



VINTAGE CHATTER



NEXT CHATTER: The next Chatter will be the August 2023 issue. Any contributions required by mid July 2023 at the latest, thanks.

Errata: Last issue referred to Don Price restoring a machine as a tribute to the late Rod Marriott. The machine restored by Don is in fact a BSA, not the Raleigh shown.

Michael Rock: Thanks are extended for many years assistance as dating officer for Pre31s. This role has now been adopted by Maurice Glasson. Michael will continue to provide his expert advice on these machines in an advisory role.

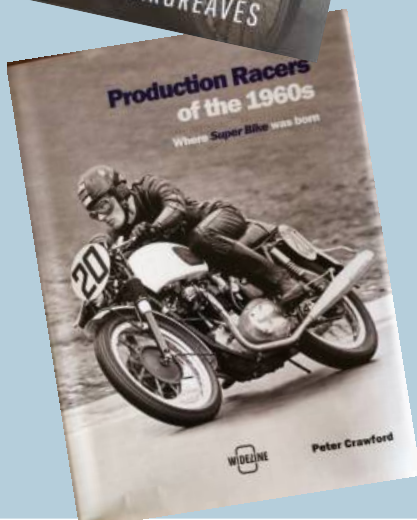
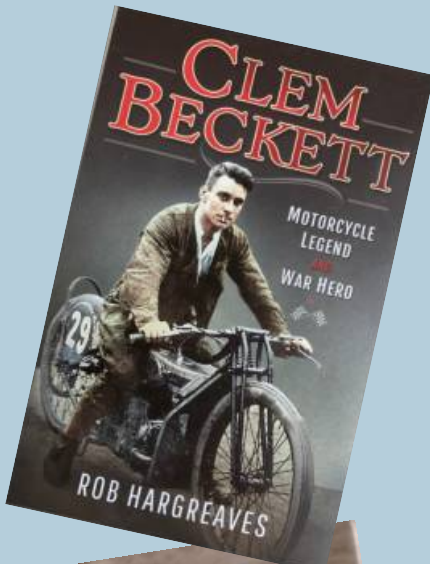
Club database: The membership and machine records of the Club are maintained on a database which is kept up to date on a daily basis by our Membership Secretary, Mario Cudini, our Dating Officers, Maurice Glasson & Jeff Sanders & our Machine Registrar, Lat Fuller. Database maintenance & reporting has been my responsibility. As mentioned in the last issue of the Chatter, our database has been ailing and creaking especially in terms of reporting & flexibility of use. As such the Club has now subscribed to a new more adaptable database which will more effectively meet our needs into the future.

The new database aligns membership data and machine data in a more accessible manner. It also provides for bulk emails to members and several other advanced features. All for \$400/year which is a bargain compared to many membership databases which do not allow for linking machine data. The focus for the future is financial membership and concessional licensing records. These are the records subject to audit by the Department of Transport. The new database has gone "live" after much work translating our existing records into the new database environment.

For many, many years **Roger Bullock** has been producing the membership badges for the Club. Roger has now stepped down from this role and Mario Cudini will now take up the cudgel. Many thanks are extended to Roger for his assistance over the years.



New Library books: see Ken to borrow either of these books.



A small assortment of new items in the online Technical Library: the online technical library can be accessed through the Club website, there are 3,175 items archived there. Hordes of BSA, Triumph & Norton manuals amongst them.



VALE Dimitrios Vogiatzakis 23/10/39 - 02/05/23, Member #574, Dimitrios succumbed to the after effects of his recent major heart attack, surrounded by family. Whilst still a member, Dimitrios has not been active for many years and will be fondly remembered as a gentleman, with plenty of knowledge regarding B.S.A. M20/21 motorcycles. This comes at a terrible time for the family, with son and Club President Les facing his own health battles. Our heartfelt condolences go to the Vogiatzakis family. Rest in Peace Dimitrios.



Machine Registrar Lat Fuller has had two knee reconstructions, probably worn out starting his mighty veteran Douglas. We wish Lat a full, pain-free and speedy recovery. **Roger Cass**, of Jarrahdale has undergone delicate surgery to his spine. The procedure went well, and Roger is expected to return home tomorrow, Thursday 11th. We wish Roger, too, a full, speedy and pain-free recovery. Owing to the delicate nature of that surgery, it is anticipated this may be slow. **Colin Tie** went for a walk in the hills recently. Unfortunately he tripped and fell by the roadside and couldn't get up again. A neighbour found him, called an ambulance, took him to hospital where he spent the night. Diagnosed with nothing broken, he's now at home with a very sore shoulder, resting.



GYPSY TOUR

The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery. As well as a fabulous opportunity to relax and meet up with the Albany Section members.

The Gypsy Tour for 2023 is based in Denmark. The event will be held on the weekend of November 18/19 2023.

A feature of the Gypsy Tour on the Saturday will be a visit to a cheese and wine farm and a ride through the Valley of the Giants. Dinner will be at the Denmark Tavern. On the Sunday the Albany Section kindly caters for the event with a free BBQ at the Section Clubrooms at Little Grove on the shore of Princess Royal Harbour. It is a popular and fun event so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Book accommodation now by ringing the Rivermouth Caravan Park at Denmark. The Rivermouth Caravan Park is the base for the weekend run. Accommodation is limited, however, here are alternatives in the area, the Big4 or the local Hotel & B&Bs.

Please register as soon as possible your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering.

Please register by emailing Stephen Hills on steve.mag@icloud.com or by phoning Mob. 0413678604.

Metro Area Club Events - Stephen Hills



APPROVED CLUB EVENTS

Please note: members using 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C machines must log all machine use. Concessional use is only for going to and returning from an event by the most direct route, as well as participating in the event.

MONTHLY MEETING: Clubrooms - Start at 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:

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: Ken Vincent - 92932093, Sec : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468

COFFEE RUNS: Regular weekly events:
Note: may be followed by a lunch run, contact organiser for details.

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 Display - 1st Sunday of each month.
Display bikes in by 8.00 am, event is from 8.30am-10.30am in UWA car parks, 3&4 Hackett Drive Nedlands. Entry by \$5 donation to Prostate Cancer Foundation Aust.

Contact Steve Hills steve.mag@icloud.com or 0413678604

APPROVED EVENTS

CLUB RUNS - ALL MEMBERS WELCOME

(Note: no need to log approved event attendance if on 404 machine. C4C owners must log all machine use.)

Jun 7 - Monthly Meeting at Wattle Grove - from 7 p.m.

Jun 18 - Peter Groucott Ride - Meet at Whiteman Park Motor Museum 10.00am for Morning tea under the gazebo. Enjoy a short ride around the park if weather permits. Take a tour of the fantastic Motor Museum at special club price. Then enjoy BBQ and refreshments under the gazebo. \$15 total for Museum entry, food and refreshments. This is a social event if the weather is unkind or you can't ride come by car. Contact Steve Hills 0413678604

Jul 5 - Monthly Meeting at Wattle Grove - from 7 pm (Jim Douglas to give presentation on Norton Rotary motorcycle).

Jul 16 - Machinery Preservation Club - Midland Railway Workshops. Open Day. Social event. If the weather is unkind or you can't ride come by car. Arrive 9.30-10am. BBQ and refreshments provided by MPC. Contact Steve Hills 0413678604

Aug 2 - Monthly Meeting at Wattle Grove - from 7 pm (Steve Hills to provide a presentation & videos on Road Safety)

Aug 20 - Keith's BBQ - Meet at Keith's Emporium of fine motorcycles, 122 Bushmead Road Hazelmere 10.00am. Come and enjoy camaraderie and BBQ. \$5 for BBQ and refreshments. Contact Keith Weller 92742476

Sep 6 - Monthly Meeting at Wattle Grove - from 7 pm

Sep 15-17 - Orabandon - Richard Argus (see details overleaf and on mailing sheet)

Oct 4 - Monthly Meeting at Wattle Grove - from 7 pm

Oct 22 - WA TT - Stephen Hills

Nov 1 - Annual General Meeting at Wattle Grove - from 7 p.m.

Nov 18-19 Gypsy Tour - Stephen Hills & Lynton Morgan

Dec 3- Dam Early Run - Stephen Hills

Dec 6 - Monthly Meeting at Wattle Grove - from 7 pm

Dec 26 - Boxing Day Breakfast - Ken Vincent



Registrations for Orabandon 2023 are now open.....Coordinator Richard Argus (email: secretary@vmccwa or Mob. 0418934550)

Orabandon Schedule:

Thursday 14th: arrive at Fluid Line Services, 16 Yindi Way West, Kalgoorlie. Bikes to locked away in workshop. Trailers can be left in the secure yard. Thursday evening: Attendees get together (good food and company, tall tales told).

Friday 15th:Day 1 Ride: Ora Banda or bust. Lots to eat and see..

Saturday 16th:Big Day Out at Wangine Soak (20 miles north of Ora Banda). Two chartered buses have been hired. Adventure and bush BBQ; sights you haven't seen before.

Sunday 17th:Day 2 ride: First stop Coolgardie. Experience "Back To Coolgardie Day", then ride on to Kambalda, and back to the Golden Mile. Lots of food, and storytelling.Wind-up meal in the evening.

Monday 18th:Check-out, and Bon Voyage breakfast at the workshop.

