winner, "Tim" Wood—now in his seventies—recalls turning out on the new racing Scott: "I had tried to complete a timed lap from Ramsey hairpin, but trouble occurred on every attempt, and I finished up riding borrowed or standard machinery. During the second week, dust used to get into the Scott's oscillating valve and clog it. Once again I spent the week borrowing other riders' machines! On the very last practice morning, the valve innards burst at Kirkmichael. My brother, Clarry, was following close behind on a Standard 1913 job—so we did a rapid change of number plates and off I set again! When I reached the Scott depot, knowing that I wouldn't qualify if I returned to the start on a different-looking 'bike,' I jumped off, once again removed the number plates—and stuck them on Frank Applebee's race machine. I remember that he was very reluctant to let me have it—probably because I had already 'blown up' several valves. I managed to qualify by all this juggling with number plates, but without having made any decent times during the whole practice period. In the race itself, things were rather different because I was first man away and there was no cloud of dust ahead of me, thrown up by other riders, to be inhaled through the carburettor."

Crashes, mechanical failures and other retirements eliminated some ten riders, and when the roads were closed for Senior Race day, there were 103 starters, on the following machines: 2 A.B.C., 3 Abingdon, 3 Alldays, 3 Ariel, 8 B.S.A., 2 Calthorpe, 1 Chase, 3 Douglas, 1 Dunkley, 1 Ellswick-Precision, 2 F.N., 8 Indian, 1 Ivy-Precision, 4 James, 4 Matchless, 3 Motosacoche, 1 Nestor, 1 New Hudson, 3 Norton, 3 N.S.U., 4 N.U.T., 3 Premier, 1 Puch, 2 Quadrant, 1 Regal, 1 Regal-Precision, 3 Rover, 2 Royal Ruby, 1 Rudge, 6 Rudge Multi, 4 Scott, 2 Singer, 3 Sunbeam, 7 Triumph and 6 Zenith.

The weather was dull at first, with mist on the hills and quite a strong wind. It cleared progressively throughout the day, however, and the sun shone continuously during the race. Tim Wood, number 51, was first away at 9.30 a.m., other riders following at twenty-second intervals. Only eighteen men had got away when frantic blowing of police whistles and much waving of arms caused the Clerk of the Course to stop any further riders starting. There was five minutes' delay because V. Knight (Chase) had fallen at the foot of Bray Hill, and an apprehensive policeman had sent the cry along the line. At nineteen minutes to ten the twenty-second intervals were resumed and there was no further hold-up. The last man (Hugh Mason, N.U.T.) had only been gone forty-four seconds when Tim Wood reappeared, having covered his first, standing-start lap in 42 min. 16 secs. (53.3 m.p.h.)—an absolute record for the course on his first lap! Charlie Collier (number 118, Matchless) had been much fancied as one of the leaders, but he retired with stripped gears at Gooseneck, without even completing one lap. J. Adamson (Rudge Multi) had been hot on Collier's tail, and he came through the start in second place at 44 min. 16 secs., followed by Harry Collier on another Matchless, just 6 seconds astern. Other riders came through at

about 10 second intervals, Cyril Pullin (Rudge) having moved up into 9th position. As his number was 159—third but last away—he had ridden the entire lap through the flying dust and grit of 100 riders, in a most creditable time of 45 min. 49 secs.

During lap two, Tim Wood continued to increase his lead—although some reporters wrote of his “near misses” at some of the bends. Adamson lost his place by reason of a puncture, and Harry Collier moved up into second position. Into third place came Cyril Pullin, riding extremely well, his Rudge Multi sounding very healthy. H. V. Colver (Matchless) lay fourth; Roy Lovegrove (Scott) had moved up to eighth; T. E. Greene on another Rudge was sharing tenth place with P. J. Derkum (Indian) and H. R. Davies was eleventh on a Sunbeam . . . the same position he had held on lap one. During the third lap, A. H. Alexander, in seventh place on his Indian, had his front tyre blow off whilst speeding down the mountain, but was fortunately unhurt. Tim Wood’s flying Scott came to a temporary halt at Willaston, while the rider changed a plug—a delay which allowed Harry Collier to take the lead by seconds. Pullin remained third, about 1½ minutes behind Collier. The first 12 positions, at the end of lap three, were as follows:—

