

THE SHARP END

After last months bumper edition, back to normal and a thickness the staples can handle more comfortably, not to mention the print team who laboured mightily to produce the monster.

So space for another of Bill Young's quirky stories, I hope you enjoy it.

I received the Albany report by email this month and I thank all concerned for making knocking together the Chatter much easier.

PRESIDENT'S REPORT

Rex is in the east enjoying a rally, so no report this month!

COMMITTEE NOTES

The petrol allowance for back up vehicles to be 8 kms per litre.

Supply of computer gear for some club officials proceeding.

Receipts to be issued for frames sold by the club for number identification.

The club contact for recording one day events is the Club Secretary, Terry.

STOLEN

Stolen from Maddington about mid August
1 KERR MONTESA SHORT CIRCUIT
BIKE

Frame number 8, engine 250, "crinkle cut
fins"

I would appreciate any information that might
come your way

VIC RICHARDSON ph 9725 9547 #540.

Assistance required

Help wanted by a member's wife to repair a much loved cane chair used as a story telling chair in the Narrogin School. If you can help please contact Patricia Barron on 98881830

A THOUGHT FROM A CLUB ELDER

No longer an attender of meetings I read my monthly mag very thoroughly, and reading the Sept. issue, I am impressed with the forward thinking and energy shown by our management committee.

In particular the new rules for Club bikes concessionally licensed are crystal clear and generous in the manner of permitted use. Our Pres's report is informative and reassuring, and through good housekeeping our club is in a strong financial position.

Some feel the club is not the same but it cannot be, as, with the large membership we have, and the rules and regs imposed by the authorities we have to be organised.

We are well geared to stand erect for years ahead, and all that is due to the willing workers past and present that make it so.

I am proud to be a member of the VMCC!
PETER STOCKER, #245L

MEMBERSHIP APPLICATIONS

The following applications for Club membership have been received. If a member believes it is undesirable for any of the applicants to be a member, he/she should make their reasons known to the President at the next meeting, or privately on 9354 9008 within 7 days of the receipt of this Chatter

Darrel Hood, fitter of Gooseberry Hill.

David Alderson, train driver of Bindoon.

Anthony Findlay, insurance assessor of Kelmscott.

Gordon Nichols, retired, of Bassendean.

Anthony Bailey, engineer of Iluka.

Peter Mullins, mechanic of Yangebup.

JOHN McGEE. Member Sec.

EVENTS CALENDAR**OCTOBER 2006**

SUN 1 VACANT

WED 4 GENERAL MEETING

SUN 8 DWELLINGUP RIDE

C.L.

SUN 15 YORK T.T.

PRE 31SECTION

SAT 21 – SUN 22 JURIEN BAY RIDE

K.P.

SUN 29 NORTHERN HILLS RIDE

A.J.

NOVEMBER 2006

WED 1 GENERAL MEETING

SUN 5 KINGS OF WANNEROO

SUN 5 ALBANY HILL CLIMB

MON 6-FRI 10 ALBANY TRIP

R.E.

SUN 12 DAM EARLY RIDE

C.B.

SUN 19 MOORE RIVER RIDE

R.C.

SUN 26 SOUTH HILLS RIDE

TS-LB

DECEMBER 2006

SAT 2 JOONDALUP CHAR'Y RIDE

SUN 3 P. GROUCOTT RIDE

J.S

WED 6 GENERAL MEETING

SAT 9 MAND'H CHARITY RIDE

SUN 10 VACANT

SUN 17 NORTHAM RIDE

TUES 26 BOXING DAY RIDE

J.C

ORGANISER INDEX

Alan Johnson 9294 1417, Keith Perry 9457 7733. Charlie Lawson 9349 3501,
Ron Chave 9276 2284 Rex Edmondson 9354 9008, Chas Bayley 9490 3345.

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

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

COMING EVENTS**REMINDER****32 nd. W.A.T.T.**Sunday 15th. October 2006

Members are reminded that entries close October 6th for this very important event in our calendar. Details and entry form are in the September "Chatter".