Administration - Please note the following:

1. Registrations are now open for Orabandon 2023. Please contact Richard Argus (email: secretary @vmccwa or Mob. 0418934550) asap to secure a place on this popular Annual Event. Numbers are limited so register early.
2. Payment is required by direct deposit upon registration, for both riders and partners. Registration is \$45/rider or if accompanied, \$55 inclusive for rider & partner.
3. For 2023 the Club has pre-booked accommodation at the Discovery Caravan Park, Kalgoorlie, as accommodation is always at a premium in Kalgoorlie. Please choose the accommodation option that suits you (see below).
4. Payment to the Club of 50% of the cost is required up-front if you are choosing to stay at the caravan park. The remaining 50% must be paid to the Caravan park on arrival. 5. There are four categories of chalet available, and between 4 to 2 people can be accommodated depending upon the chalet type. Contact Richard for details.
6. Please direct payment to to BSB: 126547 Account: 21998757

Chalet options:

2 bedroom Deluxe - Cabins - 4 berth	Chalet rate \$936 for 4 nights)	Payment due 50% deposit = \$468
2 bedroom Standard cabins - 4 berth	Chalet rate \$791.24 for 4 nights)	Payment due 50% deposit = \$395.62
Standard A-Frame Villa Cabins - 5 berths	Chalet Rate \$716.24 for 4 nights	Payment due 50% deposit = \$358.12
Standard A-Frame Villa Cabins - 6 berths	Chalet rate \$716.24 for 4 nights	Payment due 50% deposit = \$358.12
1 bedroom Standard Cabin - 4 berth	Chalet rate \$744 for 4 nights	Payment due 50% deposit = \$372

Details of chalet accommodation:

- (a) 2 bedroom Deluxe Cabins- 4 berth - all Deluxe's come equipped with the following: Gallery kitchen, bathroom with toilet, lounge / dining room, TV, balcony with outdoor setting. They can sleep 4 people.
- (b) 2 bedroom Standard cabins - 4 berth - can sleep 4. Two bedrooms, 1 queen and 1 set of bunks. Fully self contained kitchen (no oven), toilet and shower.
- (c) Standard A-Frame Villa Cabins - 5 berths - open plan with 1 double bed and 1 single bed downstairs, 2 single beds up in the loft via a ladder, fully self-contained kitchen, toilet and bathroom.
- (d) Standard A-Frame Villa Cabins - 6 berths - open plan with 2 double beds downstairs, and 2 single beds up in the loft. fully self-contained kitchen, toilet and bathroom.
- (e) 1 bedroom Standard Cabin - 4 berth - open plan with 2 double beds downstairs, and 2 single beds up in the loft. fully self-contained kitchen, toilet and bathroom.



Past Events

toodyay.

Stephen Hills overcame many obstacles including Chitterinf Valley being closed due to bridge repairs to carry off a successful run through the Hills via Toodyay. Most of the rain was avoided and an enjoyable run held through beautiful country.



Old Hotel Run

The fifth Old Hotel run, a 2-day event, was held on 22/23 April 2023. The destination of the run for pre 1949 machines was the Greenhill's pub. A stop was made at the Bakers Hill Bakery for an early lunch break before proceeding to York and then to Greenhill's Inn, which is approximately 15km East of York.



Saturday, recently, saw an eclectic mix of machines in attendance at the Tinsmith Garage, 16 Stack Street Fremantle. Rock up on Saturdays at 9am to join the gang.



TINSMITH GARAGE

Classic Cars, Bikes & Coffee Display: Now a regular Club event - 1st Sunday of each month. Display bikes in by 8.00 am, event is from 8.30am-10.30am in UWA car parks, 3&4 Hackett Drive Nedlands.



Cars, Bikes & Coffee

BEAN 2 BROOK



Alan Cathcart kindly came to Bean 2 Brook early in April. Unfortunately, it was trying hard to rain, and numbers were down as a result. Alan rode my Guzzi 1100 and I rode my Honda GB500TT. Alan had a chat with a good few members and then we travelled over to Ken's place to browse his Velo collection. Alan & I swapped bikes over later and enjoyed a run through the Hills: Murray



The following week, the sun was out & you could barely move!



St Francis's Hostel Visit

A visit to the St Francis's Hostel was arranged for 26 April 2023 and coordinated by Stephen Hills. Steve said he was sure they brightened up the residents. *Ed. Some of the old codgers in the photo below sure look familiar!*



"Quick, see if you can start it! Let's get out of here!"



RUN TO JURIEEN BAY



Run to Jurien Bay to visit the Vincent Collection- weekend of 29/30 April 2023 organised by Jim McGregor. Over 30 members and partners joined the run which included an evening meal and a stay overnight for most of the party. Much merriment, good autumnal riding and collegiate company enjoyed by all - photos by Jim McGregor.



ROARING 20S



Source pics supplied by Jeff Sanders

The organisers assured me they'd paid appropriate homage to the weather gods, but arrivals at the start were alighting from nice warm cars to cold, blustery, rain- threatening conditions. This completely failed to spoil the pleasure of renewing acquaintances and checking bikes, thirty-four in total, ranging from pristine restorations to roadworthy barn finds. All fired up when required, off they went. Dave Weeks assured himself of the Hard Luck prize when his Sloper failed to proceed shortly after the start, and his attempts at bump starting resulted in skinned knees and a badly twisted shoulder. It did rain, but not heavily enough to spoil the ride through the beautiful countryside. I'm often surprised as to how hard riders of these elderly machines press on, considering the meagre braking available, but press on they did, with their mounts enjoying the cool air. The back up received another customer, our international entrant David Attenbury, who rides with the English Somerset V.M.C.C. His woes were minor, and sorted at Nannup. Andrew Repton ran out of power on his immaculate Pope due to spark plug issues, but was towed up the longest and steepest hill by a B.M.W., once on less sleep roads he galloped along. Lunch was enjoyed at Balingup. After this the route divided to allow the older bikes the relatively easy run to Nannup via the delightful Blackwood Tourist Road, whilst the rest were faced with extra kilometres of quite steep country. The latter was declared "great fun." Tony Hines' B.S.A. cried enough with a failed piston. Arriving in Nannup, 119 miles from the start, bikes were parked in a long line in front of the pub, attracting a procession of spectators, whilst the riders attended to serious camaraderie in the bar. This continued later in the dining room, which struggled to hold us all. A reasonable number of riders attended in period costume, though the organisers had hopes of more making the effort. A good night, the drinks were cold and the food good pub grub. Most wandered off to bed quite early, I didn't notice any hangovers in the morning.



Day two offered 50 miles of enjoyable riding, through Kirup, a comfort stop at Donnybrook, then to Sharon and Murray Rudler's house for the barbecue and wind up. 1928 A.J.S. Big Port rider Nic Maxfield would have been hungry, after becoming confused by a tricky road junction (he wasn't the only one), and taking a wrong turn. He ran out of petrol three kilometres out of town, and pushed his silent bike that far. And was still happy with the run, good effort! Great to see Roger Bowen enjoying life to the full on his B.S.A. Sloper, and he's having the time of his life with a dancing group. The Grim Reaper tapped Roger on the shoulder a few years ago, offering permanent free board; aided by the medical profession, Roger declined. Well done! This was a very well thought out and organised weekend, for which Sharon and Peter Lawson, and Greg Boothey deserve full marks. Thanks guys! Thanks also to the Rudlers for their hospitality, and for every one who helped make this a weekend to remember. Roll on next year! *Adrian White*

In the Spirit - Huw Jones, Close to the Spirit - Nicola & Lexi McKay, Murray Rudler, Sue Lawson, Best Veteran - Harold Dewar, Best Vintage - Carl Montgomery, Best Small Bike - Jeff Sanders, Hard luck winner - Dave weeks, Honourable mentions - Dave Atterbury & Andrew Repton



Source pic by Sue Lawson

VMCCWA Monthly Meeting Minutes

Minutes of the VMCCWA Monthly Meeting – 5 APRIL 2023

Held at Wattle Grove commencing at 8.02 pm.

Chairman: Les Vogiatzakis, Secretary: Richard Argus

Apologies: Colin Tie Members Attending: - 36

1. - **Microphone Usher:** - Rob Rowe

2. - **Visitors:** Roger May; part time mechanic with 1957 BSA road Rocket and Honda VFR 750. Rob Neil has several Kawasaki Z650's. Harold Dewar (from Brisbane) visiting the club again. Shaun Vichechli; 1948 and 1949- Ambassadors, and 1969 CB175.

3 - **Welfare report** - *Adrian White:* Roger and Shirley Bullock were both hospitalized with bad covid but expected to recover. May Makin is still in happy phase of Alzheimer's, now has incurable bowel cancer. Will go into palliative care, moving to Perth with Michelle.

4. - **New Members applications** - *Mario Cudini – Membership Officer:* March 2023 summary of approved applicants.

7 applicants have been approved by the board - Martin Hicks, Nicholas Gregory Caswell, Mark Butler, Robert John Heath, Kevin John Aitken, Douglas Clark & Thomas John Lehman.

5. - **Chairman's Report** – *Les Vogiatzakis:* I wish to congratulate everybody on their efforts in supporting our Old Iron / Swap meet event. It was a great day with good weather and attendance. There were a record 148 bikes on display in the two halls. There was a debrief and thank-you gathering at Kalamunda last Sunday for the subcommittee and volunteers. Thanks again to everyone for their support and involvement. The financial result is yet to be finalised.

6. - **Secretary's Report** - *Richard Argus:* Details of Orabandon 2023 will be posted on the website this month.

