

PRESIDENTS REPORT AUGUST 2007

You will get this report in your Chatter magazine on the Club's "New Years Eve", as our AGM will be held August 1st. The AGM will close the books on the 2006/07 year and open the year 07/08.

The Election of the various Officers required under our constitution will take place and reports from the past year will be presented. Nominations for the office bearers for the new year are now closed in preparation for the election.

We do have a number of elected officers. They carry out various tasks for the Club in a most diligent and professional manner and I take this opportunity to thank them on your behalf for a job well done. They do their job as laid out in the constitution and make suggestions to the Management Committee to improve the particular service they deliver to you the member.

While the Management Committee and other Officers carry out the business of running the Club it is you the members who make it a "bloody good Club".

It is you who put on "runs" and turn out to the events. The fellowship and good spirit is always apparent at these events, and of course many tips and much information changes hands to have your bike run better. For new members who have not attended a run I highly recommend you join in, and I guarantee you will enjoy your bike, the fellowship, and the experience.

There are others who do tasks around the Club at each meeting or other event; they carry out these tasks without prompting, I thank them on members behalf, they do a great job willingly.

I am confident that with the support the Club gets from its Management Committee, elected Officers and other willing volunteers, we are going into another successful year that gives its members a service that is second to none.

President Rex

KEN MARSHALL ROOM

The Club Committee would like to thank Gary Tenardi and Ken Vincent for their sterling efforts in tidying the above room. It is much appreciated.

THE SHARP END

An interesting mixture (I hope) this month with the annual "excitement" of the AGM plus assorted articles. In particular is the putting to bed of the front number plate saga due to Ern Serls tireless efforts. Also, a recent trip to the IOM TT, and a very different piece of poetry from a former member.

The Committee are requesting a fire extinguisher on future runs after a small engine fire which could have been far worse. Just think, the smell of cooking could be you!!

Finally please note deletion of one run and addition of a more informal gathering.

NOMINATIONS FOR CLUB OFFICERS

PRESIDENT

Rex Edmondson

VICE PRESIDENT

Ernie Serls

TREASURER

Delys Brazil

COMMITTEE MEMBER

Adrian White

Dave Weeks

Bill Cowlin

Allan Newbey

Phil Skinner

EVENTS CO ORDINATOR

Barry O'Byrne

A NOGGIN & NATTER NIGHT

We have been fortunate to have Jeff Leisk agree to be our guest speaker.

Jeff's stellar Motocross career culminated in second place in the World 500cc championship. We will provide nibbles and supper. Bring your own drinks.

WHEN? Doors open 6.15pm,

Friday August 17th Cost \$5.00

ADRIAN 9294 2495

CLUB SPARES

Bill Cowlin, Club Spares Officer, reports the spares section is in need of more stock, and would like expressions of interest from any member who has surplus parts they would be prepared to sell to the Club.

Contact Bill on 9523 1137

EVENTS CALENDAR
AUGUST 2007

WED 1 AGM and GENERAL MEETING

SUN 5 GOLD STAR RIDE page 3 Dave Weeks.

SUN 12 BELLS RAPIDS RIDE page 4 John O'Brien.

FRI 17 NOGGIN AND NATTER NIGHT page 1 Adrian White.

SAT 18 BEVERLEY DISPLAY CANCELLED due to lack of response.

SUN 19 VACANT.

SAT 25-SUN 26 QUAIRADING CETENARY DISPLAY page 4 Murray Morell.

MON 27-FRI 31 GERALDTON WEEK page 4 Terry McKie.

SEPTEMBER 2007

SUN 2 VACANT

WED 5 GENERAL MEETING

SUN 9 BEVERLEY REENACTMENT Pre 31

SUN 16 PARKERVILLE RIDE Roy Bartholomew.

SUN 23 MOORE RIVER RIDE Ron Chave.

SUN 30 AVIATION RIDE Barry O' Byrne.

OCTOBER 2007

WED 3 GENERAL MEETING

SUN 7 DWELLINGUP RIDE Chas Lawson.

SUN 14 YORK TT page 4 Phil Skinner.

SUN 21 VACANT

SUN 28 NORTHERN HILLS RIDE Allen Johnson.

RUN ORGANISERS. Please ensure a fire extinguisher is available on each run

ORGANISER CONTACT DETAILS

Terry McKie 9248 8953, Dave Weeks 9384 6617, John O'Brien 9249 8574,
Adrian White 9294 2495, Ern Serls 9458 2818, Roy Bartholomew 9247 1213,
Ron Chave 9276 2284, Phil Skinner 9493 4272, Allen Johnson 9294 1417,
Murray Morell 9332 8826.

Please respect organisers' time when calling. Not too late and not too long.

EVENTS CO-ORDINATOR, BARRY O'BYRNE, Mob 0418 936 254

IMPORTANT NOTICE FITTING FRONT INFORMATION PLATES

Members are aware that the fitting of rigid plates to the front mudguards of their motorcycles is no longer allowed. These have been fitted in place of the number plates that were deleted some time ago. It has been drawn to our attention that the Traffic Regulations for motorcycles states that "Your motorcycle must not have-

- Any ornament or fitting that may cause injury in a crash (page 100 Drive Safe booklet DPI). Irrespective of personal opinions on the matter, rigid plates are no longer acceptable.
- The Management Committee has taken the matter on board and after negotiation have reached agreement that it will be permissible to fit information plates that are constructed of a flexible material. The recommended material that was approved was a plate made of polypropylene or similar flexible material. The recommended plate was made from 1.2 mm thick sheet which is sufficiently rigid in use but will bend on impact. The outer edge was fitted with an auto industry flexible clip on material. Signage about the machine that the owner may wish to have painted or computer enhanced can be arranged by the owner.

The Spares Officer has a supply of material and information to assist members to make their own plate. This action has been taken by your Committee to preserve the authenticity of the machines and to fill the holes left after the removal of the previous plate. It is hoped the alternative that has been negotiated will be reflected in the spirit of protecting the club's privileges and not trying to get round the system. At examination day scrutiny will include any type of plate that is fitted if any.

EM SERLS #553

ATTENTION ROYAL ENFIELD FANS

Brent Emery with whom I work at Alcoa is planning to go to India in late August. Brent & son are now toying with the idea of bringing back up to 5 machines. What Brent would like to gauge is the interest from other riders.