I will be at the October monthly meeting to accept entries and answer questions, but please 'send 'em in' to assist in the organization.

Any queries? Ring me on 9444-4829 any time.

KEN TERRY for Pre'31 Section

Northern Hills Ride Sunday 29th October

Meet 16 Frederic St., Helena Valley at 0900hrs, for tea or coffee.

Slow bikes away at 0930, faster at 10.00 hrs. Distance approx 110kms, entry fee \$5.00.

This includes lunch on return. Back up required.

MARY & ALLEN JOHNSON 9294 1417

DWELLINGUP RIDE 8th OCTOBER

Start is at 8am at the usual place in Byford, that is, the Parking Area on the east side of the South Western Highway near Abernethy Road, Byford. The route goes straight to Pinjarra along the Highway, regroups on the left as you enter the Dwellingup Road.

Then on to Dwellingup.

CHARLES (~~MORTON~~) LAWSON #14

Expressions of interest, Albany Trip November 2006

Following previous most successful trips away to Coolgardie and Geraldton this year's event will be to Albany.

It has been timed to follow on from the Albany Hill Climb, as many members from the VMCC do attend that event and will be in Albany.

For those who do not attend the Hill Climb, the VMCC organized part of the event will commence on Monday 6th November and finish Friday 10th November, with runs out into rural areas, and visits to highlights in and around Albany, that will be focussed on the region's features and economy.

Accommodation will be your responsibility.

The VMCC has made arrangements with the **Kalgan River Chalets and Caravan Park on Nannarup Rd Albany 98447937 Joanne or Doug**. For bookings of six nights or more favorable rates are available, mention that you are a member of VMCC when you make contact to book. They have a range of accommodation available and a large covered area for "fellowship".

REX EDMONDSON 93549008, mob 042 817 7762, or rex.edmondson@bigpond.com.au

JURIEN BAY RIDE 21st & 22nd OCTOBER

This ride goes to Jurien Bay to see Ian Boyd's collection of Vincents. The distance will be close to 250k each way with the route avoiding highways as much as possible. Overnight accommodation is at the Apex Camp. You will need to take your sleeping bag which can be carried in the backup. Cost per rider looks will be \$25.00 which includes accommodation, backup and breakfast.

Start from the Makin's home, 52 Vine Street, Herne Hill, will be at 9.30am for slower bikes and 10.00am for quicker bikes. We will re-group in Moora near the monument where we turn left to commence the final leg via Badgingarra to Jurien Bay. Lunch can be had at either Badgingarra or we should arrive at the Apex Camp about 1.30pm. At 3.00pm we will visit Ian's collection (it is a short walk from the camp). The evening meal is up to you. The Tavern puts on a good meal and there are some takeaways in town. Sunday after a breakfast of bacon, eggs toast and coffee we will return home. The route home will take you via Badgingarra, Dandaragan, Regan's Ford, Gingin back to the Makin's.

Fuel, start with a full tank, refuel at Bindoon, Moora, Badgingarra, Jurien Bay, Dandaragan(maybe), Regan's Ford, Brand Highway.

The return route will go south toward Cervantes then heads east to cross the Brand Highway to join the Moore – Dandaragan Road before heading south through Dandaragan to Regan's Ford. Then Brand highway home.

KEITH PERRY #209 (Phone me with any questions on 9457 7733)

ALBANY SECTION NOTES

The Spring Rally was held on Sunday 10th September, 12 motorcycles took part.

The riders enjoyed the scenic ride around the Albany area. After the Rally, Members and freinds enjoyed a BBQ back at the Chalet in ideal weather.

The joint winners of the rally were John Bond and Reg Bostock both losing 9 points, it must have been because their wives were navigating.

Trevor, we are so sorry there was no butter for your bread !!! We will try and remember some for you next time

A great enjoyable day,.thanks to the people who helped at checkpoints, and thanks to Kevin Palfrey for organising the event.

Don't forget the Albany Show November 10th&11th, we are putting on a display there. Contact Ed for more details if you are interested in attending (98447334).