Inwards Correspondence

- ESM Strata (Theresa Nolan)
- Sp33650 Management Agreement. Follow Up
- Tony Gibbs; President VCCWA – re hanging life membership board in main hall
- Alex Kirkwood - organising a meeting between VMCCWA and VCC

Outwards Correspondence

- Alex Kirkwood VCCWA
- re hanging life membership board in main hall
- Confirming availability for 12 April meeting

7. - **Finance Report** - *Jim Douglas:* Quarterly report January – March income \$17,700, Cost of sales \$16,600, Other income \$5,000 Operating expenses \$3,900, Gross profit \$2,000

8. - **Reports.**

8.1 **Web, Admin & Chatter Editor & Publisher:** - *Murray Barnard; Communications Officer:* Chatter went out last month. The website has been revised, which has saved the club several hundred dollars annually. The database is being looked at; a new system is being trialed. A lot of work will be required to get it running.

8.2 **Library report** *Ken Vincent, Librarian:* All good in the library.

8.3 **Spares report:** *Bob Cary, Spares:* Going well. Oil is available for a good price. The store will not be open on Easter Monday.

8.4 **Registrar's Report:** *Lat Fuller:*

From full rego to 404: Dennis Ruchotzke Harley D FLHS, Terry Bramley BSA Bantam, Brian Fewings Yamaha AG175, John Lawton Yamaha RD500LC, James Chaffer Ducati ST2, Nathan Ferguson Yamaha YB100,

New rego to 404: Todd Dixon Honda XR400R Transfer to C4C: Nil Club Transfers: Nil

8.5 **Dating Officer's Report:** *Maurice Glasson* - 1968 Triumph T20 for Peter Woods, 1957 Bantam D3 for Zac Hanly, 1943 Harley Davidson WL for Nic Montagu

8.6 **Dating Officer Post 70:** *Jeff Sanders* - No report.

8.7 **CMC Member Representative:** *John Moorehead* - Les will attend the next meeting in a fortnight.

9 **Events Coordinator:** *Stephen Hills*

9.1 **Events Past:** Old Iron was a great success.

9.2 **Events Future:** Classic Cars and Coffee renamed as Classic cars, Bikes and Coffee; held monthly at UWA (Crawley). Chattering run: did recce – part of the road is closed, and a different route will be necessary. Pre 31's has the Old Hotel Run forthcoming. Wednesday 26th St Francis Hostel visit in Gwelup. 29th – 30th April Jurien Bay run.

10 **Regalia Report:** *Andrew Hobday*

Sold more regalia than usual, recently. Will have to order more winter stock. Other stock levels are good.

11. - **General Business.**

A member requires temporary secure storage for a Yamaha FJ1200, for three months; contact the secretary if you can help.

12 **Bits & Pieces**

Member seeking information re how to fit an accelerator pump to a BSA Blue Star.

Shaun Vichechli seeking for parts for a Villiers 5V twin port single motor.

The meeting closed at 8.40 pm.



Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au
Bernie Wolfe - Roving Reporter & Peter Ogborne, Official Photographer



Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

ALBANY SECTION VMCCWA APRIL 2023 MINUTES - Chalet Little Grove 06/04/2023 7.30pm
President- L MORGAN, Secretary -N.FIANDER, Treasurer-J. BANKS
Present- Members 11, Apologies 4, Visitors 1

CHAIRMAN'S COMMENTS

Lloyds Poker Run: · Thanks to Lloyd for the run. It was a very successful Day

Facebook Page: · Thanks to Paul ARMSTRONG for his contributions to the Section Facebook page

PREVIOUS MINUTES - Distributed to members via email. Moved: Accepted Bernie WOLFE, 2nd. Ian Redman. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES - Nil
CORRESPONDENCE

IN - · Smoke Signal magazine - circulated

OUT - · General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Albany Section

Members. Moved: Accepted Bill MORRELL. Seconded John BANKS. Passed

TREASURERS REPORT - John BANKS - Moved Accepted Phil RAMSDEN, 2nd. Len RADCLIFFE. Passed

LIBRARY: Bernie WOLFE advised that some new books had been added to Library

MACHINE EXAMINATION - Nil

GENERAL BUSINESS

RUN SHEETS: Discussion was held on the requirement for run sheets. Although not required for documented Club runs, after a general discussion it was decided to keep them as they are seen to coordinate the riders on the coffee runs.

EASTER ACTIVITIES: Previous information has been distributed in relation to the Vintage Car Club gathering on 8" and 9" April. Limited interest noted.

15" APRIL ACTIVITIES - · TrackMach at Webbs Farm, 1804 Chesterpass Road 1000-1500. Albany Museum Bush Mechanics Display. Bikes can display from 0945-1300 hours. Lynton MORGAN will be attending. If interested, contact Lynton.

PRE 65 - Bill MORRELL advised that 3 riders departed Albany for Cosey Corner with a 4" rider arriving later. Then returned to town for lunch at Emu Point.

SIDECAR RUN 16/04/2023 · Robin WEBB will be coordinating the Sidecar run to Denmark where lunch (Pie/drink) will be provided.

· Annual rides. To date we have the following:

16" April- Webby's Sidecar pie Run - Backup Phil RAMSDEN

14" May - David BEECK'S Ride - William Bay

11" June - Paul's Fair Weather and BBQ Ride to Cheynes Beach.

9" July - Andy DUNCANS Ride to MontYs Leap.

13" August - John NORTHCOTT

10" September- Ian REDMAN and Phil RAMSDEN

8" October - Normans Beach - Richard TURPIN

18-19" November - Gypsy Tour

9" December- Charity Ride

Next Meeting - Thursday 06/04/2023 @7.30pm Little Grove Chalet. MEETING CLOSED 8.15pm.

Prepared by Nigel FIANDER - Club Secretary

16 April, Webby's sidecar pie run to Denmark, seventeen pie eaters, one pasty eater and one sausage roll eater with some abstainers entered for the run starting from the Amity Quay pullover, where orders were taken for pies etc and drinks. cold and mild weather followed to our first stop and regroup at Young Siding, then onwards to Denmark for the pie, pasty and sausage roll fest. This was at the Denmark River bbq. area see images!. A great annual Section club run, this is the fourth time for this and many thanks and much appreciation goes to Webby, plus our thanks also go to Phil and Graham for back up duties. *Paul Armstrong*



ALBANY SECTION VMCCWA MAY 2023 MINUTES - Chalet Little Grove 04/05/2023 7.30pm

President- L MORGAN, Secretary, N.FIANDER, Treasurer- J.BANKS

Present- Members 19, Apologies 2, Visitors 1

CHAIRMAN'S COMMENTS: Webbies Sidecar and Pie Run: Thanks to Robin for the run to Denmark. It was a very successful Day

PREVIOUS MINUTES: Distributed to members via email. Moved: Accepted John BANKS, Seconded. Bill MORRELL. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES - Nil

CORRESPONDENCE IN

Smoke Signal magazine – circulated

Thank You letter from Great Southern Museum. Lynton read the message to the group.

CORRESPONDENCE OUT

General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Murray BARNARD and Albany Section members

Condolence letter to Maureen & Dennis LAHORE.

Moved: Accepted Phil RAMSDEN. Seconded Paul ARMSTRONG. Passed

TREASURERS REPORT – John BANKS Moved Accepted Graham WROTH, Seconded. Ian REDMAN. Passed

LIBRARY - Nil

MACHINE EXAMINATION – Nil

GENERAL BUSINESS

DAVID'S RIDE 14th MAY: David provided a run sheet/map which will be distributed with this ride. Morning Tea at Elleker Store and lunch will be provided. Backup Manfred. Thank you to David and Geoff OSBORNE for their planning.

REPLACEMENT OF Chalet TV/VHS PLAYER: Andy DUNCAN and members discussed replacement of the old TV and VHS player at the Chalet with something more modern that is able to accept digital devices. This will help with presentation that are given to Club members. After the discussion the following motion was proposed :- MOTION: Andy DUNCAN to Investigate the cost to replace the current TV/VHS player with a Smart TV able to accept digital devices. Report back to the Committee at the next meeting. Seconded : John BANKS Moved and accepted by members.

CHALET LAWN MOWING: Discussion was held with Lynton and Chris PRESCOTT on lawn mowing at the Chalet. To be completed between the parties.

PRE 65: Bill MORRELL provided a description of the Pre 65 ride to the Nullaki Peninsula Boat Ramp and a visit to Bill JOHNSONS to view his Electric Vehicle which he is building. The story was also published on the Albany Sections Facebook Page.

SECTION DINNER: Phil RAMSDEN proposed that the Club support a Section Dinner at the Old Dairy. After discussion it was decided to revisit this at a later date.

PAUL'S FAIR WEATHER RIDE TO CHEYNES BEACH 11th JUNE 2023: Discussion on details of the ride.

BBQ at Paul's Cheynes Beach residence. Discussion on Sausages and their many varieties that Paul was unaware of. Further information will be provided.

ANNUAL MONTHLY CLUB RIDES

To date we have the following: 14th May – David BEECK's Ride – William Bay

11th June – Paul's Fair Weather and BBQ Ride to Cheynes Beach.

9th July – Andy DUNCAN'S Ride to Monty's Leap.

13th August – John NORTHCOTT

10th September – Ian REDMAN and Phil RAMSDEN 8th October – Normans Beach – Richard TURPIN 18-19th

November – Gypsy Tour

9th December – Charity Ride

PRESENTATION: John BANKS, provided a very informative presentation on the 1952 Vincent Black Lightning.

Next Meeting – Thursday 01/06/2023 @7.30pm Little Grove Chalet. MEETING CLOSED 8.40pm.