The machines are claimed to use the original frame and engine cases (matching numbers) and basically the rest is restored or renewed as required. The machines would be pre January 1989 to meet Australian government requirements. Brent is unsure if machines 25 years or over are as easy to get (meet club requirements), however as those bikes changed very little over long periods of time, he really can't see an issue here.

The most popular bikes seem to be 350cc & 500c. From Brent's initial enquiries re cost of machines, freight, etc etc he has a rough price of around A\$3000.00.

If any body is interested please contact Brent ASAP bearing in mind his travel plans and have a chat.

This may all come to nothing, however nothing ventured nothing gained...

Contact details. BRENT 0419199186 Email. brentros@aapt.net.au

John Mandelt # 666.

COMING EVENTS

THE 70TH GOLD STAR ANNIVERSARY RUN SUNDAY 5TH AUGUST.

As this is an auspicious anniversary of arguably the greatest bike of it's time, I thought that a revised route was in order. The new route will start at Colin Tie's emporium of all things Goldie, head off via The Lakes, York, Spencers Brook, & on to Toodyay for lunch.

The return would be back down Toodyay Rd turn off to Chidlow & back to Colin's.

Start time would be 10am, with about an hour for lunch, leaving to return at 1pm. This will give you lying time at Col's, back home mid afternoon so as not to over-run your late pass.

The run is through fairly open, straight roads, & is more suitable to Post-war bikes, but all are welcome (you just need to get an early start & watch your mirrors).

NOTE that this run is open to ALL bikes & is not just for Goldie's.

Weeksy #626 ; Day Phone 6364 6124; a/h phone & fax 9384 6617; Mob 043 999 1584

GERALDTON WEEK AUGUST 25-31

Arrangements are being made for interested members to enjoy a week at Geraldton and surrounds. The Geraldton Section has planned a two day event to Kalbarri and return on the weekend 25-26 August and would appreciate some of the Perth members joining in.

The current plan for those members wishing to go to Kalbarri on that week end is to travel to Geraldton on Friday 24 or earlier. This could result in some extra cost on the Saturday night of the 25th if you book in to the Drummond Cove Caravan Park on the Friday.

There will be runs each day from the Drummond Cove C/P starting Mon 27th.

Wednesday 29th will be a day in the City to possibly look over a boat building factory and the highly recommended Maritime Museum.

Friday 31st will be the last organized run with departure Saturday morning or what ever you wish to organize.

Please arrange your own accommodation at Drummond Cove C/P. Phone 9938 2524 where caravan bays, units and cottages are available.

Kalbarri please make your own booking.

The run will start at the Drummond Cove C/P on the Saturday morning time to be advised.

At the Kalbarri Beach Resort there are two bedroom units available that accommodate max 5 people @ \$145.00 per unit per night. Phone 9937 1061.

At the Kalbarri Palm Resort Motel @ \$50.00 per head per night for a group of 8-10, and possibly cheaper for more. Phone 9937 2333.

It is planned to have a BBQ function or similar on the Saturday night and a static display probably on the Beach grassed area Sunday morning.

TERRY MCKIE 9298 8953 #332

BELLS RAPID RUN SUNDAY 13 August 2007

Meet at 9.00am in the car park of Bunnings (formerly WA Salvage) corner of Alexander Drive and Beach Rd Malaga.

9.30am departure, the ride will be approximately 85 kilometres and take 1.5 hours with a morning tea stop at Darlington tearooms. (Coffee + scones jam and cream \$5.50)

The run will take us through Morley, Guilford, Midland, Glen Forrest, Swan View and Herne Hill. A good run for all bikes with a couple of hills thrown in. Keep to the speed limits and follow the directions and you should all end up safely at Bells Rapids on the Avon River in the Brigadoon Estate.

Back-Up trailer by Don Hill #244

BBQ lunch, tea and coffee will be provided. Cost: \$5.00

JOHN O'BRIEN 9249 8574 #288

QUAIRADING CENTENARY DISPLAY SUNDAY 26 AUGUST

Quairading Vintage Club is inviting anyone with a vintage bike to display their machine at the above show.

For further details if interested contact MURRAY 9332 8826 #233

33rd T.T. RUN

On the 14th of October the club will hold our 33rd TT Run starting from the club rooms. Veteran and vintage depart early and post vintage at 9 am. The run is about 150 miles in total, and having all day to do it, is a good opportunity to get the dust off your oldest (or only) machine.

Entry forms at the back of this Chatter. If anybody is available to go backup please let me know. Full details in next Chatter.

PHIL SKINNER #523

REPORTS

PRE-31 MEETING REPORT FOR 27 JUNE 07

Meeting No. 259; 13 members plus one visitor (Adrian Boudeville, who became a member during the meeting), was chaired by Steve Merralls. Apologies from your scribe who spelt Steve's name wrong last month.

This was the section's AGM, which probably explained the lower-than-average attendance.

The meeting started promptly at 7.45, after the usual fellowship in & out of the hall.

The AGM slightly extended the usually brisk attention to formal business. Most officials continued in office, but Steve stepped down from the chair after 6 years, (wasn't my misspelling your name was it?). The new chair-person was voted to be Kevin Badby. Steve chaired the rest of this meeting so that Kevin could get over his surprise.

No bits & pieces were displayed, but from Bill Cowlin, a suggestion that Girder-Fork bikes be included in our hallowed proceedings. This was accepted by the attending members, although it was decided that no section name-change would occur, but G-F bikes would be encouraged to attend both events & meetings as they had become the forgotten few, falling between stools of Pre-31 & "moderns", Pre-31 speak for anything made after Adolf's little interlude.

Meeting adjourned, & we retired to the kitchen/veranda for much-needed tea, biscuits & fellowship.

WEEKSY # 626.

NOT THE BEECROFT FARM RIDE REPORT

Held on the 14th and 15th of July it was well attended with 23 bikes and 1 sidecar, making their way to Beverley for an overnight stay, returning back to Perth about 1pm. The weather was very kind to us, although very cold Sunday morning. Phil Skinner tried to warm things up by setting his newly acquired BSA on fire at the carby after a back fire which got a few hearts pumping a bit quicker. Kevin Badby found himself with a flat tyre on the Brookton Hwy, Dave Weeks to the rescue with a spare inner tube. I guess being a Gold Star owner for so long, trains you to carry a lot of spares. Thanks to Bill and Margaret Coote for donating there time and fuel to the club as back up, also thanks to Jackie Badby for driving a van up and back to cart overnight bags and bits and pieces. A good time was had by all, and hope to see you there next year.