December the 9th is the date for the Charity Run in Albany. It is the 20th year so make it bigger and better by attending. Invite anyone you know with a motorcycle.

Section Members have purchased the caps/hats that were sent to us, they look great when everyone is wearing them on a run.

Next run October 8th, leave Old Gaol 10am, BYO m / tea and lunch, ride to Caruso Beach for morning tea and then onto Denmark for lunch, we will return to Albany via Narrikup.

If you have any questions about our Section give Ed a ring and he will help you. Ed's number 98447334

Section meets 1st Thursday of month at the Chalet, Norlok Place, Little Grove 8pm.

Club runs, 2nd Sunday of the month leaving from Old Gaol.

Visitors welcome.

Shirley #341

PRE-31 SECTION REPORTS

I have volunteered to be the Pre-31 Section scribe - a post without an incumbent for a while.

For those who don't know this section, it is a relatively informal gathering of Club members with an interest in pre-31 motorcycles (veteran - pre 1919, and vintage - pre 1931), who meet on the 4th Wednesday of the month at 6 Hickey St, Ardross (Radio Hill Park) at 7.30-ish.

The section organises several events in the VMCCWA calendar - most notable being the Beverley Re-enactment (celebrating the 103rd anniversary of the race this year), the Foundation Run & the TT (in October) among others.

The meetings are relatively informal & high in fellowship. The section has a Chairman (Steve Merralls), a secretary (Ross Coole) & a treasurer (Carl Montgomery) & sports at least 3 members on the VMCC Management Committee (Bill Cowlin, Phil Skinner, Machine Registrar, & me), the pre-31 Dating Officer (Greg Boothy), & the Patron, Ron Morrison.

Report for Pre-31 Section Meeting Held 23 Aug 06.

17 members present.

A casual start to the meeting, with much fellowship before, during and after.

Jack Berkshire brought in a 1949 copy of 'Road Patrol' which mentioned the Chair's father (in a positive light) in an article. Bill Cowlin was in need of some friction material for his Veteran Sunbeam's rear dummy rim; advice ranged from expensive 'Pommy' material to the right type of wood.

Kevin Badby brought along a spring found on his garage floor after he had closed up the timing side of his Veteran Triumph model H, and asked for opinions...Unprintable suggestions followed.

Greg Boothy had a broken (flat wire) exhaust spring from a side-valver; replacements were to be located on the underside of his bed at the pre-Beverley over-nighting, it was suggested.

The " bits & pieces " generated a birthday cake (5 candles only, with deference to the smoke detectors) for Ron Morrison's 85th birthday, the day before.

We then retired to the kitchen for tea, cake, and biscuits.

Dave Weeks # 626.

Improvements to the VMCCWA website

The Club website has been brought up to date and is well worth looking up.

The address is: www.vmccwa.com

The upgrade began in March this year and the site contains:

- High quality colour photographs of most of the recent Club runs.
- Copies of the Chatter.
- More photos of members bikes.
- Calendar of Club events.

If you have any old bike information (it can be as normal or digital photographs, and written information) we would be pleased to put it on the Club website. This will benefit both our Club and a wider, worldwide audience.

Contacts are: Peter Thorpe email: pethorpe@inet.net.au or phone 0408 957 277 and Murray Barnard muzza@ozebook.com

We welcome any constructive input in to how to further improve YOUR website.

**Minutes of the V.M.C.C Monthly General Meeting Held at the V.C.C Hall, Wattle Grove
on Wednesday 06/09/06 commencing 8.00 pm**

President: Rex Edmondson

Secretary: T. McKie

Treasurer: D. Eames

89 Registered members attended with apologies from J.Rock, W. Coote, Ron Morrison jnr., Richard Morrison, E. Serls, P. Johnson, T. Hanrahan, M. Williams, K. Duperouzel, O. Page, and S. Weller.

The President again welcomed everyone with a few funnies from members' activities at recent runs, advised John Rock was again back in hospital and wished him a speedy recovery, then introduced the microphone usher Colin Brazil.