			<i>h.</i>	<i>m</i>	<i>s.</i>
1.	H. A. Collier (Matchless)	.....	2	14	19
2.	H. O. Wood (Scott)	.....	2	14	45
3.	C. G. Pullin (Rudge)	.....	2	16	10
4.	H. V. Colver (Matchless)	.....	2	17	10
5.	C. B. Franklin (Indian)	.....	2	17	54
6.	G. J. Shemans (Triumph)	.....	2	19	32
7.	O. C. Godfrey (Indian)	.....	2	19	44
8.	T. E. Greene (Rudge)	.....	2	19	58
9.	Q. Smith (Triumph)	.....	2	20	28
10.	R. Bownass (N.U.T.)	.....	2	20	34
11.	R. W. Lovegrove (Scott)	.....	2	20	36
12.	H. R. Davies (Sunbeam)	.....	2	20	43

Frank Applebee was 17th on another Scott; and Sunbeams filled 21st and 25th places. The reduction in the number of riders was becoming increasingly obvious as more and more dropped out during lap four. Broken valve springs, punctures, stretched exhaust valves and snapped footrests were the main causes.

Times for the fourth lap showed that Tim Wood had regained the lead, and put 88 seconds between himself and Collier, who doggedly hung on to the second place, with Pullin still about two minutes behind. The Rudge pit attendants began to make frantic signals (“unconvincing antics,” recalls Pullin) in order to convey the closeness of the race. (“I had no idea of my position, but it occurred to me that it might be promising, so I proceeded to coax the last rev from the motor by making fullest use of the gear; and I put a little more energy into the foot-slogging at the Gooseneck. I sighted Collier prior to entering the Ramsey straight, and turned the wick up to smoking point” . . . Cyril Pullin recalling his impressions for the Rudge Enthusiasts’ Club, last year).

The tough struggle between Tim Wood and Harry Collier gripped the attention of the large and colourfully-dressed crowds of spectators, for it seemed certain that one of them must win the race . . . but anything could happen in the last 37 miles. Misfortunes struck both of them: Tim Wood’s special four-spark magneto stopped generating at Union Mills, rendered useless by oil and road filth. Collier jumped into the lead . . . but not for long. His frame snapped at 70 m.p.h. on Sulby straight and he was thrown—fortunately escaping with a few bruises.

It was now anybody's race. Pullin was in the lead and going like a bomb; Colver's Matchless was still running, but with only one gear left; Lovegrove had started to pick up places on his Scott, and O. C. Godfrey was lapping consistently with his Indian. H. R. Davies moved up to fifth position on the leading Sunbeam, with Q. Smith (Triumph) only about half a minute ahead of him.

T. E. Greene (Rudge) had particularly hard luck at Quarter Bridge, after refuelling at the Grandstand. Petrol splashed over on to the hot cylinder, and man and machine vanished in a sheet of flame! Greene threw himself to the ground and rolled over; nearby spectators "extinguished" him with gravel—and the Rudge burnt out completely. Roy Lovegrove suffered a broken chain and plug trouble at Willaston, and dropped from sixth to eighteenth place.

Cyril Pullin, whose Rudge had run beautifully throughout the race, but for some slight "coughing" on the third lap, romped home an easy winner. ("How I hated the Gooseneck with its tiring footlogging! What a thirst—what a crowd—couldn't hear them—only the echo of the old Rudge which gave me a lovely ride. I thanked all the helpers, and then went off to tea. . . . after a visit to the doctor, who removed thirty-six sizeable pieces of Manx road from my eyes.") Over seven minutes separated Pullin and the next rider to finish. Howard Davies, the Sunbeam rider, put in his fastest lap at the finish of a splendidly-riden race, and registered *exactly* the same total time as O. C. Godfrey (Indian). For the first, and indeed the *only* time in the history of the T.T., there had been a tie for second place! The riders themselves had no idea where they had finished—all they wanted was a drink and a hot bath.