Prepared by Nigel FIANDER – Club Secretary

VMCCWA Pre 31 Section Meeting No. 427: 26- 04 – 2023, Opened at 7.30 pm

Venue, Eric Langton Room, Hale Road, Wattle Grove

Chaired by Ken Vincent, Members Present: Greg Boothey, Nat Brazzalotto, Greg Hughes, Peter Lawson, Jeff Lindley, Greg Macham, Jeff Sanders, Tony Southall, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan, Apology: Roger Bowen, Visitor Harold Dewar, New Members nil

Minutes of Previous Meeting Emailed by Art Woldan. Business Arising from Previous Minutes nil

Correspondence nil

Financial Report The Westpac account had \$2973.63 on March 23rd and \$3393.63 on April 26th. The increase was mainly due to deposits for the Roaring 20's Event. Anticipated costs for the Roaring 20's Event and Old Hotel Event are expected to reduce the Westpac account to \$2133. Accepted, Peter Lawson Seconded, Dave Weeks Business Arising nil

Past Events

- 22 & 23 - 04, Old Hotel Run, by Jeff Sanders. An enjoyable ride by all accounts, with pleasant weather. \$100 was generously put on the bar at the Greenhills Inn for the riders by "Lockie", a patron. Also, he invited the riders to see a nearby collection of Harleys and Indians. For next year it was suggested a stop at a pub on the way home could be included.

Future Events

- 6 & 7 - 05, Roaring 20's Event, by Sue and Peter Lawson, and Greg Boothey, for pre 1931 bikes. Greg showed separate routes on a map for veteran and vintage bikes, with an easier route for the veteran bikes. They will come together at Donnybrook. Jeff Lindley is the backup. Dressing with appropriate clothes for the 1920's is encouraged.
- 21 - 05, Café Hop, by Steve Hills, from the Hillarys Marina.
- 18 - 06, Peter Groucott Event, by Steve Hills, at Whiteman Park.
- Dave Weeks said the Heritage Club is going to have a bike and car display with other clubs at Golden Ponds, Mundijong Road, but a date hasn't been decided.
- Andrew Repton and Michael Rock are planning a bike and car display in the southwest in November.

Business Arising from Events

- Ken Vincent said the Pre 31 Section has over four events a year which seems sufficient. These are the Old Forkers, Roaring 20's, and Old Hotel Runs.
- The Pre 31 Foundation Event was at Whiteman Park in the past but has been discontinued so suggestions for a new location were invited.
- Runs to see members' sheds that have interesting contents were suggested but no firm plans were discussed.
- It was mentioned there is no Albany Hill Climb this year.

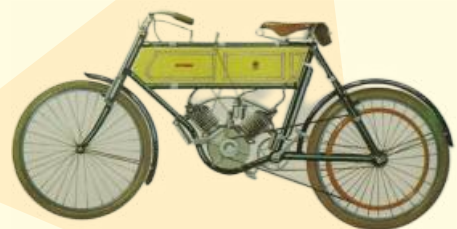
General Business

- Ken Vincent said he won't continue as Chair so a new Chair will be selected at the Annual General Meeting in June.
- Ken read a diary from *The Classic Motorcycle* about the difficulties a Scottish rider had with a new 1907 Roc motorcycle. It was mentioned that Triumph had the first practical, reliable motorcycle.
- Greg Boothey said he read an account about riding a 1906 Rex motorcycle in Africa.

Bits & Pieces

- Jeff Sanders showed a valve where the head separated from the stem on his 1930 Ariel Model F. This occurred on the Old Hotel Run.
- It was mentioned that Jim Robinson in Albany has 26" x 2½" beaded edge tyres for sale.
- It was suggested that Ensign tyres have been found to be of good quality.
- Greg Hughes said he's aware of two BSA Bantams for sale, and also Dusting and Goulding sidecars.
- Greg Macham is restoring a 1928 350cc BSA Super Sport and he showed a photo of how it will look when completed.
- Harold Dewar said there's a 1913 New Hudson for sale in the east with a spare motor.
- Harold also showed the following:
 - An oil scavenge pump and tappet guide from a 1926 Douglas.
 - New mudguards made by Vintage Steel for his 1912 Rover.
 - A rear wheel in good condition with a brake rim for a 1926 over head valve OB Douglas.

Closed at 9.10pm



Motorcycle Timeline

From Big Bang to Big Bangers - Part8 - 1896 to 1901

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives in the South Island of the UK (the Isle of Wight). Dave has kindly shared his timeline of motorcycles with us. This part takes us into the end of the 19th Century where the pace of change becomes overwhelmin. Dave spent many years on the staff of "The Motor Cycle"

1896

MAJOR (LATER BRIGADIER-GENERAL) Henry Capel Lofft Holden of the Royal Engineers produced the world's first four-pot motor cycle. Its water-cooled 1,047cc engine developed a claimed 3hp at 400rpm. Like the Hildebrand and Wolfmuller (and indeed the 'opeless Pennington) railway-style conrods drove the rear wheel; the exhaust was routed through the fuel tank because, as we all know, warm petrol vapourises quicker. Top speed was about 25mph. The Holden was built around a modified Crypto Bantam bicycle frame. The Crypto Bantam was a development of the penny farthing with gearing built in to the front hub to allow a smaller front wheel. It was soon replaced by the safety cycle.



Like the Hildebrand & Wolfmuller the Holden's conrods drove the rear wheel directly.

IN PARIS HIPPOLYTE Labitte built a tidy little 198cc ¾hp engine and offered it to Russian emigres Michel and Eugene Werner to replace the electric motors that powered the kinetoscopes (film projectors) they were importing from the Edison company. Michel fitted one over the front wheel of a bicycle as a publicity stunt. It drove the front wheel via a twisted rawhide belt that slipped hopelessly in the rain. It was top heavy and, when it skidded on wet, greasy cobblestones, tended to burst into flames because of the spirit burner that heated its hot-tube ignition. But there wasn't much competition and a dozen had been sold within a few months.



1896 WERNER

It was thrown together as a publicity stunt for the movie business, but the Werner offered many pioneers their first taste of motorised bicycling.

BICYCLE MANUFACTURER Alexander Leutner & Co of Riga produced five trikes powered by De Dion Boutin engines. Leutner was a motoring pioneer: he comp[et]ed in the first motor race in St Petersburg, in the 1890s, had tested-driven a Hildebrand and Wolfmuller and was chums with Gottlieb Daimler, who had visited him in Riga. He had studied in Lyon, Aachen and Coventry.

A HILDEBRAND & Wolfmuller made a demo run in Tokyo—the first motor cycle to be seen in Japan. But that year its German and French operations collapsed. H&Ws had been sold at below cost price, they were unreliable and buyers demanded their money back. An H&W was raced at the Crystal Palace where it was said to have reached 27mph, but only on level ground. Major weaknesses were a tendency to skid and problems climbing even gentle slopes.

NO SOONER HAD petrol-engined motor cycles appeared than they were used as 'pacers' for racing bicycles. Those pioneer petrol burners were unreliable so Colonel Albert Pope, the man behind Pope Columbia bicycles, decided to try steam. He commissioned Sylvester Roper, now 72, to build him a steam-powered pacer in a modified Columbia bicycle frame.



Roper duly fitted an improved steam engine rated at 8hp; all-up weight was 150lb with a range of some 25 miles. Its range was only seven miles but the reckoned it could 'climb any hill and outrun any horse'. American Machinist magazine reported: "The exhaust from the stack was entirely invisible so far as steam was concerned; a slight noise was perceptible, but not to any disagreeable extent." Roper was asked to demonstrate his 'self propeller' at the Charles River velodrome, a banked concrete bicycle racing track. Having paced the racing cyclists he raced against them and was timed at over 40mph. Sad to say at this point he was seen to swerve off the track. He was found to have suffered a heart attack and died in the saddle.

1897

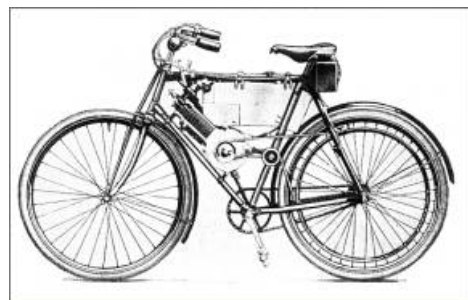
THE FIRST 'MOTOR BICYCLE' race in England took place at Sheen House. Charles Jarrott rode against HO Duncan, both on 1½hp De Dions. They had to be push-started; the

pedals were used purely as footrests. There was no adjustment on the flat drivebelts which had to be smeared with "a gluey sticky form of compound" to ensure grip.

FREDERICK SIMMS sent a De Dion-Bouton trike to Robert Bosch to be fitted with a magneto. This led to the development of the high-voltage mag.

1899

THE STEVENS BROTHERS set up the Stevens Motor Manufacturing Company in Wolverhampton to produce petrol engines. Harry was interested in powered transport and fitted a US-made Mitchell engine that had been acquired for use as a stationary engine into a BSA bicycle that was lying around the works. Ignition was by accumulator and trembler coil; a metal rim was fitted to the rear wheel for a belt drive. The engine wasn't too reliable but it attracted the attention of their neighbour William Clark, who ran the Wearwell Cycle Company. Believing they could improve on the Mitchell, the Stevens boys had some castings made by a firm in Derby and, in their spare time, made a reliable, efficient (for its day) 1¾hp engine incorporating a carburettor made from an old mustard tin. Stevens already supplied Clark with spokes and fasteners; before long they were also supplying him with engines.



Ariel started production of De Dion-engined trikes.



Czechs Václav Laurin and Václav Klement, who had been making bicycles since 1895, fitted a 1¾ hp 240cc De Dion-style engine to produce the Slavia with a claimed top speed of 25mph. It stayed in production for five years with a total output of 540.