Visitors the President welcomed Nick Maxfield, Bert Huilenza, and Tony Findlay.

New Membership Envelopes: Were presented by Chas Lawson to Gary Munro, George Henderson, and Keith Wedell.

The minutes of the previous meeting were accepted as a true and faithful record and signed by the President.

Business arising: nil

Correspondence was read and accepted, moved Adrian White seconded Chas Lawson.

Business arising: Nil

Presidents Report: The President advised of the appointment of Delys Brazil as Regalia Officer; the purchase of thumb drives and computers for Club use and the final arrangements for the coming swap meet.

Treasurers Report: David Eames read the statement to 31/08/06.

Dating Officer Post Vintage and Post War Machines: Michael Rock, read the following;

Provisionally dated.

1949 BSA M21	Jim Vogiatzkis.
1955 BSA D3 Bantam	John Pianto.

Official Dating Certificates issued to

1963 Honda Dream	Royce Loveland
1973 Honda CB350K4	Royce Loveland
1962 BMW R60/2	John McGee
1975 BMW R90/6	John McGee
1950 Norton Dominator7	David Hartley
1972 BSA A65	David Hartley
1975 Honda 400 Four Super Sport	Ian Miller
1969 BSA A7 Rocket 3	Ross Lowe
1976 Honda CB750 K6	Ron Chave
1941 BSA WM20	Ed Shekell
1941 BSA WM20	Ed Shekell
1970 TriumphTR6	Rex Edmondson

Dating Officer Veteran and Vintage Machines: Greg Boothey advised of only two machines that had been previously dated in the 1980s.

Machine Registrar/Examiner: Phil Skinner no report, still in handover mode.

Librarian Ken Vincent advised all OK and has received a couple of book donations and one or two outstanding books.

Technical Librarian. Michael Williams absent, no report & apologies.

Editor. Peter Bennett all ok, was seeking clarification for one bike for sale ad from a non-member with ambiguous details

Spare Parts: Terry Hanrahan, absent all ok per Mike Salway.

Publisher: Keith Perry apologised for late delivery due to the 9-hour production time with a team of 6 to produce one of the biggest Chatters, 23 pages, plus front cover.

Membership Secretary: John McGee no report, still in handover mode

Concessional Licensing Norm Chester advised of the following machine examined.

1958	Frances Barnett 175cc	Jock Machin
1955	BSA 650cc	Ken Hopkins

Events Co-ordinator Barry O`Byrne called for reports on past events:

Gold Star Run organiser. Dave Weeks who reported on the event being attended by about 8 who enjoyed a good run up to Toodyay for lunch and return with only one drizzle period and one BSA on the backup.

Bells Rapid Ride organiser John O`Brien. Chas Lawson reported a bloody good event again well-organised, and suggested new members had a go at the organising of an event to appreciate the satisfaction.

Chittering Run organiser Phil Johnson. Colin Brazil reported the run being well attended with the riders travelling through the Chittering Valley ending at Gingers Road House for lunch.

Parkerville Ride organiser Roy Bartholomew. Keith Perry reported the run being exceptional particularly for a first time organiser and well supported by members

Coming Events were then addressed and would appear in the next Chatter.

C.M.C. Representative. Chas Bayley no report

Reports Accepted: moved Dave Weeks, seconded Adrian White, carried.

General Business:

Swap Meet Keith Perry advised of the requirement for food donations on the day

Jurien Run Keith Perry advised on the particulars for October 21-12

The President then called on the Patron Ron Morrison to present the life membership certificates to Keith Perry and Brian Lawrence

Machine Presentation. Chas Lawson introduced Dick Taylor and his 1929 KTT/SS Vellocette

Dick advised of the history of this machine and that it probably had run in the IOM TT. Dick also advised members of the poor quality of metals available when this machine was manufactured and should not be reused when repairs are being considered, as superior metals were now available. The presentation was well received by the members and applauded as such.

The raffle was drawn.