52 riders finished in this, the most successful Senior T.T. held up to the time. Doubts and premonitions some of them may have had, but few could have known that they had just ridden in the last T.T. to be held for six long years.

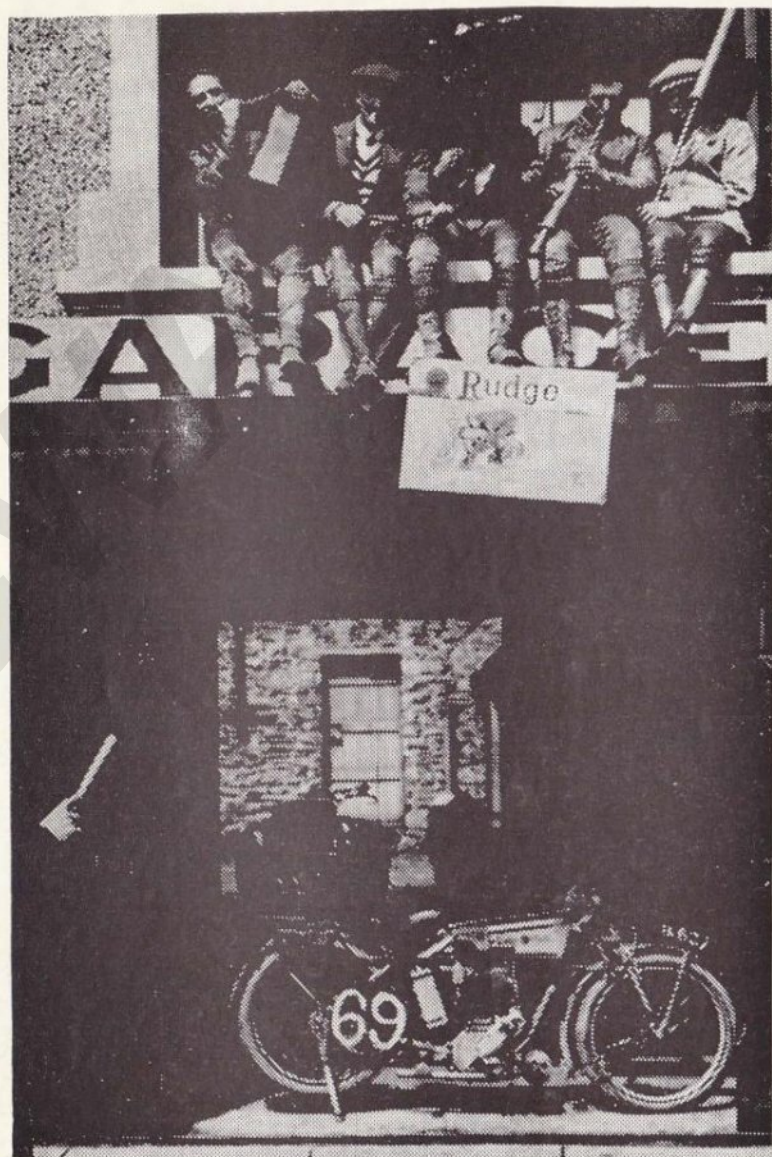
HOW THEY FINISHED.

					Average Speed m.p.h.	
			<i>h.</i>	<i>m.</i>	<i>s.</i>	
1.	C. G. Pullin (Rudge)	.....	4	32	48	49.9
2.	H. R. Davies (Sunbeam)	.....	4	39	12	48.39
2.	O. C. Godfrey (Indian)	.....	4	39	12	48.39
4.	H. V. Colver (Matchless)	.....	4	39	23	48.36
5.	G. Boyton (Triumph)	.....	4	47	10	47.02
6.	J. L. E. Emerson (A.B.C.)	.....	4	50	12	46.53
7.	H. Mason (N.U.T.)	.....	4	50	35	46.42
8.	C. B. Franklin (Indian)	.....	4	52	46	46.12
9.	Q. Smith (Triumph)	.....	4	54	6	45.91
10.	J. F. Sirrett (Motosacoche)	.....	4	56	1	45.60
11.	V. Busby (Sunbeam)	.....	4	56	3	45.59
12.	D. Young (B.S.A.)	.....	4	56	53	45.47

followed by 40 other riders, the last of whom finished in 6 hrs. 22 mins. 28 secs.