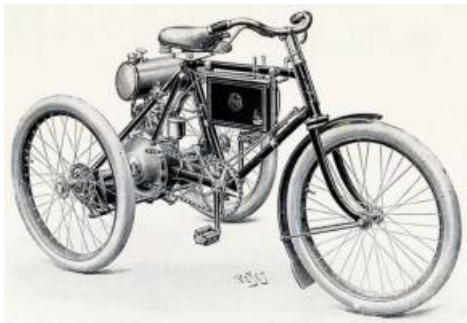
Above: Laurin and Klement Slavia

THE CRITÉRIUM DES Motocyclettes is said to be the first race to have been run exclusively for motor cycles. It ran from Etampes to Chartres and back over a distance of 100km; Eugène Labitte won on a Pernoo motorcyclette, powered by the 1½hp Labitte engine he produced.



1900

WERNER SALES passed 1,000 but De Dion was the world's biggest manufacturer of vehicle engines, producing 3,200 by year's end with power outputs up to 2¾hp. In time De Dion engines would propel up to 150 makes of car, trike and motorcycle. A complete De Dion trike weighed in at about 200lb; yours for £50.



At the start of the new century the Werner brothers stopped buying De Dion engines and started making their own; and they patented a frame with the engine where the pedals used to be.



CHARLES H Metz set up the Waltham Manufacturing Co in Massachusetts to make Orient bicycles; by 1898 he was running a racing team and, to help train his cyclists, he ordered built a tandem pacer

with the pilot sitting up front and the passenger operating a French-made Aster copy of the DeDion-Bouton engine. The tandem was a great success, and before long Metz was experimenting with a heavy-duty version of the Orient bicycle powered by an Aster/DeDion-Bouton engine. In 1900 he launched the Orient-Aster motocycle.



S DE JONG & CO OF Antwerp fitted its Minerva bicycles with 172cc ZL clip-on engines. They were a great success so Minerva copied the ZL engines and made its own: it also sold them to other bicycle manufacturers.



IN CLECKHEATON, WEST Yorks, Joah Carver Phelon and his nephew Harry Rayner used a (1¾hp) De Dion in their Phelon & Rayner motor cycles but they patented the use of a sloping engine to serve as the downtube of an adapted bicycle frame. They also pioneered chain drive but could not afford to go into production so the design was licensed to Humber, which would produce it as the Humber Beeston until 1907.



THERE WERE TWO major cycle shows, the National at the Crystal Palace and the Stanley at the Agricultural Hall, Islington. They were run simultaneously; both, according to the Autocar, featured "exhibits of autocars, motor cycles, fittings, and accessories". At the Stanley, for example, Alfred Dunhill's exhibit included "a new waterproof gauntlet glove lined with wool. He has brought this out in response to numerous enquiries for a glove of this description, and we, from personal use, can

speak of it as most comfortable, as it gives a maximum of protection from damp and cold with a minimum of clumsiness. One of the most interesting Dunhill novelties consists in some new puncture-repairing patches. A particular object of interest will be the chauffeur's 'Combination' garment, which will do equal duty as a rug or overalls...Hoare and Sons will show the special 'Autocoat' and 'Autosuit' for those who follow automobilism.

SINGER, BEST KNOWN for sewing machines, went into the motorcycle business by snapping up Coventry-based Perks and Birch which had developed a 'motor-wheel'. This comprised an engine built into an aluminium wheel and featuring a surface carb and low-tension mag.



FRENCH WATCHMAKER JEAN Constantin teamed up with a M Cabanes to design and manufacture a 1½hp (approx 250cc) engine with a spray carburettor which revved up to 2,400rpm. They duly bolted one into a bicycle frame, mounting it horizontally because Constantin believed this would minimise engine vibrations felt by the rider. Drive was by chain rather than belt; the chain could be tensioned by loosening and turning the left crankcase plate. Claimed top speed was about 28mph.



The Boillod's in-line twin was mounted upside-down on the carrier.



1901

ENGINEERING MAGAZINE dismissed motorcycling as a "form of entertainment that can appeal only to the most enthusiastic of mechanical eccentrics...we think it doubtful whether the motorcycle will, when the novelty has worn off, take a firm hold of public favour".

AN ORIENT IN the capable hands of factory rider Ralph Hamlin won the first West Coast motor-cycle race on the one-mile Los Angeles horse track. He beat three other bikes to win the 10-lap race in 18min 30sec (about 32 mph). The 2hp Orient went on to set an American one-mile record of 1min 10sec. Orions sold well, leading Marsh to abandon bicycles to specialise in motor cycling, an Orient was the first motorcycle to be exported from the US to Europe. An Orient also won the first road race in the US, between Irvington and Milburn, New Jersey (a distance of 10 miles) at an average speed of 31mph.



ALSO IN THE US, the Thomas Motor Company began to sell complete motor-assisted bikes and trikes under the name Auto-Bi and Auto-Tri. Before long it was advertising its bikes in Japan, with some success. That country's first race, in Tokyo, featured an Auto-Bi, an Auto-Tri and a French-made Gladiator quad. They did 22mph, 15mph and 18mph respectively.



THE US MOTORCYCLE MAGAZINE announced: "The California Motor Co has been organised at San Francisco...the immediate purpose of the company is the manufacture of a motor bicycle invented by RC Marks, formerly of Toldo, Ohio." Motor-cycle production lasted only three years but he name survived for a while as the California-Yale which evolved into the Yale.



JOHN ALFRED PRESTWICH would put Tottenham on the map with his world-beating JAP engines. He designed his first engine in 1901, but it wasn't built until 1903.

THE STANLEY SHOW, which was a cycling show, featured 105 motor cycles; most with French or Belgian engines. So it comes as no surprise that The Autocar reported: "Perhaps the feature of the year is the motor bicycle. This form of mount, although not taking to the eye, appears likely to be frequently met with on the road next season. Most of the leading cycle makers have taken up the manufacture of motor bicycles, and it is quite obvious that they have much to learn—or perhaps unlearn—before a mechanically perfect machine will be produced. The prevailing idea at present amongst makers is to take the safety free-wheel bicycle and clamp to one of the members of the frame a petrol motor of about 1.5 brake horse-power. Power is transmitted by means of either a chain or belt to a pulley or large chain wheel secured to the rear wheel; to another member of the frame is secured a tank for storing the petrol—usually about a gallon—and hidden away as far as possible under the saddle is a storage battery for igniting the mixture of gases in the cylinder of the engine. No change gearing is provided. When the rider wishes to go slowly he must stop his motor and pedal "for dear life. The weight of one of these machines is usually about 70-80lb. Of course, there is a startling array of levers and taps, which appears to fascinate the unwary purchaser and gives him the idea that he is getting a good deal for his £50 or so. Makers would do well to discard some of the principles underlying the construction of the bicycle and build from the motor, or include it in their general scheme, as one or two firms have already done. Then smaller wheels than the standard bicycle wheels might be found advantageous, and give a more efficient ratio of gearing. Enthusiasts are not wanting who maintain that the motor bicycle will eventually become as common on the roads as the ordinary bicycle is to-day. Although we are not disposed to agree with this glowing prediction, this form of machine, we must admit, does certainly offer great facilities for travelling long distances in a short space of time, with slight effort and with a minimum of expense, a gallon of petrol being roughly sufficient to carry a person close upon one hundred miles on fairly good roads, and we shall watch its development with some interest."

GERMAN EMIGREE ALEXANDER LEITNER of Riga, a successful bicycle manufacturer, launched the Russian motorcycle industry by building a handful of De Dion-engined trikes in 1899; now he made some motorbikes, fitting 2hp Fafnir engines into reinforced bicycle frames, using a design licensed from the Werner Brothers. He marketed them as Rossiya ('Russias') and claimed to have produced 350 within a year. According to a contemporary advert: "In view of Russia's poor roads we have ensured that the frame is of extra strength,

made using the best seamless tubes; it encloses the engine in a loop beneath the crankcase. Ignition by electric battery. Automatic belt tensioning. Free wheel with backpedal brake. Front wheel by stirrup brake. Low overall ratio for easy pedalling if engine has failed. Speed 6-40 versts per hour (4-26mph). Water-cooled engine optional."



THE MINERVA engine was enlarged to 211cc/1¾hp and was capable of propelling a bicycle at about 30mph with a consumption of 150mpg. It powered the first models from Royal Enfield, Coventry-Progress, Phoenix, Quadrant and Ivel. The first Royal Enfield motor cycle sported a Minerva engine over the front wheel, a la Werner.



NSU LAUNCHED A motorcycle named after its Neckarsulm factory (Neckarsulm Strickmaschinen Union). Having evaluated Minerva and Werner engines NSU settled on the 234cc/1¾hp Swiss-made Zedel—in Nurenberg Victoria chose the same engine.



NEW IMPERIAL motorised a bike. It flopped, but the marque would be back in 1910.

RALEIGH POWERED up with a German Schwan engine over the front wheel; FN powered a bike with its own 133cc/1¾hp engine.

BILLY AND HAROLD Williamson set up the Rex Motor Co, making final-drive V-belts and, before long, motor cycles. Their first bike, 'The Mountaineer', was produced for the International Motor Co.

Part way through 1901 and we can't keep up with the number of machines being built nor the innovations produced. We will return next issue to complete 1901.