PHIL SKINNER # 523

ALBANY SECTION NOTES

Our Section A.G.M. was held on 5th July. Office Bearers Elected were Chairperson Ed Shekell, Vice Chair Kevin Palfrey, Secretary/Scribe Shirley Morrell, Asst Sec Bill Morrell, Treasurer/Property Officer Bob Shanks, Librarian Trevor Laurance. All reports which were tabled at our A.G.M. gave a positive outlook for the future of our Section.

GARAGE SALE- Keep Collecting.

8th July run to Jack Rowes, after a short ride (impending rain) we arrived at Jack's, where we were given a tour of the shed. What a colourful history this man has had from racing motorcycles, racing T.Qs, making Olive oil, Bio fuels, Trikes and trailers and still attending as many motorcycling events as he can (spectating), a living legend I think.

August 12th run will be to Bob Bailey's to look at his collection of stationary engines and other items of interest. Assemble 9-45am at Old Gaol for a 10-00am departure, short ride, BYO lunch.

September-Spring Rally, \$5-00 entry fee, 100-120 KLMs BBQ lunch at Chalet leave Old Gaol at 10-00 am, organiser K.P.

November - Busy Month, Hill climb and rally 3rd and 4th (AVCMCC organiser).

Albany Show Display 9th and 10th (good PR for Club).

Ted Green Memorial Run on the 18th to Two People Bay.

December Runs - Charity Run on the 8th, Club run on the 9th.

Tentative Xmas tree on the 16th, still under discussion.

SHIRLEY #341

Minutes Of The V.M.C.C.W.A. Monthly General Meeting Held At The V.C.C Hall Wattle Grove On
Wednesday 04/07/07 Commencing 8.00 pm

President: Rex Edmondson. Secretary: Elliott Montagu Treasurer: Delys Brazil
97 registered members attended with apologies from O Page, D Phillips, and K Duperouzel.
The President introduced the mike usher Ken Hopkins.

Visitors: The President welcomed the following visitors. E Drummond.

At this stage of the meeting K. Perry announced that President R. Edmondson was to be made an Officer Of The Order Of Australia. A round of applause followed and Rex was invited to explain how it came about that this high honour was to be bestowed upon him. Rex thanked the meeting and all those who had offered their congratulations. He explained that it came about after a lifetime commitment to convincing farmers to recognise that current farming practices were detrimental to the land and to embrace the application of new methods. Rex has been or still is involved with land care, lobbying for more funds for land care, policy development, dry land salinity and other services to the community.

New Membership Envelopes: The following new members were welcomed to the club and presented with Membership Envelopes by Charlie Lawson. V Talbot, P O'Halloran, C Jenner, A Spalding, R Argus, T Pinelli and M Cudini.

The Minutes Of The Previous Meeting were accepted as a true and faithful record and signed by the President subject to the following line reading. "The club thanks John and Barbara etc." (not Val).

Business Arising: Nil.

Correspondence was read. Moved, D Weeks. Seconded B Cowlin. Carried.

Business Arising: A letter from the Shire of Mundaring invited the club to support Seniors Week by displaying machines in an event to be held at Brown Park Rec. Centre on Fri. 2nd Nov 2007. A show of hands approved club participation.

REPORTS.

President. Members were encouraged to attend the AGM as it sets the club up for the next year and provides a picture of how the club has travelled in the previous year. An audited report of the club finances will be available. This club has lodged a submission on the proposed Associations Incorporation Bill. Ern Serls and Rex have done some lobbying and members are encouraged to do so. Details of our submission are available from Ern.

Treasurers. Payments. Website \$43, First aid kits \$200, Library books purchase \$102 Machine examinations \$28, Chatter postage \$231, Trailer license \$45, Purchase of filing cabinet \$95, Trophy day \$567, Donation to AHMF fighting fund \$200. Receipts. Machine examinations \$56, Economy run \$53, Raffle \$80, Parts \$100, Bowling club run \$12, Parts shed \$170, Yellow plates \$15, Pie run \$20. The President explained the reason for the donation to the AHMF fighting fund (see CMC rep. report below).

Membership Secretary: John McGee reported that \$332 from member's fees was deposited since his last report. There are now 555 members registered however 66 have not yet renewed membership for YED 2007 John asked that members handing out application forms ensure that they are filled in correctly and the correct amount of money is tendered. A high percentage of forms need to be returned to the applicant because the form is incomplete or the amount of money sent with the form is wrong.

Machine Registrar/Examiner: Phil Skinner reports that the DPI Registration Report has been submitted.

Dating Officer Veteran And Vintage Machines: Nil report.

Dating Officer Post Vintage And Post War Machines: Terry McKie has provisionally dated the following machines, M Clifford 1977 Triumph Bonneville, T Laurance 1970 Jawa 559. A Dating Certificate was issued to K Perry.

Spare Parts: Bill Cowlin reminded members that the parts area will be open after meetings until 1030pm.

Concessional Licensing Norm Chester advised that the following machines underwent First Time Concessional Examinations,

R Clifford 1977 Triumph Bonneville, J McGee 1960 BMW Comb. Side Car.

Librarian: Ken Vincent advised that some new titles are available in the library. Fay Tylour Queen Of Speedway, The Last Hurrah, (book and DVD), Origins Of The Harley Scramble.

Technical Librarian: Nil Report.

Editor. Nothing to report

Publisher: Keith Perry reported some facts relating to the production of the last Chatter. Used were ten and one half reams of white paper and one ream of yellow. 6198 pages and 12396 printed pages were produced at a total cost of \$335 and 50 man hours.

CMC Representative Chas Bayley. It appears that if some clubs raise more than \$416 from sources other than their own members there is a tax liability. Chas spoke on the CMC's request for a levy or donation from clubs to establish a fund to finance the hiring of professionals to lobby the ATO and Government to bring the old car and

bikes movement in line with all other hobby and interest groups in Australia. That is they want the threshold raised. This club donated \$200 to the fund.