The fastest and record lap was Tim Wood's first, in 42 min. 16 secs. (53.3 m.p.h.)

Opposite page—Victory celebrations by what was probably the very first jazz band! *Left to right, above the Rudge (which does not bear the actual race number)* are Pullin, Phil Mathews, T. E. Greene, Adamson and an unknown friend. This tuneless trio was 'conducted' by the team manager, Rowlandson.

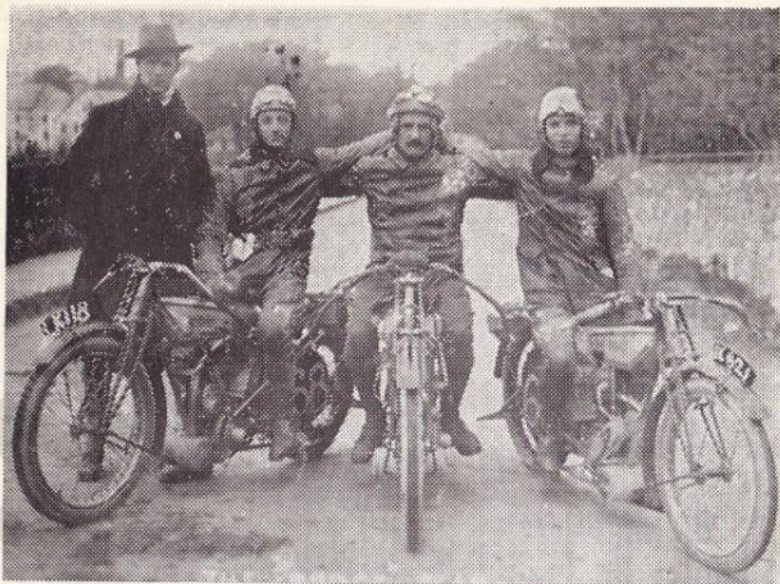




SUPER
NATIONAL

NATIONAL
BENZOLE

GETAWAY PEOPLE
GET SUPER NATIONAL



Above—The Rudge Team. Riders from left to right—Pullin, Adamson and Greene. In hat and overcoat is the team manager, Rowlandson.



Left—A recent portrait of C. G. Pullin, F.R.Ae.S., M.I.Mech.E., F.M.H.A., M.H.A. (U.S.A.), winner of the 1914 Senior on a Rudge Multi—and Vice-President of the Rudge Enthusiasts Club, 1964.

"I was among the last to start, and I thought this might be a good thing—but I had not reckoned with the dust. My goggles were smashed by flying stones halfway through the race, playing havoc with my eyes, which collected thirty-six pieces of Manx road." His one-piece leathers, specially made by Dunhill's, must have been the first; and after foot-slogging round the Gooseneck, they were probably the hottest! While some of the finishing riders had to be carried off the track, in utter exhaustion, Cyril Pullin was fit and fresh. ("This is nothing to the Italian race," he said—a reference to the Giro d'Italia, after which he had to be lifted from the saddle).

The winning Rudge Multi had been specially tuned at Pullin's "ill-equipped workshop, which included a somewhat ragged youth who spent his working hours polishing cylinder bores with graphite and chamois leather." Like the other