Suzuki T500 Torture Test

1975 Suzuki T500M Torture Test - Big Bike Magazine: A rather strange test from 1975 – the rider underwent an unusual process to test the durability of the T500 – why they waited until 1975 (8 years after the bike was released I'll never know) and 3,000 miles is nothing for a T500, even weird miles in this case. Anyway, no surprises to us T500 fans, but interesting to read.

And so it was to be. All the arrangements had been made. US Suzuki Corp. was to release to BIG BIKE Magazine one of their 1975 Suzuki T-500/M Titans for testing. At first we had planned to run a standard road test on the T500 and then return it to Suzuki after a couple of weeks. But we decided that a straight road test couldn't possibly evaluate the Titan's reputation properly. Reputation for what? The main word has always been reliability. More accurately, words like simplicity, maintenance-free, bulletproof, and forever have also been hurled at the largest of The Two-Stroke Twins. We had even heard stories of Titan owners that had gone for three or four years without any maintenance, still using the ORIGINAL spark plugs.

Aside from the stories about reliability, we had also received more than a few reports on long-range touring comfort, handling, and ease of maintenance (even if it does look like its big brother the Titanic). With input like that, we had to bump a few heads together to come up with a less-than-kind test procedure for the 500. So it was decided that what the Titan needed was some serious torture. Say about 3000 miles worth of torture... loaded down with every conceivable touring item, which is exactly what we set out to do, and I was to be somewhere in the middle. We started out by running the bike down to Bates Industries, where we put on two of their largest saddlebags, a large tote box and luggage rack, highway pegs, safety bars and a Ride-Off Stand. In addition to the Bates items, we had a number of touring items that needed to go through tests of their own – goodies like Vetter Hippo Hands, a DB touring fairing, a Suzuki Tank Bag, a Chameleon Adjustable Backrest, GDH Rain-suit, and so on.

By late that afternoon, the Titan began looking a lot like an Electra Glide (it was even blue). Into the saddlebags and tote box all of my worldly possessions were crammed – clothes, tools, inner tubes, oil and Chain lube, camera equipment and film to the point where motion was almost a questionable subject. At this point, the bike was roadworthy. A last-minute conference brought up the idea of providing the bike with absolutely no maintenance for the duration of the test. We decided that the bike was to be totally neglected with the exception of gas and oil. That was to include neglecting the timing, injection adjustments, chain adjustment, transmission maintenance, bolt tightening and, heaven forbid, the spark plugs, for as long as they would continue, or until they no longer resembled the original part.

Everything was ready for me to set out on this barbaric mission. All that was needed was a name for the operation. Since the object was one of mileage rather than destination, and since I had no particular destination, the trip was to become known as "Journey To The Centre of Nowhere," with all due apologies to Jules Verne and Rick Wakeman.

And so I was off – eight or ten days of mechanical abuse, totaling around 3000 miles, was about to start on my doorstep that morning. It was a Friday, as I recall, when I first walked out

to that Titan in front of the house. I struggled into all of my touring gear – boots and gloves and jacket and helmet and all. Swung my right leg over the saddle, bent down and inserted the ignition key, turned it on, and engaged the enriching choke lever. I prepared to swing out the kick lever with my right foot, when I remembered the feature of the Titan – left side kickstarter. I climbed off again, since I'm as inept with my left foot as I am with my left hand, and proceeded to boot the lever right-footed. About halfway through the stroke of the lever, the big twin grumbled. The instructions say to let it idle with the choke engaged until the engine is warm.



Must be warm enough by now. Pull in the clutch, boot the gearchange and it's away, off the kerb and out into the street and point the Titan out of Los Angeles, toward the desert. Let the revs climb as I go through the gears letting the little white pointer of the speedo rest around the 80 mark. Lean on back behind the shelter of the fairing and relax. Cruise on past the factories and junkyards, the smog, suburbia, and the ugly grayness of LA. About an hour out. I couldn't help but notice that I was just as comfortable at this point as I was some 70 some miles ago. Indeed this bike is proving to be quite nice to live with. Good, soft seat – rubber-mounted bars and footpegs – quiet exhaust note, and the engine turning a leisurely four-or-so grand. Looking around before me – check out the gauges and controls' – very well laid out. All of the thumb switches were in just the right places, and the gauges are relatively uncluttered and well marked.

I was out in the very border reaches of civilization when it was

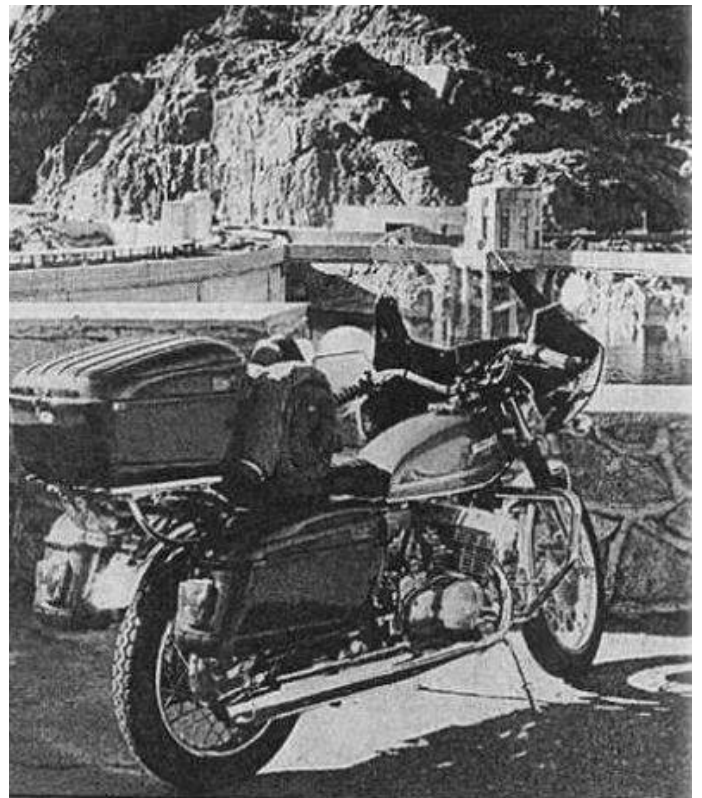
time for a quick pit stop for gas. First station I came to turned out to be some cheap independent, that looked like it made more from the egg, beer and cigarette sales than it did by pumping petrol. Pulled into the station and headed for the pump that appeared to have their best stuff in it, but then decided to use their cheapest, lowest octane, low lead sub-regular instead. After all, this was an exercise in organized abuse and torture, wasn't it? Filled up and started the Suzi. Fired first kick. For that matter – it always fired first kick. Back on the road after going through five crisp, positive shifts and settled down for some more rolling comfort. Continued on for an hour or so, till I reached Blythe. Ah. yes – Blythe – the city of dreams – if you happen to be a cow, a cowboy. a trucker, redneck, right-winger or a combination of all five. Felt as though I'd just leave the dream city behind, but I did need fuel and a bite to eat. Head down the off ramp and on through the centre of town. People stare, turn around, make funny faces; continue down the main street, stop and get required food and gas, and make way for the road again.

Putting through town through their "Makes Crawling Look Good" speed limits, had taken a small toll on the Suzi and gotten both plugs a bit loaded up. Down the ramp, I ran both first and second cogs up to the redline. Clouds of blue smoke piled up behind me, and the bike cleared out just fine. The highway patrolman behind me felt that the bike had cleared out just fine, too. He even pulled mrile over to have a friendly chat. "Goin' jest a wee bit fast there, huh, son?" "Well, uh, you see now – uh, – I mean – you know – two stroke and all that – would you believe that the throttle stuck?" Funny, he didn't seem to believe me. He rattled on about how I should be conserving energy and that I was a threat to the public, and so on. He was also a bit curious as to why the bike had no license plate, paper plate or registration. Cops get curious about little details, you know. Then the gent informed me that I was estimated to be traveling at about 70 per when pulled me over. I knew that this was impossible, because you can't reach 70 in second gear on a Titan. Signed the ticket anyway, and demanded to see the judge right away. He "escorted" me to the town court/jail/post office/country store, where I convinced the judge that he should reduce the fine from 94 bucks to a more acceptable 25. He something about having his town badmouthed in a national publication – and now I don't have to say that if California was given an enema. they'd stick the hose in Blythe. Hi America!

Out of Blythe and back to the desert. I couldn't help but start some of the Suzi torturing right away. Let's see – what shall I dish out first? it wasn't long before my sadistic mind had come up with a great idea: at 80 per – maybe more – I dropped the gearbox down from fifth to third, popped the clutch, watched the engine border on over revving, and opened the throttle all the way: the miles per rose up to the 100 mark, and then I just held it there – third gear, seven or eight grand – for 30 minutes straight. Hmm, this isn't doing anything bad to the dam thing; in fact, I was beginning to think the bike was enjoying it.

Looking up the road a piece, I saw a car over on the shoulder of the road. with a rather attractive woofie standing nearby. How could I resist being a good Samaritan at this point? Simple – why resist? Pulled over and asked what was wrong, and she said that it just wouldn't go. It was a Fiat 850 Spyder, and since I'd had a little experience with Fiats, I had a look. It appeared as

though she had overheated the poor thing to the point where it completely seized up solid. One thing was for sure, though, that car wasn't going anywhere – at least not under its own power. This was my golden opportunity. No, not THAT, you filthy-minded perverts. The opportunity in question was one of perfect torture for the Titan. I latched onto a piece of rope that she had with her, tied one end to the front of her car and the other to the back of the Suzuki. What the hell – I'd seen a Yammie 250 pull a fully-laden NSU before, so why couldn't I tow a Fiat with a Suzi? I was right – the Suzi did pull the car, and at a pretty decent pace as well. Within about 40 seconds, I had the both of us rolling along at about 40, and the darn bike continued to haul the car up to almost 50 or 55 per. And it did it for some 60 miles. She gave me a nice big thank you, and I left, feeling half defeated and half victorious, the Suzuki's show of strength being the victorious half of the feeling.