CMC calendar of events for July include 13th Quiz Night at Cannington Exhibition Centre, 22nd Observation Run (Mini Owners Club), 27th -29th Dutton Rally WA Round, 29th Perth Northam Run Merc-Benz Club.

Events Co-ordinator Barry O'Byrne called for reports from participants in past events.

Past Events

10th June Presentation Day organised by **Barry and May Makin. Don Fawell** commented on the day and the fact that he won the economy run and after remembered that he had got a second place in 1957! He said it was a good day and encouraged members to attend. He congratulated **Colin Brazil** on winning Clubman Of The Year.

17th Chittering Ride organised by **Phil Johnson**. Phil said that 26 riders turned up on a cold and sunny day and the positive feed back that he received was appreciated. He would encourage other members to organise a ride as the effort is well worth the results.

24th Bakers Hill Ride organised by **Barry O'Byrne. Delys and Colin Brazil** drove the backup vehicle and Delys reported that although there was some rain about a good time was had by all and the pies are still up to standard.

1st July Pre 31 Foundation Ride. **Bill Cowlin** reported that four riders started off at Whiteman Park on a day threatening heavy rain, however they did the ride, had morning tea, lunch and returned to the park where it rained heavily.

Future Events

14th-15th July. Not The Pre Farm Ride. Organiser **Phil Skinner** told the meeting that accommodation at Beverly is still available at the Beverly Hotel.

22nd Southern Hills Ride. Organised by **Tricia and Les**. The weather can't be guaranteed but if its raining and you don't want to ride please come in the car. Friends and family are welcome.

29th Girder Fork Ride. This ride organised by **Bill Cowlin** is about 100kms in length, over flat terrain in very light traffic. Lunch after the run.

5th August. Gold Star Ride. **Dave Weeks**. The ride will be a faster style ride in open country. All riders are welcome.

18^t Beverly Show Display organised by **Ern Serls**. The show is on a Saturday but some riders will be departing on Friday. Contact Ern.

25th Quairading Centenary Event.

27th Geraldton Week organised by **Terry McKie**. An over night is scheduled for Kalbarri on Sat 25th so if you are intending to go to Kalbarri you will need to be in Geraldton in time to depart on Saturday morning.

Details of these future events appear in the Chatter.

Reports Accepted: Reports were accepted by the meeting. Moved D Weeks Seconded C. Lawson.

General Business:

Ern Serls briefed the meeting on the subject of flexible front licence plates. The plates we use are not legal any more. Ern carried out a lengthy investigation into the selection of materials and a design that would satisfy the rules re plates. Sample plates were shown to the CMC Tech. Committee and approved. The materials to make these plates are available from the parts section. Ern has shopped around to get the best materials at the lowest cost. A question was asked re brackets to attach the front plate. Brackets that were part of the bike as new or an option that appears in the manufactures literature are OK. Ern described how to simply and quickly make a bracket if necessary.

Delys Brazil has club jackets and shirts available.

The President presented a Busselton 2 Day Class 10 trophy to David Moore.

Bits And Pieces were then addressed.

Machine Presentation: A presentation was arranged and conducted by **Charlie Lawson**. The machine displayed was a 1933 Triumph L 2.1. (250cc). Charlie described some of the features and history of the bike. It was donated to the club in the first week when this club started and was put up for tender.

Meeting closed at 9.10 pm

President

Secretary

FOR SALE**Note. Ads will run for 3months.****Please advise if item disposed of sooner, or requires a longer run****ROUTE SHEET HOLDERS**

New style available, includes weather cover
\$30 "STORM" (NORM) 9399 4063
Please note price increase!

DOUGLAS 1915 2 3/4 Hp Veteran. A
wonderful example reluctantly offered.
Also basket case 1926 Douglas TW.

For more information-
ANDREW, mob 0427 381 705, #411

DESPATCH RIDERS COAT size XL, khaki
double texture material. British government
surplus. E condition.

Also two pair Mk 8 goggles, E condition.
Offers LEN 9458 9030 #708

HONDA XR 200 1983 trail bike, alloy wheels,
new comp tyres \$950 ONO

ROYCE 9349 1409, mob 0419 197 316

BMW 1981 R100S red 92k, excellent tyres,
brakes & condition, although could use carbie
kits. Concessional rego. Toolkit, manual &
sheepskin included.

\$4500 ono

BMW R100 Parts for sale. Includes RT
fairing, S fairing (1 x genuine, 1 x copy),
head, sump, swing arm casting, carbie,
exhaust, crash bars + many other parts. I
can fax or email full list with prices.

BILL 9271 4718 #519

TRIUMPH pre unit front end parts. Various
tees, yokes, dampers, springs, seal holders
and sliders. POA

TRIUMPH preunit riders foot pegs 1 pair no
split \$35.00pr

JOCK 9279 7998 #291

BSA single port 500cc sloper 1928 model,
very recent engine re build by professional,
all machine components in good order. For
serious buyers only, contact the below for an
appointment to view. No negotiations by
phone.

Club members get first chance on a very
sought after model.

PETER 9397 5217 #245L

SUZUKI 1967 T200 in original condition.
Approx 40,000 Kms. Make an offer.
RON 0405413499.

BSA M22, 1937 500cc Twin Port. Restored
and engine rebuilt within 500klm. Club
licenced June 07. Good cond. \$5000.

YAMAHA HT-1 1966 90cc Road Trail. 50%
restored and in good cond. Club licenced Feb
08. \$900.

RON. 9294 4804 # 172

WANTED

P MODEL TRIUMPH 1926, brake pedal.
TERRY 9298 8953 #332

AJS / MATCHLESS 1955 front fork bits.
R/H slider. 1.1/4 inch staunchens. (2).
Tin ware covers.

REX 93549008 mob 0428177762 #391

HARLEY DAVIDSON Pup/Peashooter.
Mudguards, primary chain case, clutch
sprocket (Duplex Chain), timing case cover.
Other parts needed.

ALAN 93675208 #566

BSA MODEL B 250 cc side valve 'round tank'
parts.

Mudguards, also fitted to B 'wedge tank'
(1927-8) and B fitted with the saddle tank
(1929-mid 1930's).

Three speed gear change operating stop
plate. Gear change lever.

Clutch dome – possibly used on 350 and 500
cc models

Cush drive – many parts same as 350 and
500 cc models.