Multis, this big single (85 x 88mm.—499 c.c.) had a Ruthardt magneto, Senspray carburettor and John Bull belt for the twenty-speed gear. It differed from standard in having a higher compression ration (4 to 1), a 5% nickel steel inlet valve and a special tungsten alloy exhaust valve with a shrouded neck. Cams were ground to give an inlet opening at 5° B.T.C., closing at 37° after B.D.C. The exhaust opened at 47° before B.D.C. and closed 20° after. Flywheels were polished and loaded in the rim to balance .45% of the reciprocating mass. A lightened connecting rod carried needle roller big end bearings, but a plain little end bush. The cast iron piston was carefully lightened, and two $\frac{1}{8}$ in. piston rings fitted. Piston clearance was made almost double that recommended by contemporary engineers . . . and this proved advantageous. 3,000 r.p.m. and 80 m.p.h. (on the level) could be obtained. (These interesting details are from a workshop notebook kept by Cyril Pullin, and brought to light recently). The standard kit of "Rudge racing spares" included a complete magneto contact breaker, high tension brush, etc., tyre levers, puncture outfit—and a butt-ended inner tube, to be worn round the waist. Three carburettor jets were also supplied—Lut Pullin fitted an "adjustable" jet, which proved extremely valuable when the engine misfired slightly in the third lap. "I liked the machine very much" said C. G. P., "It was a joy to ride and steered perfectly—in fact the weight distribution was so good that in practice I rode a lap 'hands-off' except for the Gooseneck. Happy memories, Alas no more, but the name remains—'Rudge-Multi'."

"The nicest 'bike I ever rode," was Tim Wood's comment on the 1914 T.T. Scott. "Tim"—a nickname derived from "Timber" Wood—is now in his seventies, living in retirement at Chislehurst. 50 years ago he broke his own 1913 lap record three times but retired with an oil-drenched magneto when in a leading position. His 1913 record was not equalled by any other rider in the 1914 race.

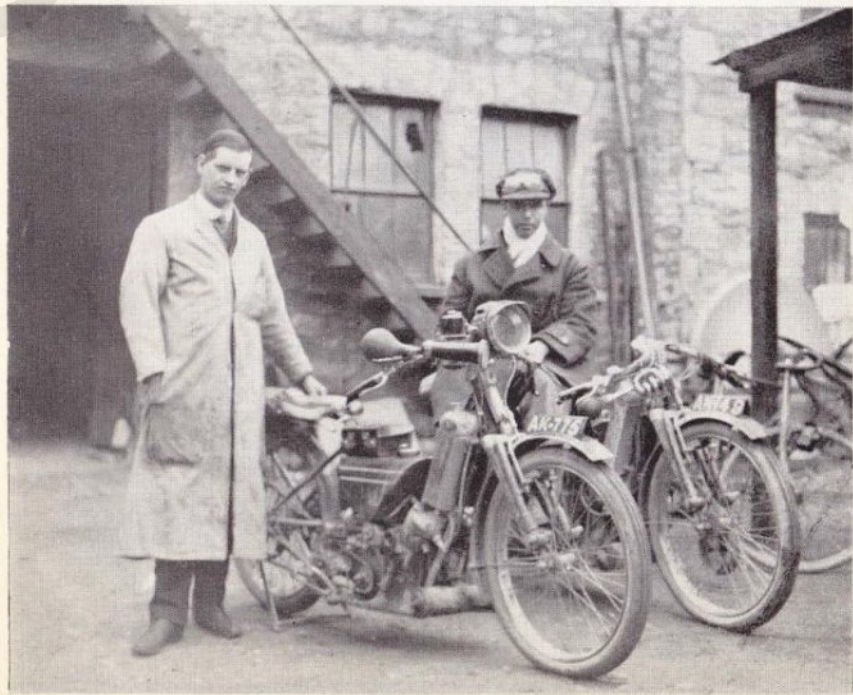
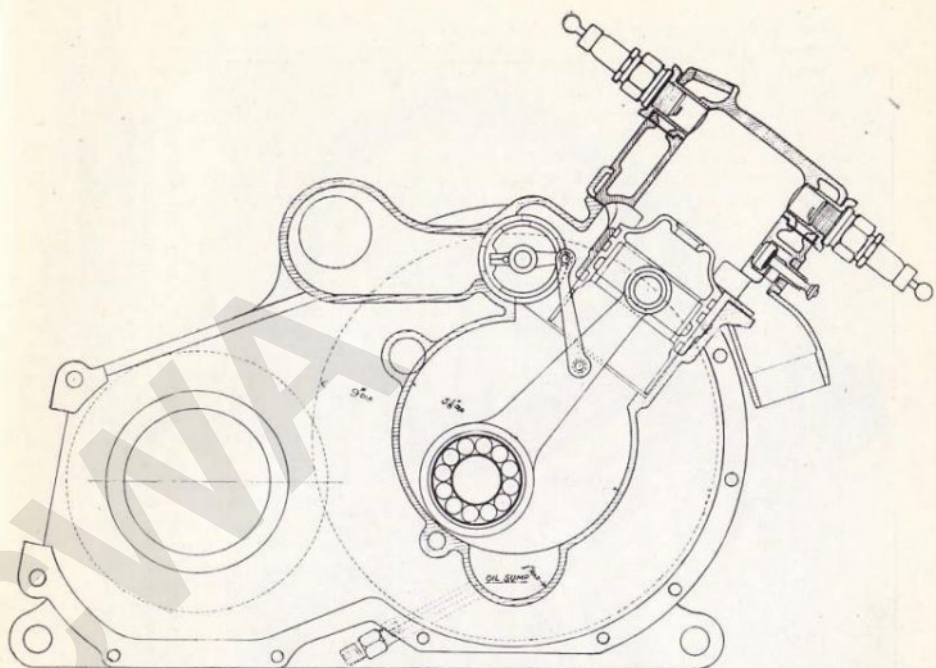
Although Capt. Wood visited the Island for a couple of post-war T.T.s., indifferent health prevents much travelling these days. Nevertheless he follows "the sport" closely and is particularly impressed by the phenomenal improvement in racing and scrambling two-strokes. He is an honorary life member of the Scott Owners' Club and, incidentally, the earliest Senior T.T. winner surviving.