Meeting closed at 9.05pm

President

Secretary

BSA BANTAM BOLT ONS, MK1, II and III.

It was a chance meeting in Carnarvon a few years ago with Alan Ness whom I vaguely remembered at Wagin School back in the mid 30s. He didn't recall me but he did my elder sister whom he used to sit behind in class and dip her pigtails in the ink well. Anyway, talking got around to motorbikes and he told of a Bantam that he owned and used on the family farm at Bokal (between Wagin and Collie). He said he paid \$25 for this farm bike and later found many uses for it. The district was suffering from a bad outbreak of Cape Tulip (a toxic weed) and as the farm had inaccessible areas due the boggy terrain in September so was born—

Mk 1 Bolt On.

This was a platform on the side of the bike with Alan riding and pumping a Rega back pack spray, with his preschool son standing on the platform with the spray wand. This proved a bit dangerous and son eventually had to attend school. So back to the drawing board.

Mk II Bolt On

Alan fitted an auxillary fuel tank and substituted a BSA Gold Star tank, as a spray tank, fitted with a Bedford truck engine oil pump. This was driven from the RH side of the Bantam engine through the chain case to a pulley and via a vee belt to the spray pump. Spraying was by a wand and later a spray bar across the rear mudguard

This worked well and he was able to eradicate the weed. Alan claims to be probably the first in using a P.T.O drive off a Bantam engine and using a Bantam as a bike to spray weeds.

Then there were more problems on the land; blowfly strike in his flock so --

MK III Bolt On

Alan bought a cable drive shearing hand piece (from Handy Andy's in Hay St.). This was driven by a vee belt from the engine P.T.O. to a bearing block and adaptor mounted on the frame front tube. His "Modus operandi" was to cut out the blown sheep from the flock and shepherd them into a corner of the paddock. There he would dismount, catch, and hogtie them. It was then a matter of fitting up the the hand piece, clearing the "blown wool" and any maggots from the flesh, and disinfecting etc. Alan said the system worked well saving the time in driving the sheep back to the yards. He claimed the engine ran hot but never seized.

One of Alan's missions is to find a Bantam so he can bolt on his modified tanks, PTO drive, spray bar and shearing hand piece. This unit he wants to display at the Wagin Woolarama Museum as a static display.

So if you have or know the whereabouts of a Bantam that is beyond restoration would you please contact Alan or myself. Being an ex Bantam owner I consider these adaptations to be quite unique and hence this story for the Chatter, hoping it bears fruit for Alan and an old Bantam.

Good riding

ROSS DUNSTAN 9274 0874 mob 040 799 4365

ALAN NESS 98813161

That Man Duke is A Wizard
by Bill Young

The old travel stained Willys poked her ugly snout around the corner on the gravel track which served as a road from Gingin to Mooliabeenie. It bumped and groaned as it gained enough speed to ride on the tops of the corrugations instead of going up and down each hole and gully. At any other time it's occupants would have bumped and groaned also, but today it was different; the air of anticipation was much too strong to allow physical discomfort to override it. For today was the day "D" Day standing for "Duke" -the greatest road racing man of the time.

I doubt if any Kings Morton Member can imagine the feelings of enthusiasts here when they knew that "His Highness" as I have heard him called, was riding on our local course, practically on our doorstep. We read of these master men, study their pictures, records, performances and eagerly devour any information we may get, but to actually see such a man in the flesh, to say nothing of a brace of Gileras, is almost beyond our most ambitious hopes and wildest dreams.

Of course I had met Geoff before, when we were both at Norton's, but the memory made me even keener to see him in action again.

You see the last time I saw him was a certain Friday morning in June, two hours prior to the start of an event called the Senior T.T. I was well positioned at the foot of Bray Hill passing the time away by watching the various vehicles trundling down that famous slope. Eventually even those two hours passed, the roads were closed, zero hour, a hush went through the crowd, the maroon shot skywards, necks craned, and then.... Bear in mind, I knew Geoff reasonably well. I helped him build his last Trials Norton, and then helped him christen it, often as a matter of fact, chatted with him every day that he was at the factory, and he always struck me as a thorough gentleman and a motorcyclist, a combination, which to me, at the time, was rare, later on I was to find many more of that type in England, but I was new then.