Brake parts – dummy rim type, both foot and
hand brake, any brake parts appreciated.

Kick start lever, spring and spring cover –
also fitted to 350 and 500 cc models?

Rear carrier as above

Rear stand, front stand, foot peg brackets

Sundry – any parts, even to borrow as
templates.

KEN 9375 5453 0417 786 697 #323

NORTON DOMINATOR timing cover to take
rev. counter drive. Also rear number plate
holder 53-55.

Lightweight horn eg Bantam James.

Outer shell of speedo or rev. counter,
(chronometric).

MARK 9330 3476 #624

ROYAL ENFIELD BULLET 1953 350cc parts.

Anything of interest but most importantly
primary sprocket retaining nut, headlight,
front forks or parts for steering head end.
Tank badges

MIKE 043 368 2626 #699, phone or txt

BSA M20-21 gearbox. Any condition.
TRIUMPH 350 or 500cc crankshaft, pre unit
3T or T100

JIM 9273 8503 #574

BSA A7 or early A10 engine only. Has bolt on
gearbox.

JEFF 9298 8073 #55

VELOCETTE MAC 46-49, cast iron, head
(M1/3), rocker box assembly (M92/3AS),
rockers (inlet M9/4, exhaust M9/2), valve
spring covers (2 off M197/2), push rod tube (
top piece M50AS)

Also

VELOCETTE 53 MAC a centre stand (F 293)
and spring (69/5)

MAX 08 9387 4626 #636

NORTON ES 2, prefer 1948-51 but will
consider others.

HENRY 9525 5218 #548

SERVICES

BSA 2 WAY FORK DAMPERS \$100.00 per
pair.

BSA TAPERED ROLLER BEARINGS to suit
BSA steering heads. \$130.00 per set.

BSA SEAL KIT modification. for M20, M21, B31,
B33, A7, A10 etc. \$50.00 with exchange sliding
plate.

BURMAN GEARBOX sleeve gear bearing as
fitted on Ariel, A.J.S. Panther and Matchless
suitably machined \$50.

BSA 6 spring clutch modification to improve
clutch operation \$50.00.exchange

BSA B & M SERIES oil pump overhaul,
exchange \$30.00

OIL FILTER KITS

SPROCKETS rebanded

GENERAL MACHINING

COLIN TIE 9295 6875 Wk 9295 1601 Hm

BSA SLOPER PARTS

500cc head gaskets, \$20.00, gearbox (3
speed) cover plate gaskets \$1.50, kickstart
spring covers (nickelled) \$17.00.

BSA GASKETS & PARTS

Post war singles (incl. Gold Star).

Gaskets, sets or individual.

Swing arm singles (incl Gold Star)

Rubbers, engine plates etc.

WEEKSY 043 999 1584

TECHNICIAN SERVICES

Broadband and dialup problems sorted
DVD, CD, hard drives DVD & CD burners
fitted

Home networks for multiple PC access to the
internet

Monitors, flat or CRT

Operating system problems debugged

Printers & scanner problems fixed

RAM memory expanded

USB devices, thumb drives etc

Web Cams

XP, Office, burning software and other loaded
and debugged

If your PC or laptop is giving you problems
running slow, unstable or you need a new
hard drive, DVD, CD or hard drive or burner
or A drive fitted.

Or you need more Ram memory fitting to
speed up your tired PC.

Or you a PC built to your specifications.

Good rates for club members

PAUL 9414 6221 or 0415 700015

ALL FORMS OF ABRASIVE BLAST CLEANING

Vaqua/Slurry/Vapour Blast Cleaning,

Garnet Abrasive Blast Cleaning,

Sodium Bi Carbonate Blast Cleaning.

All types of blast cleaning for all types of
substrates. Clean engine/engine components
prior to rebuild or remove corrosion prior to
painting. Small jobs individually blast cleaned.

CARLL MONTGOMERY 0418 941620

PROFILE # 18 TERRY MCKIE #332. PART, THE SECOND

This was 1962 the Commonwealth Games were in Perth and a lot of resources were going into building the Games Village etc and it would seem it would be quicker to get a loan from the S.H.C. and build our own which we did. Borrowed \$5000 to build the 3 bed, lounge and kitchen S.H.C. design on our block in Glen Forrest.

After parting with Keith Read I got a contract to floor out a house and then some fixing jobs. I needed to have a mate and Keith had gone back to work with his brother so I asked brother George if he would be interested in learning a bit of Carpentry work and earn a little more than what he was getting as a wood machinist. George became my mate for a number of years; helped me get the frames up on our house and then worked with Keith while I finished the house; took a couple of months, moved in during December 1962.

Fixing work became a little scarce when I had finished the house so I took on a wages job working at Pearce Air Force for a small Builder who had a contract to extend the Radio Communication Building for the R.A.A.F. He was a grumpy bastard however I got on ok with him as I knew what I was doing and could get a bit more done than the other carpenter who had never been a subbie. I was there about a month when some fixing work came up, so I pulled the pin which the Builder was upset about but didn't offer me any extra money to stay, so bad luck for him.

George and I really got into some work from then on; we built up a reputation of being reliable quality fixers with several builders and seldom had any slack time, maybe a day here and there. I must have been a bit of a bastard to work with; I would constantly look for ways to get the job done faster and would be very much aware of any other team that was quicker than us. I very seldom spoke while working other than what was necessary to get the job done. I would push George to work harder, by virtually running and making it difficult for him to keep up. As far as I was concerned you would not go anywhere on the job empty handed; if you had to go to the vehicle to get something I would see if there was anything to take back that we had finished with for the day.

We were one of the first teams to become mechanised by buying a 240V generator, electric plane, power saw and router. I suppose it took us a while to improve our speed but it certainly made the job easier and more accurate than by hand tools.

George and I worked off and on in the North West from the American Radio Base in Exmouth in 1965 to Tom Price, Dampier, Mt Goldsworthy and Port Hedland; working mainly on housing. Prior to that we worked at Albany on the Jail Screw Houses and Koolyanobbing where the iron ore town was developing. There we had to sleep in a tent, bloody freezing with ice on the ground in the morning. We also had to provide our own food, which was done by dobbing in with the other subbies to employ a cook who would go into Southern Cross to get the food each day.