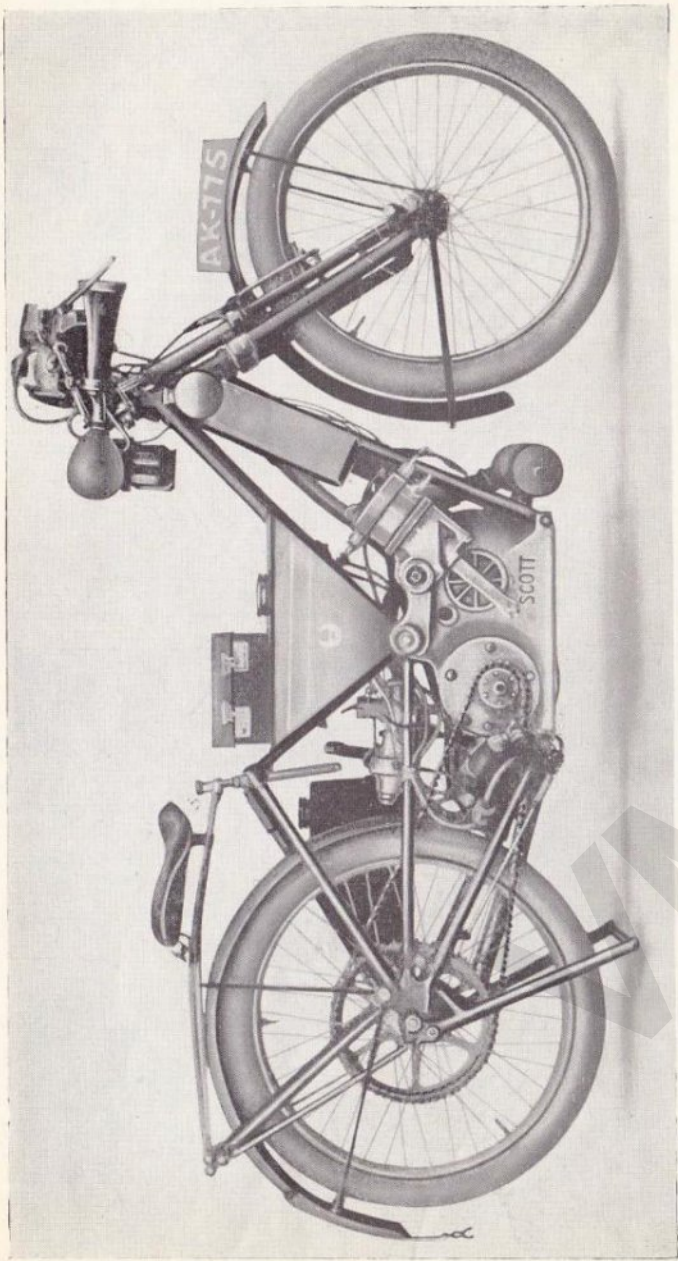


Opposite page—Top: A slightly imperfect reproduction of Alfred Scott's original drawing (side section) of the 1914 T.T. engine. The Corliss-type oscillating valve was actuated by a link from the mid-point of the connecting rod, and controlled induction and transfer phases. The small poppet valve beneath the front sparking plug was a "half compression valve" to facilitate starting.

Bottom: H.O. ("Tim") Wood—on the right—with one of the works fitters and two of the 1914 T.T. Scotts, registered and in full roadgoing trim.

(Photo by courtesy of Mrs G. Scott).





A somewhat retouched offside picture of the racing Scott, showing the eccentric "gearbox" mounting and external rear drive sprocket. A Scott carburettor was tucked away beneath the fuel tank, and the induction manifold formed part of the frame. The saddle was mounted on leaf springs, pivoted at the rear and working in a plunger at the front. A long exhaust pipe (barely visible here) swept back as far as the rear wheel spindle, on the nearside. (Photo by courtesy of *Motor Cycling*).

With the exception of Tim Wood's model, the much-publicised 1914 racing Scotts were disappointing. Since they were such unusual two-strokes, however—and since your author is an incurable Scott enthusiast—a somewhat detailed description may be of interest. In appearance, they were quite unlike previous Scotts, mainly because the famous "oval" petrol tank gave way to a triangular 2-gallon tank resting just above the engine unit. A separate oil-tank held half a gallon of lubricant, and this was pumped to the engine by a foot-operated device. The engine itself was fitted with two separate cylinders ($2\frac{3}{4}$ inch bore x $2\frac{1}{2}$ inch stroke—486 c.c.) deeply spigoted into the crankcase. The familiar central flywheel and overhung cranks in separate chambers remained, but the new distribution valve represented a complete change in induction and transfer control. It was based on the Corliss valve used on large mill steam engines, on which Alfred Scott trained as a young man, and made use of the elliptical locus of a point halfway up the connecting rod. A short link articulated in a suitable pivot-bearing, and its diminished movement at the other end "twisted" a valve cylinder fitted with a short lever. (The drawing will make the operation much clearer than a page of description). This rather cumbersome valve gear gave much improved "breathing"; and it could be fitted with a rotatable port sleeve, so that the carburettor was left at full throttle and the engine controlled by a screw-thread device on the sleeve, varying the timing.

The rest of the machine bristled with equally ingenious innovations: one of the frame lugs formed part of the induction manifold; the saddle was mounted on a couple of half-elliptic leaf springs, each further sprung on vertical helical coils at the front end. (Originally, the movement of the forward plungers was used to operate a small pump, which "pressurized" pannier fuel tanks slung below hub level, in order to force petrol to the carburettor. These tanks were subsequently replaced by the one illustrated).