There was a terrific roar, a confused impression of a rider-less projectile so low was its rider crouched, a streak of red from a number on his back and I stood petrified, I was certain I was about to witness a terrible smash, nothing could negotiate the corner at that frightful speed. I don't remember seeing him go round either, I may have closed my eyes, but the roar of sound receded to rise again momentarily as the wheels lifted off the rise of the road on the way to Quarter Bridge. I sat down and trembled.

Yes, the Isle of Man, Mecca of a million memories, the lush green and wooded slopes, little fairy glens which are said to contain elves and pixies and probably do, the wheeling gulls soaring on a chill moist wind off the Irish sea

How much different is the scene today. The rough track winding up and down through the bare brown foothills, scorched sunburnt slopes, dusty sheep foraging for feed in the parched paddocks, the fitful east wind sending fingers of dust reaching for a cloudless sky, over all the unwinking sun and the shimmering heat of another midsummer day.

Musing as I drove along, quite a step from the Isle of Man to Mooliabeenie, from mist of mountain to mirage on the main straight, as it were.

Crash!, an unexpected dry watercourse across the track jolted my wandering thoughts back to the job in hand, simultaneously a lively tune overwhelms the creaking of the Willy's timbers, the jolt had started our portable wireless, hidden in the rear under the piles of miscellaneous merchandise that good wives consider necessary for the day's outing.

The tune grows louder and a hillbilly crooner yodels the song of Mandrake the outlaw horse that nobody could ride. "Mandrake is a wizard, that's how he got his name" How well that applies to the present occasion, I thought; substitute "Duke" for "Drake" and the words are very appropriate.

With the tune still in our ears the turn off to the airstrip is in sight and our early start pays when we drive straight in and up to that magnetic spot, the pits. Although practice is not for an hour the pits are crowded, a jumble of rakish machines, trucks, trailers, tins, tools, perspiring officials trying to keep the curious out, said curious even more keen on the idea of staying in, and because of the growing heat plus unfair advantage of numbers, largely succeeding. Riders are yarning or making some last minute adjustment, good sports all, well knowing they stood no chance today, but proud of the opportunity of riding in such company.

The Gilera and Geoff, had not yet arrived, we had tried to save him from as much heat as possible so rather than have him out in the sun his arrival was timed for a little later. Like that two hours at Bray, the waiting time now seemed long, but no, here he is punctually on the stroke of ten for the start of practice. The Gilera with him was reverently unloaded and as the public had not seen it before, it became a centre of interest immediately, fortunately I had preview a week earlier- but that's another story. Giovanni Fumagalli (Johnny to you) the Italian mechanic, attired in a multi-coloured straw hat, shorts, sandals and a wide grin, was guarding it like a mother hen with her chickens. Johnny had been with us for a week prior to Geoff's arrival and had been shown our beaches in no uncertain manner, as a result his skin was fast becoming a close second to that of Australia's original inhabitants. That he spoke no English and we no Italian didn't mean a thing, we got on fine. Geoff, however was not enjoying the sunshine so greatly, we had managed to persuade him to buy a hat on the previous day, have you ever seen him with a straw hat and skin tight leathers on? He looks like a cross between a hula girl and a spaceman. Sorry Geoff but if we had let you melt what trouble we'd have been in with the F.I.M. wouldn't we?

However, that straw hat was changed for one of more practical uses, that is if you were seated on a Gilera. Many hands helped push and our eager ears were at last proving that they were there for other purposes than for storing stray lead pencils.