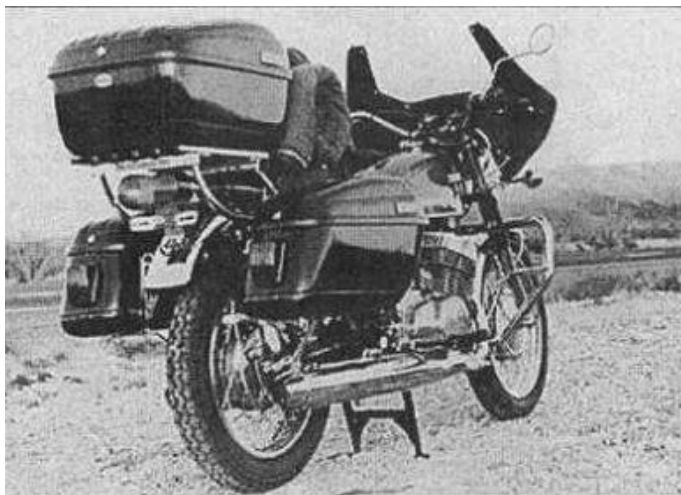
And so the Journey continued on into the night. until I reached some little town in Arizona. It was here, in that town, whatever town it was, that I decided to end that day's travel, and get food and a room for the night. "Say, mister, you can tell me where a man might find a bed?" He just smiled and shook my hand. "No" was all he said. A bit further down the road I did find a bed, and even a place to eat. TWO hamburgers. an order of fries and an hour of Johnny Carson were all I could stand. Sleep.

Waking up in a strange place isn't any fun, especially when it's at six in the a.m. and to the sound of garbage trucks outside my window. Should have gotten a different room. Well, now that I'm up, I may as well hit the road. The weather was warm, the sky was blue, and the Suzuki was covered with dew from the night before. Darn thing fired up first kick once again. There's got to be some way that I can slow this machine down... with a little effort, maybe I can cause a blinker bulb to bum out or something.

Out on the road I gave it my worst, by winding out the gears to set the motor into the deepest reaches of the Red Zone,

banging shifts, and generally being nasty. For several hundred miles this went on, into the night and until I was almost out of Arizona and into Nevada.

Throughout all of this torture, the bike (and I) had been going through several seasons of varied weather. From 40 to 80 to 90 to close to zero the temperatures rose and fell. The Suzi handled them all easily. On to Nevada, Las Vegas, some sleep, and the next day it was off to Utah.



Apparently, the only thing there is in Utah are pickup trucks and Sheriff's cars. Sadly, the pickup trucks are grossly outnumbered. There is, though, at least one other thing in that state – snow – and quite a bit of it at that. It has never been claimed by anyone, that riding a motorcycle is fun when the fairing's windscreen is clouded with frost and ice, or when snow and muck start blowing up under your chin and into a full-coverage helmet, Nor is it a jovial experience to be Frozen all over until every nerve is flashing pain instead of cold. I was in the kind of weather that was severe enough to render Hippo Hands helpless. Weather that had the power to turn heavy-duty touring apparel into a defenseless babe in the woods. To make the picture perfectly dear – I was freezing my butt off.

A beacon in the snowy sky, reading: "Astro Motel" was signifying heavily. Sleep came easily. but when I was ready to depart in the morning, I found the weather to be just as bad as it was an evening ago. Great, Back into the cold I went, and battled it back into Nevada. Traveled on for a way and decided to take time out for a torture-break. My timing must have been right (about the torture session), because directly to my left I could see a beautiful, straight, narrow set of railroad tracks. Perfect – what better abuse could I find in the middle of the desert? I bumped the bike over one of the tracks and pointed the Titan down the center of the two tracks... and ran first gear up as far as it would go... say to about the end of the tachometer dial...and held it there for some 15 minutes. The "test" would have lasted longer, but my body was about to become a giant mass of jello. I bumped on down from the tracks and onto the road again.

As I motored on down the highway, I thought back on what the tracks must have been doing to the bike. I could picture the crank as the bike went over each railroad tie... a sudden jolt as it went up... a micro-second of slack, and then another jolt...and having it happen about 350,000 times in first gear... and in the Red Zone. Gawd, it made me cringe just to think about it, but

the Suzuki just kept on humming along.



Once out on the open road, I felt that travel was more important than torture, and headed out into the darkness towards Las Vegas once again, and a place to rest for the night. Riding through the desert was altogether effortless, and I settled the bike into a steady 70 mph hum. Usually the desert is pretty much void of through traffic at night, but this particular night was a slight exception to the rule – I had company. A BMW. After he went wooshing by me at his leisurly century mark I chose to wind out the Suzi a wee bit and cruise along with him at his set pace. The Titan did the job in a very respectable manner. Not really straining at all, it was as solid on the road at 100 mph as it was at 50. We continued on like this, at the same steady hum for all of two hours, which put us a few miles short of Vegas. In memory of the Nevada Highway Patrol, or whatever they call themselves, I cut down on the ol' sped limit until I approached what could be described as a sane rate. The Bee Fjnm kopl up his pace, and I waved him adieu.

Into Las Vegas – a few beers, a little TV, and Off to sleep. The following morning marked the last day of "testing," and the day would be spent going back into LA.

You could have guessed the rest – no breakdowns all the way into LA., and the bike had undergone 3000 miles of sadistic abuse with not even the tiniest of wrenches coming close to a single nut or bolt. I must admit that I was still a bit disappointed that i couldn't make something start running amuck. Throughout our testing period of over 3000 miles. we subjected the Suzuki T500 to the worst possible conditions and abuses – without maintenance of any kind. The bike functioned flawlessly without any mishaps whatsoever. We at BIG BIKE Magazine are thoroughly convinced that the Suzuki Titan is the most reliable twin-cylinder motorcycle available. It can handle anything that any cyclist could conceivably dish out. And to top it off – the Titan is also the lowest priced 500 on the market. What more could you want?

Paul Wilcox

Note: All you ever want to know about Suzuki T500s and TR500s - check out my website at ozebook.com/wpsuzi.
Murray

THE KALAMUNDA TT by Murray Barnard

Many will be familiar with this poster in the Clubrooms at Wattle Grove, but what is the story behind the poster?



1951: The first post-war West Australian Motorcycle T.T. race was conducted over a two-mile course at Kalamunda on 10 November 1951, unusually this was a Saturday, as there was local opposition to racing on a Sunday. Nearly 100 entries were received for this event. George Scott entered the Senior (500cc) and sidecar races on Triumphs, one of which was a 650 c.c. Thunderbird. The former racing car driver, Clem Dwyer was on a 7R AJS in the Junior (350cc) event, but faced strong opposition from Lloyd Chapman (BSA), Harry Gibson (Velocette), Ron Easson (Norton), R. McIntosh (Norton) and Ray Lawler (Norton). Chief opposition to Scott in the Senior race came from Des Thomas and George Best, on Nortons, and Harry Gibson (Vincent-HRD).

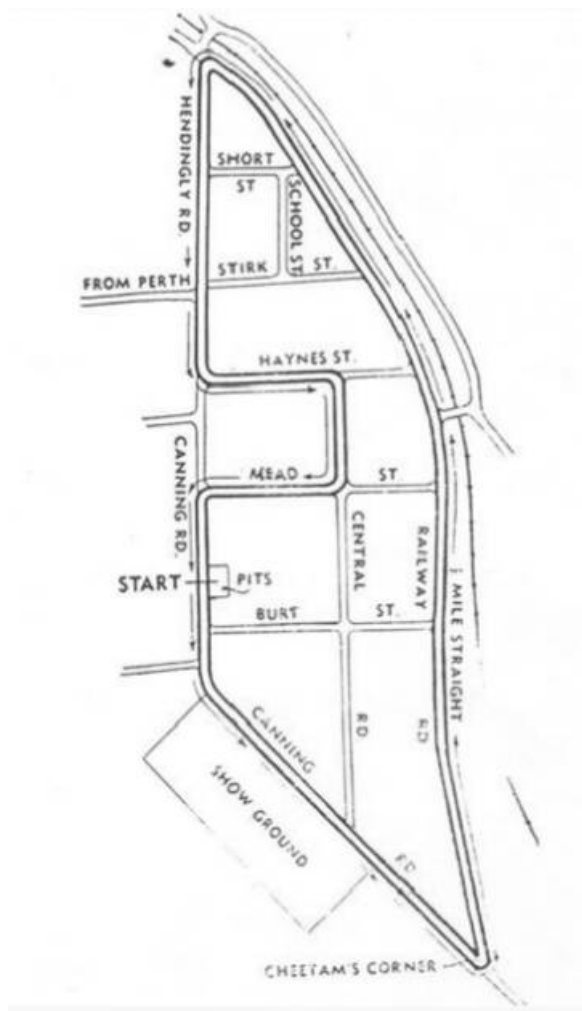
As it was, George Scott won both the Sidecar TT and the Senior TT. The highlight of the sidecar event was a spirited 50-yard push to the finishing line by George Scott and his passenger, when the engine of their machine seized. They were flagged in just ahead of Eric Nicol, to win the 21-mile event in 26min. 5 sec. A. Hankinson was third. Scott also won the Senior event over 31 1/2 miles. Taking the lead early, he finished in the time of 32min. 50sec. Des Thomas was second and E. Russell was third. In the Junior event over 25 miles. K. Tester appeared to be leading comfortably over the last few laps but Harry Gibson surprised the crowd by winning. Tester was second and Peter Nicol was third. Result: Sidecar: G. Scott 1. Eric Nicol 2. A. Hankinson 3. R. McCandlish 4. C. Lawson 6. Junior T.T. : Harry Gibson 1, K. Tester 2, Peter Nicol 3. R. Lawler, G. Godfrey 5, C. Mapp 6, C. Dwyer 7. Senior: George. Scott 1, Des Thomas 2, E. Bussell 3, G. Godfrey 4, C. Mapp 5, Ray Lawler 6.