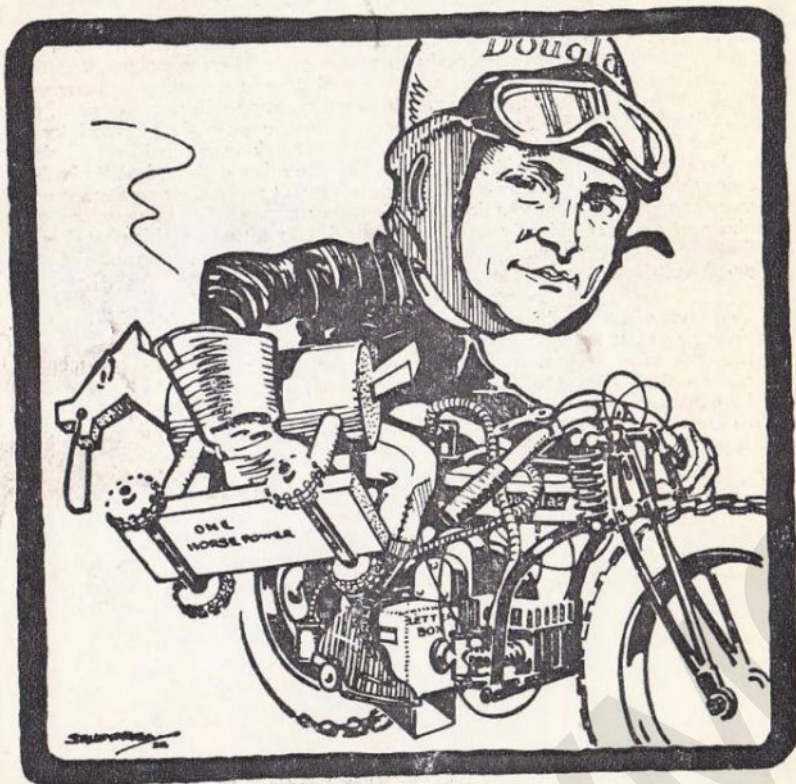
The unit-construction engine casting housed, to the rear, a new form of Scott countershaft. Two or three gears could be provided—two operated by pedal, the third ratio being brought in by means of a trigger control on the handlebar. In the T.T., only two ratios were used—3.3 and 4.7 to 1. Ignition was by a special Bosch magneto which sparked twice per revolution. There were two armature windings, four slip-rings, four pick-up brushes and no "earth." H.T. cable was led to a special handlebar switch, and thence to the plugs—two in each cylinder. This "change-over" switch enabled the rider to make the two plugs in each barrel fire in synchronisation or alternately. It was this complex ignition system which put Tim Wood out of the race—oil and road filth smothered the slip rings and hopelessly shorted them to earth.

Four of these special Scotts were made—one each for Wood, Lovegrove and Applebee, and one reserve. It was Alfred Scott's intention to develop the design as a 1915 sidcar production model, and to this end all adjustments were made from the right-hand side of the machine—contact-breaker, rear drive chain and gearbox (which was mounted in eccentric circular plates, for chain tensioning).

In 1915, unfortunately, too many more important engineering jobs had to be done, and after the War Scott was no longer concerned with motor cycle production. The existing models languished and corroded away, over the years, until there was no complete machine left. That such a fascinating and unorthodox racer should have vanished entirely is a minor tragedy—but all is not lost. Using a few existing components, some miraculously preserved 1914 Works' drawings and a collection of rare photographs, an enthusiastic member of the Scott O.C. is making patterns, castings and so forth for a "one-off" exact replica of the last of Alfred Scott's racing motor cycles.

Acknowledgements.

Interesting facts, figures and photographs have kindly been placed at my disposal by Cyril Pullin, Tim Wood, John Bever, Mrs. C. Scott, The Rudge Enthusiasts' Club Editor, Jack Lennon; *Motor Cycle*, *Motor Cycling* and *The Autocycle*.



Cyril Pullin changed to a different 'steed' after the Kaiser War, with equal success. In 1922 he tuned and rode a 500 c.c. Douglas at 100 m.p.h.—the first time a machine of this capacity achieved the magic 'ton.' In the same year the Hutchinson Tyre Company published a brochure of motorcycling caricatures entitled "Tyresome Tales," from which this drawing is reproduced.

Plate by courtesy of the *Vintage Motor Cycle Club* Editor, Jack Keating.

Do you have a 'soft spot' for Rudge or Scott machines? Both have captured admiration and loyalty over the years, and both have inspired enthusiasts to organize clubs which publish illustrated journals recording the former glories of the two *marques*. Anyone interested is cordially invited to enquire about membership. Secretaries' addresses are:

Rudge Enthusiasts' Club: Jack Lennon, 88 Speer Rd., Thames Ditton, Surrey.

Scott Owners' Club: Mrs. D. Avis, 3 Bosworth Rd., Eastwood, Leigh-on-Sea, Essex.



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