Mt Goldsworthy was the hottest place I ever worked, it was reputed to be hotter or equal to Marble Bar. Some days you couldn't work in the middle of the day it was just too bloody hot so we would sit in the shade somewhere until it cooled a little. We would work six straight days then go somewhere on the day off; at Goldsworthy on one occasion the builder took all the teams who didn't want to work to a pool on the River where I really hung one on, sitting on the bough of a ghost gum about 2m off the ground tried drinking a jug of beer straight off; got most of it down only to have it return immediately, fell off the bough onto the soft sand and was crook for further four days but still managed to work. I didn't drink again while there.

During all of this work our social life in Glen Forrest was developing, Pat with TL starting school in 63 got involved in the P&C. and because it was like a country town where you had to go to the Post Office to get the mail, Pat met a lot of people who were involved in all of the sporting activities. I joined the Tennis and Badminton Clubs and met Alex Lamont from Mt Helena there with a group of blokes got the Hills Basketball Comp going, travelling over to Kalamunda, Lesmurdie and of course Mundaring also had a team. I was 29 at the time and enjoyed many years playing both in that comp and at Perry Lakes later when I joined A.V. Jennings.

The Badminton Club was pretty active, got involved with pennants and social games with other clubs. They were a great bunch of people and some of them we have been friends with continually over the past 40 odd years.

1963 my Father died aged 73. That year also saw the demise of the old Vauxhall; the motor started burning heaps of oil so went to the wreckers and bought a second-hand motor, which George and I rebuilt. The Vauxhall was good as far as the kids were concerned they were put in it

to sleep while we played badminton or at a dance etc, but it wasn't much good for work so I traded it on F.B. Holden van that did the job admirably until the local news paper bloke slammed into it one day as I went to work, tipped her upside down, no injury to me.

When repaired it was bent and crabbed down the road however kept it until 1966 when we bought a 1966 Toyota Crown Station Wagon, brand new, beautiful car but too big and heavy for the 1800cc motor. 1968 set off in the Toyota to drive to Darwin-Alice Springs-Port Augusta and home about 8 or 10 weeks. We were to meet Wendy, (Pat's sister) and Alan Henderson at Port Hedland as well as Pat's Mum and Dad. We decided to go to all of the places I had worked in the North prior to the meeting in Port Hedland. The bitumen had been extended from Carnarvon to Manilya during the three years I worked up there, which was only about 140Ks so it was all dirt to about 200Ks into W.A. on the Nullabor apart from a bit of sealed road from Darwin to Alice which had been laid during WW2 and had no maintenance since; some of the pot holes looked like bomb craters and required a bit of skill getting around them.

There was also about 200Ks of sealed road from Pt Augusta west.

The Toyota was a little worse for wear after that trip and traded it for a new Holden station wagon, which had a bloody awful column manual gearshift.

During those years working North and subcontracting at home we were able to carry out extensions to the house which ended up 4 bed and family room as well as the original kitchen and lounge being extensively altered.

1969 saw the arrival of son Jason 9 months after Pat's visit to the fertility cave at Ayres Rock, That year I had had enough of subcontracting and thought I could try something else; in June I started as a supervisor with A.V. Jennings an Australia wide building company. After three months I was running into trouble adjusting to the pressure of the job and advised the construction manager I was about to quit, he talked me into staying. Within another 9 months I was promoted to senior supervisor which I enjoyed doing and had up to about 6 supervisors in my area run from a little old shop in Kalamunda. My lack of schooling when I was young caught up with me then, particularly with all of the written work required in the job so I had to make many phone calls home to Pat to find out how to spell and structure sentences etc; Roget's Thesaurus was a great help as well.

A further 2 years I was Construction Manager responsible for all of the company onsite housing in the metro area and working from the main office in Subiaco. Again 2 years later I became the Building Manager responsible for the Estimating, Administration and Construction of the housing in the State. The Company had problems controlling outside contractors in Plumbing and Plasterboard installation both in work on site and cost. I set up two separate divisions to cover this with two managers resulting in cheaper cost and more importantly control of work on site.

During my time with Jennings I went back to night school and studied for the Builders Registration; this took about 3 years and then a further two years to complete my Diploma in Building.

Terrylea brought home her boyfriend Glenn McKenzie whom she was pretty keen on; his job at the time was driving a truck, which didn't excite us much and somehow I was able to get him an Apprenticeship with Jennings as a Brickie. Glenn excelled at it and was top apprentice over a couple of years.

They eventually married giving us a Grand Daughter Shannon now married to a farmer Marcus Souness and Grand Son Liam now a student science teacher at Uni.

Erin at 17 got a little too friendly with Jim Dolman and provided us with a wonderful Grand Son Lloyd now an Engineer. They also have a second son Calum who was a cheeky little bugger as a kid and now a law student at U.W.A.

Because of Jason joining the Scouts and Pat a Club Leader I became a Scout Leader or rather a Group Leader and between us we restarted the Glen Forrest Group. All I can say about that experience was I did the job but couldn't get enthusiastic about it and was glad it finished after about four years in 1982. During my time with Jennings there was a lot of social life both with the Company and with friends; a lot of dining out, drinking grog a lot of it good, a lot I didn't enjoy and events that happened that I'm not particularly proud of.

Our private life was pretty full on in those days; out to parties, dinners at restaurants and dinners at friends etc, getting pretty full and driving when I shouldn't have.

My working life at Jennings came to an end when after two years as a Divisional Manager running Jennings Home Improvements where I was responsible for the sales finance and construction I

met my match. Advertising and pushing sales personnel I knew nothing of. The General Manager of the Housing Group asked me to return to the building management position but that meant someone I had promoted to that job was to lose his so I pulled the pin in June 1982.

During that year I bought a 21ft stink boat called the "Jackpot". We had a lot of fun mainly fishing off the coast out to the edge of the continental shelf in various areas from Jurien to Bunbury. Navigation consisted of a compass and visual remembrance of the coastline you left at 5am. Mostly we would be out of sight of land and with a strong wind it could take about 2 hours travelling East with a touch of South guessing on the Northerly drift when fishing.

That year still aged 46 I started on my own with a few small jobs mainly passed on to me from Jennings people; jobs Jennings would not take on.

Glenn joined up with me, both of us working on the tools as needed.