Never has the Australian bush echoed to a more soul stirring snarl, a tearing rasping snarl and the acceleration was something I thought was only in the sphere of jet aircraft. A few laps and he was in, Johnny had the plugs out, new hard ones in, the rear wheel out, resprocketed and in again almost before you could swot three flies. Geoff swapped hats, sweated, swotted flies and signed autographs. Another hat change, more melodious music and he was back again not very happy with the "slippy" bits here and there. Lunch time, a forest of brooms, and an army of pushers, me too, and the "slippy" top surface was put where it wouldn't worry anyone bar the ants, and Geoff, was made reasonably happy again, except for the heat.

Around at our very select clump of gum trees he was given one to sit against, his lunch, a few words of cheer and his straw hat, his lunch was returned, a block of ice for soothing the brow took it's place and Geoff spent lunch time in his own words "feeling very second-hand". Did I mention it was hot? You don't know what heat is. He does now. Skin-tight leathers are not seen in the men's stores amongst "suitable summer suits". It was at least 100 degrees in the shade, our shade was filtered stuff where the gum leaves were in the right places, where they were in the wrong places it just wasn't shade.

Zero hour drew near, one of our party, Geoff's host by the way, was never been noted for tact, to illustrate my point, picture the scene as I have drawn it, imagine yourself, Geoffrey Duke, O.B.E., five times World Champion, then imagine a toe in those "second-hand" ribs and a loud voice say "Righto Maestro, get up and earn your dough, you're on". That Geoff could still smile just made me even more sure of what I thought some years ago in Birmingham, he is a motorcyclist and a gentleman

The place where we had lunch is called the esses, it is, as the name applies, a wiggly bit, taken by men with urgent business at the right hander following at 90 per , it is the best part or the 2.6 mile circuit but had one disadvantage, you can't be there and see the start also

We heard the start, the sudden thunder of two dozen racing machines rolled across the dividing bush, a minute of breathless suspense a red machine in the distance sweeping off the right hander, yes it's Geoff Duke alright, that snarl again, a beautiful swoop right, flick left (not too much flick, remember the slippery bits) and he was gone leaving me with that trembling knee trouble again.

Behind him 100 yards to the bad, George Scott '53 I.O.M.T.T.Rep. hurled his screaming Grand Prix Triumph, the pack in frenzied pursuit, so closely bunched it was difficult to distinguish identities. Fancied local champ Peter Nicol lay about forth on his G45, a machine which had gone well in practice but now unfortunately "had gone off the boil".

Geoff kept trying, for concentration he said, as a result the distance widened and the lap record became a little "second-hand" also, furious battles waged in his wake. George Scott after holding the runner-up position for most of the race had to be content with third place, the tenacious boy from the bush being surprise of the day, Jack Rowe, on his alcohol eating double-knocker Norton. We found out later the Triumph gearbox was stuck in third.

Geoff was brought back from the start, to his shady spot at the esses, feeling a little better, he was offered his gum tree back, he hat was exchanged and a 125 c.c race was held in the meantime, also the sea breeze came in, nearly forgot that, and that's important because the temperature was then on the way down.

No doubt impressed by the Champion's performance his host did not actually kick him into life again for his second and last race, as a matter of fact he suggested that Geoff had given the crowd enough for that day considering the conditions, To Geoff's eternal credit he insisted on riding again, hoping the 12 laps might be reduced, it wasn't, but the old "second-hand" record was. With the cooler conditions, Geoff really rode as no one has ridden before, that he would win was certain but to lap all but George Scott, who was this time stayed second, was a remarkable performance of the artist he undoubtedly is. A fine ride for the other place was put up by Dave Fletcher on the 7R brought back from the I.O.M. last year by Scott.

The record suffered breakages four laps in succession. Originally at around the 80 mark, Johnny had forecast a 5 mph improvement. Geoff evidently thought 6.6 mph was a nice round figure and that is where it finished.

The race over, he was driven back when the crowd released him, and in the doubtful privacy of a sedan parked under the gum trees, those sweat soaked leathers were peeled off, and Geoff for the first time that day was comfortably attired in a pair of blue shorts and nothing much else, His goggles were smashed by a flying stone, and his sunburnt face showed a streak of blood from that encounter, but I think he was a lot happier then, than he had been all day.