On reflection as I have always like working with the tools I would probably have been better off financially and with better job satisfaction on the tools, or I like to think so; who knows?

After about two years son in law Jim Dolman left the Forestry Dept and joined up with Glenn and me to learn something different; building. This he did pretty well and after I retired in 1999 he took over the Company and still runs it today.

In the first ten years we did pretty well financially and built some interesting projects from moving a window in a wall to a three storey timber framed extension on a house costing \$240,000 back in 1994. 1984 Pat and I went on trip to Europe, toured around the U.K. and a short trip to Amsterdam. We went back for two more trips up to and including 1990 when toured part of Germany and Spanish Isle Majorca and then hired a canal boat with friends Pam and Greg Nicholas cruising one of the English canals ending in Wales. Unfortunately Greg and Pam had some problems, which ended when Greg committed suicide shortly after we returned.

1991 After picking up a 1951 Matchless wreck from one of my clients I joined the VMCC (vintage motor cycle club) and decided to sell my 21ft stink boat and restore the bike. I needed a bike to ride while the restoration of the Matchless took place so I bought a 350 Ariel from the estate of one of the deceased members. I developed a real passion for restoring and riding the old bikes and ended up restoring four other Ariels including a side car and another Matchless. At this date of typing 15/10/05 have sold the Ariel and side car and bought a 1979 Honda 900cc to which I will fit a side car and probably strip down the lot and repaint later.

About 1992 Pat gave me a present in the form of a ticket on the Sailing Ship "Leeuwin" for a ten-day cruise to the Abrolhos. I got pretty hooked and became a volunteer crewman and sailed on one trip to Indonesia from Broome and returned to Dampier and another memorable one out of Esperance.

Life on board was something special, the real world no longer existed, you became part of a new life in a rather new small world working with and mixing with in most cases people you had not previously met. You had to learn to endure some new experiences such as starting a watch at midnight and 4am during which you had to climb in the rigging with at times some pretty rough seas to adjust sails. You had no lights and had to adjust to star or moon light to get the work done. Sailing south of Esperance was at times some of the most exhilarating experiences of my life.

I sailed several one-day cruises on the "Leeuwin" out of Fremantle and put in many hours in refits of the ship over about 5 years. I also sailed a couple of shake down cruises on the "Endeavour" after it was launched and prior to it sailing around the world.

1994 Pat bought me another ticket for a cruise this time to Antarctica. What fantastic experience I sailed on the "Kapitan Khlebnikov" a Russian Ice Breaker from Hobart on 31st December 1994 arriving at Commonwealth Bay to visit Mawson's Hut, which didn't happen because of very strong katabatic winds. We then rescued a French Ice Breaker, which had been frozen in for two weeks, then on to the Ross Sea where we visited the Dry Valleys and the American Scott Base returning to Hobart via the Macquarie Islands.

There are photos, videos and a laminated map of the trip in my memorabilia.

November 1998 I retired from the building business, with son in-law Jim starting his own company and using my trading name.

I still had a couple of contracts to finish off which happened in March 1999 then Pat and I took off in the Caravan for about 7 months touring the East.

Adrian White

Sheryl Johnson # 309F

T.T. MEMORIES

I first went to the Isle Of Man in 1955, and witnessed the great Geoff Duke attain the first 100 mile an hour lap on his Gilera, he held the record for a whole 40 minutes, until it was decided, that according to re-calculations, he had only managed 99.97 m.p.h. I was there again in 1957, for the Golden Jubilee, when Bob McIntyre raised it to over 101 m.p.h.

I have just returned again from the centenary race in the I.O.M. where I was privileged to see the record lifted to 130, and have found it interesting to compare the two races.

In 50 years the speed has risen by 30 m.p.h, from 22 minutes for the 37.75 mile lap down to 17 minutes. The main reason of course has to be the machines, 1000cc as against 500cc, tyres and suspension in particular. Speeds have risen dramatically; one man was clocked at over 205 m.p.h through one speed trap, and as in places they pass within 6 feet of you it is most spectacular. They seemed like missiles going down Bray Hill at over 180. There have been improvements to the roads also. Having competed there personally in 58-60 in the Manx Grand Prix, I can see that the course has been straightened out in several places, corners eased and widened where possible. The road surface is far better now, but surprisingly is still quite bumpy in places. However, there are still places that are still exactly the same, through the towns and villages for example, where the stone walls and buildings tend to sober you up, and there are still the pavements to contend with.

One little point I found interesting was that in 1957 at the end of practice week a definite racing line had appeared on the road all around the course. It wasn't apparent this year. Obviously modern tyres allowed them more leeway in the choice of lines.

Looking back I felt that the 57 races were more interesting, having more diversity of machines. This year all the machines sounded the same and apart from the paint jobs, looked the same. You had to see the number to see who was riding it. Whereas back then there was the big Matchless and Norton singles, the Guzzi V8, BMW twins, Gilera and MV fours, plus the odd Triumph and Gold Star. You had a good idea who was coming before you saw them. Then, the senior race was 8 laps instead of the normal 7 with only one pit stop. This year it was 6 laps with two pit stops. Having said all that, the atmosphere this year was fantastic, the island was heaving with spectators and bikes, over 17000 was one report I heard and 5000 didn't get there because of ferry problems. The whole promenade in Douglas was one mass of machinery, with hardly a Harley in sight – bliss! The Manx Government really put on a top show with entertainment for everyone, from pop concerts, air displays, beach motocross, even a vintage tractor display. Part of the promenade was closed off every evening for stunt riders and drivers to perform. There was even an enlarged quad bike fitted with a jet engine. Imagine the noise that made and how would the residents of Scarborough have liked it.

The Manx Vintage Motorcycle Club put on two very good shows and rides with some magnificent vintage and veteran bikes on display. There was a contingent from the Italian branch of the Moto Guzzi association of about 20 machines, most with the external flywheels, all in identical red colour schemes with the riders in red and black riding gear. They had gone to a great deal of trouble and looked very impressive.

The Manx people go out of their way to make you feel welcome considering the disruption to their normal lives during this fortnight what with the noise and road closures for up to 6 hours every day. Mind you, those that don't like it take their annual holiday at this time. The police, including the couple of Italian motorcycle police that I saw, were very tolerant and joined in the party. Talking to people and asking nicely to stop whatever they were doing wrong sorted out most problems. This usually worked and everyone parted the best of friends, and not a weapon in sight.

Having been privileged to attend this special week I have to say that we as a club should continue to preserve all our old machines as these have character that modern machines don't have as yet. One of my highlights was examining the Norton that won the very first TT race, which actually participated in the re-enactment of that 1907 race that unfortunately I didn't get to see.

Brian Betts # 705

THIS WAS STOCKBIKES '67 – 68

A mildly hysterical resume by PETER GROUCOTT

In September, Les Ryan took off the first race,
 With Col Metcher second – and ME in third place!
 Then young Ross McNicol came good the next
 meeting,
 And gave the check flag his personal greeting.
 Bill Watson was in there to win the next race,
 From the farthest back mark – his regular place.
 After Dudley the Dashing clocked 1.46.2,
 All the old Stockie gang could murmur was "Ooh!"
 And after HIS win as he sat there so cosy,
 The next one was taken by li'l Joe Ambrosi.
 On October 20, history was made,
 When twice, Don Collins led the parade.
 And then, one week later, he rubbed it right in,
 When durned if he didn't just do it agin!
 Two winds and a second, from only three starts,
 Ray Long would have broken everyone's hearts.
 Anderson, Watson, McNicol and all,
 With three starts a night, we were having a ball.
 Then young Harry Dykgraaf arrived with a rush,
 And went just as rapid on dust, as on slush.
 On Nov. 24, we really got sorted,
 By three quick young gentlemen, fully imported.
 Dykgraaf, Pete Boston and Johnny van Bruchem,
 Saw three places going and right smartly took
 'em!
 Now, Kennington, Barry – the son of ol' "skeet",
 Showed that he, too, at times, can be quite hard
 to beat.
 But Collins and Dykgraaf soon got the urge,
 And just beat him home in a last-second surge.
 On December 8, with starts back to three,
 The Petes, A and B looked set for a spree.
 They were followed around by Silent Stan Read,
 Who just did not quite have the front-runner's
 speed.
 Next week, a new boy ran his very first place,
 Yep Bromilow (Neil) of the bright, happy face.
 But nobody else was ready to tarry,
 'cos they would be beaten by Hustlin' Harry.
 Watson came back with a vengeance next night,
 And gave all the young blokes a terrible fright.
 Kennington, Collins and your humble scribe,
 Just managed to hold off the rest of the tribe.
 Around about then came the season of Yule,
 When young Donald Collins showed he was no
 fool,
 The race time came down by one tenth of a
 second,
 And that was terrific – or so we all reckoned!
 A few extra yards from a wise handicapper,
 Seemed to subdue the Dynamic young strapper.
 Everyone else really chortled with glee,
 Saying, "That is the end of HIS winning spree!"
 But after three weeks of "only" odd places,
 He bounded right back and resumed winning
 races.
 (We pause here now, for the man with the grin,

For Neil Bromilow had his first-ever win).
 February 9, was the day Collins started,
 Notching race times which left all us others faint-
 hearted.
 Four starts, four wins and in record times all,
 And lots of us cursed as the tears they did fall.
 The above took effect on the third Friday night,
 As Watson and Boston re-started their fight.
 They carried on thru' from Friday to Sat.,
 Then Collins came back and said, "No more of
 that!"
 And so, back to form came Terrible Terry,
 To lead us a dance, both quick-stepping and
 merry.
 McNicol and Collins were all who could beat him,
 "til a "scrambles" knee did smartly un-seat him.
 Now rather than see his machinery wasted,
 He loaned it to Doug U., who rapidly raced it.
 So to Championship night and, oh! What a show!
 With Dynamic Don showing which way to go.
 Ol' Watto was in there, so terribly cunning,
 And showed he is far, far from out of the running.
 Anderson, Underwood, Boston and Read,
 Bromilow, van Bruchem and Metcher at speed,
 Walker and Peeters – they were finalists all,
 all!
 Three nights to go, but we didn't know it,
 (And Stockie's performances sure didn't show it),
 Big Stan-up Pete and small Silent Stan,
 W'ere making ol' Watto a frustrated man.
 Dynamic Don and Stan – still too good,
 Running away from Doug Underwood.
 Times way below what we did in the past,
 A mighty good show from a very fine cast.
 Two nights left and we were still unaware,
 Of the impending closure, so we didn't care.
 The ghost of Don Collins was haunting us still,
 And Watson and Boston had both had their fill.
 Two quiet Clubmates, Anderson and Read,
 Followed them home at respectable speed.
 And so we went home, a fortnight ago,
 Not knowing we had just one week to go.
 Of course, we all came to give of our best,
 But Big Stand-up Peter cleared off from the rest.
 Willis, in one race, went flat on the deck,
 And returned to race Watto - result, neck and
 neck.
 It's been a good season, you'll no doubt agree,
 And next season can't come too soon for me.
 P.G.

Retyped, complete with original spelling by John
 Moorehead, from document supplied by Kevin
 Kerr.

This makes an amusing reminder of Peter.

Official Entry Form

33rd W.A.T.T.Sunday 14th October 2007

Distance: 150 Miles (approx)

Entry Fee: \$10.00

Entry to Phil Skinner

4 Boronia Court

Thornlie 6108 Ph. 9493 7875 Home, 9493 4272 Work

ENTRIES CLOSE 12th OCTOBER 2007

RIDERS NAME: (BLOCK.LETTERS).....

ADDRESSPhoneNo:.....

.....Post Code:.....

PASSENGERS NAME-.....

MOTORCYCLE-..... YEAR.....

HORSE POWER (Vet/Vint).....- CUBIC CAPACITY(P/Vintage).....

SOLO / SIDECAR (Please circle) VEHICLE EXAMINATION No.....

SPEED CATEGORY ENTERED(please circle) 20mph 30mph Open

Declaration and Indemnification

I hereby agree to abide by the constitution and regulations of the VMCC of WA (Inc) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the VMCC of WA (Inc), the promoters and organizers and all other club members, their respective officials, servants, agents and representatives against all actions, claims, costs, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of or in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other insurance company. I understand that all monies paid will be refunded should my application be declined.

I declare that my machine is currently licensed, in roadworthy condition and that I currently hold the appropriate drivers license.

Applicants signature..... Passengers signature.....

VMCC of WA (Inc.)