He had established new race and lap records, thrilled a crowd of 12,000 with his masterly riding, impressed all with his fine sportsmanship, proved himself in a class of his own and lapped all but one of his rivals, There he stood, drinking a well earned cup of tea and under those old gum trees as the shadows lengthened I could see in the hazy distance that other unconquered thoroughbred and hear again those haunting words of that hill-billy song.....

. "They're all the same to Mandrake, Champions all"

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
\$25 NORM 9399 4063

BSA 1971 A65 THUNDERBOLT, with full rego. Only 10km since full rebuild with new pistons, rebore, roller bearing conversion and oil filter

Also spare fuel tank, frame, cylinder head, cams and gear selectors.

MARY ANN 9344 4282, (non member)

BSA B31 1951, not used since complete restoration \$4250

1940 W M SILVER STAR& S/CAR. Not used since complete restoration \$5500

BRIAN 9451 4231 #494

TRIUMPH T110 1959 \$7500

TRIUMPH T110 1958 \$7500

Both have been restored.

ALAN 99232017, mob 0428 939 361, #675

B31 rigid VG cond \$4000.

M20 with Tilbrook chair VG cond \$6500.

M20 90% complete all parts \$3600.

TR6 1968 Exc cond \$6800.

2004 Thruxton suit new bike buyer 3500ks
\$11500.

FG DUSTING copy chair suit larger bike
Exc cond \$1200.

PAUL 99655630 or 0419919232

BSA M21 1957 600cc, genuine 37,000 miles, totally original. Good condition.
\$4500.

BERT 9399 2470

TILBROOK SIDECAR, number 972.

Fully restored including trim. Wrap around polycarbonate screen, revised body suspension, cable operated disc brake, powder coated frame, luggage rack, tonneau cover and more.

. \$3250. ONO

IAN 9446 5506

PUCH SG250 Split single 1957, original and complete. Only covered 17000 miles, runs well, needs complete restoration to look good. Sell or swap for a Cub or C15 or anything British.

CHRIS 9965 5375 mob 0418 928 995

LEADING LINK FRONT END with shocks to suit ????? bike. \$250.

CLIVE wk 93594411, a/h 94544403

MOTOR CYCLE SADDLE, to suit a variety of machines. Brand new, \$180.

ALAN 9401 0865

HONDA DREAM 1963, electric start, indicators, good condition, club licence.
\$2,500.

HONDA XR200 1983, trail bike. Alloy wheels, competition tyres. \$1,000. ONO.

ROYCE 93491409

WANTED

Veteran sidecar or chassis.

Veteran JAP motor.

Veteran rims or hubs (ie No braked drum)

OR any veteran bits and pieces.

JOHN SINCLAIR 9309 6496, 0408 925 000

email jsinclair@bigpond.com

Harley/D 1928 front forks and other parts

KEVIN 9399 2802 #367

TRIUMPH 650 cylinder head, for 71-73 model Tiger TR6.

ARIEL swinging arm frame.

GREG 93391332 #386

CARBIDE LIGHTING SET or any parts of,
to finish off a project.

CLIVE 94544403 wk 93594411

Person to recondition vintage motor/s [cash]

1930's ENFIELD parts, **B31** outer
primary, h/light glass, gauges,
1925/6 INDIAN parts

.GREGGO 93674220 A/HRS,

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

PC 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.

CARL MONTGOMERY 0418 941620

THE FINISHING TOUCH?

I went to buy some camouflage trousers the
other day but I couldn't find any.

My friend drowned in a bowl of muesli. He
was pulled in by a strong current

I went to a seafood dance last week and
pulled a muscle

Police arrested two kids yesterday, one was
drinking battery acid the other eating
fireworks. They charged one and let the other
off

A man walks into a doctor, "I've hurt my
arm in several places". The doctor said "Well
don't go there anymore!"

Two Eskimos in a kayak were chilly, so
they lit a fire in the craft. It sank proving you
can't have your kayak and heat it too

Boom boom.