1951: George Scott won both the Sidecar and Senior TTs

1952: The event was run again on a Saturday, 22 November 1952. The Kalamunda & District News wrote that "the sport of *Round the Houses*" has become a major feature in every civilised country, and there is no doubt that here in Kalamunda, we have a circuit which is ideal for the purpose.

The start will be opposite the Road Board office and the riders will proceed south to Cheetham's corner, thence along Railway Road past the Post Office and Hotel to Headingly corner into Haynes Street, right into Central Road, right into Mead Street, then left into Canning Road and to the start and finish.



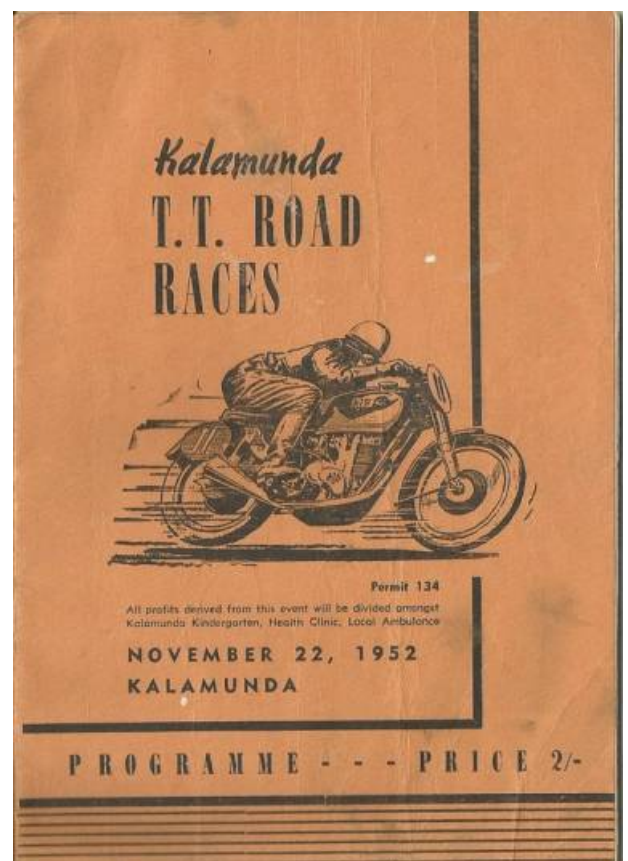


Peter Nicol & Harry Gibson

The popularity of this form of sport can be judged by the number of entries, and also by the fact that riders will be coming from as far afield as Kalgoorlie. The conduct of the races will be in the capable hands of the A.J.S. Motor Cycle Club of W.A."

On Race day, 22 November, speeds in the vicinity of 100 m.p.h. were witnessed by about 6000 spectators. The Senior race was won by George Scott, with Peter Nicol second and D. Leadbetter third.


During the day there were two crashes in which 6 people received injuries - one seriously. William Anderson, 22 motor mechanic, of Sussex street. Victoria Park, suffered injuries to the right side of the face and head and a burned left ankle. After being treated at Dr Debney's surgery, Kalamunda, he was taken by ambulance to Royal Perth Hospital and admitted. He was one of 5 involved, when in the first race the 500 BSA sidecar he was riding got out of control at the bend opposite the gateway to the Kalamunda Agricultural Hall and crashed into a 5ft tall stone wall. An eyewitness said the sidecar passenger, Ray Duncan, 23, chemist, of Victoria Park, struck the road while leaning out as they were making the turn. He was thrown clear of the cycle, but suffered bruises to his back, and shock. The machine skidded across the road and down an 18in embankment into the wall, where it overturned, before striking 2 young men and



a woman near the gateway. Eric Franklin (19), butcher, of East Fremantle, a speedway rider, was knocked off the wall by the machine and received shock and a bruised back. Ted Chamberlain, 21, electrician, of Vincent St, Nedlands, who was sitting on the wall, jumped away just as the cycle hit the stonework. He suffered a gash on the right arm and bruises. After hitting the wall, the sidecar struck a middle-aged woman, rolling her over in the gravel and bruising her back and arms and tearing her frock. The front wheel of the cycle was buckled.

be granted to hold next year's event? It appeared that the residents of Kalamunda were inclined to differ on this issue. The main complaints were too much noise, annoyance to residents, danger to life, damage to roads/ property by machines and by the influx of visitors. A special meeting of ratepayers convened in May 1953 to decide whether motorcycle races would be held in Kalamunda. A referendum of ratepayers was held on June 20 and the motor racing proposal was defeated. Only 300 out of about 1,000 people eligible to vote went to the poll. Sponsored

8 KALAMUNDA T.T. RACES



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KALAMUNDA JUNIOR SOLO T.T.

1—P. Nicol	Royal Enfield
2—G. Scott	A.J.S.
3—H. Pigginn	Royal Enfield
4—S. L. Jones	B.S.A.
5—G. Best	Norton
6—A. Fletcher	B.S.A.
7—D. Chesson	Velocette
8—J. Trotter	Velocette
9—G. Godfrey	Norton
10—A. G. McDonald	B.S.A.
11—J. Barlas	Velocette
12—K. Duperouzel	Velocette
13—K. Tester	Velocette
14—L. Chapman	B.S.A.
15—C. Dwyer	A.J.S.
16—J. Bray	B.S.A.
17—T. Stubbs-Mills	A.J.S.
18—W. Fitzgerald	Norton
19—M. Colgan	B.S.A.
21—T. R. Staker	Royal Enfield
22—R. Gill	Royal Enfield
23—B. Cooper	Excelsior
25—R. W. Robinson	Norton
26—R. Lawler	A.J.S.
30—W. Holt	B.S.A.
32—J. Feakes	Triumph
36—J. Bubnich	A.J.S.
39—D. Fletcher	Norton
42—D. P. Blackwell	Royal Enfield
43—H. Worth	Excelsior
44—G. Higgs	A.J.S.
45—G. Pritchard	B.S.A.
47—M. W. Endall	Norton

In the Senior event of the day, the Kalamunda Solo TT, R. I. Stone, 25, a motor mechanic, of Scarborough, got into a wobble on his 500 AJS, at the same bend in the road and crashed heavily on to the bitumen. He received abrasions to an arm.

by the Kalamunda Chamber of Commerce, the proposal to hold the races was defeated by six votes.

Thus ended the Kalamunda TT.

Results were, **Kalamunda Sidecar T.T.**, 16 mlle: Eric Nicol (500 BSA) 1, P. Winslade (500 Norton) 2. N. Phillips (350 Ariel) 3. Time: 21 min 28 secs. **Junior Solo T.T.**, 24 Mile: George Scott (AJS) 1, K. Tester (Velocette) 2, Clem Dwyer (AJS) 3. Time: 26.17 **Ultra-lightweight T.T.**, 8 Mile: G. Coles (BSA) 1, G. Tanner (BSA) 2, A. W. Squibb (BSA) 3. Time: 11.45 (Note: Peter Grocott on a 125 Puch was not placed). **Senior Solo T.T.** 24 Mile: George Scott (500 triumph) 1. Peter Nicol (998 Vincent) 2. Don Leadbetter (500 Norton) 3. Time :26.38.

AJS Club sec. H. Hodgkinson, who organised the event for Kalamunda Chamber of Commerce, said despite the incidents, the day had been most successful. He said it was to be hoped that because of the small amount of inconvenience caused to Kalamunda residents, races would be permitted again next year.

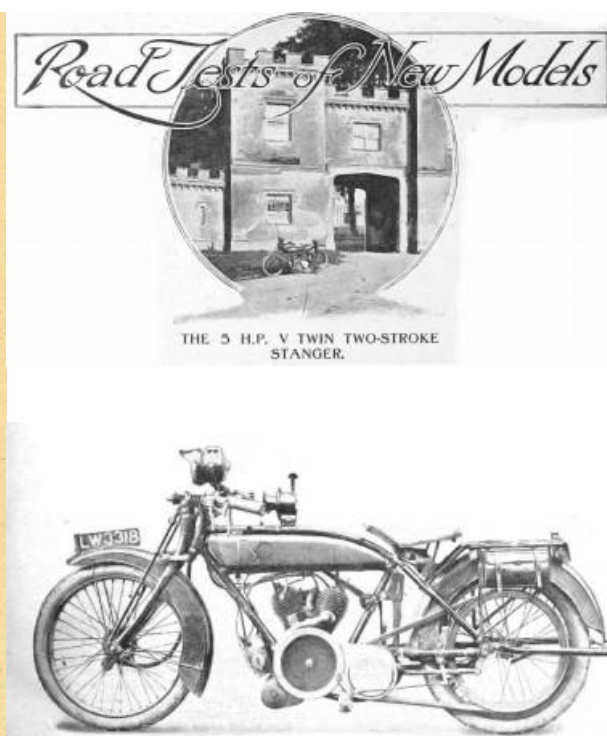
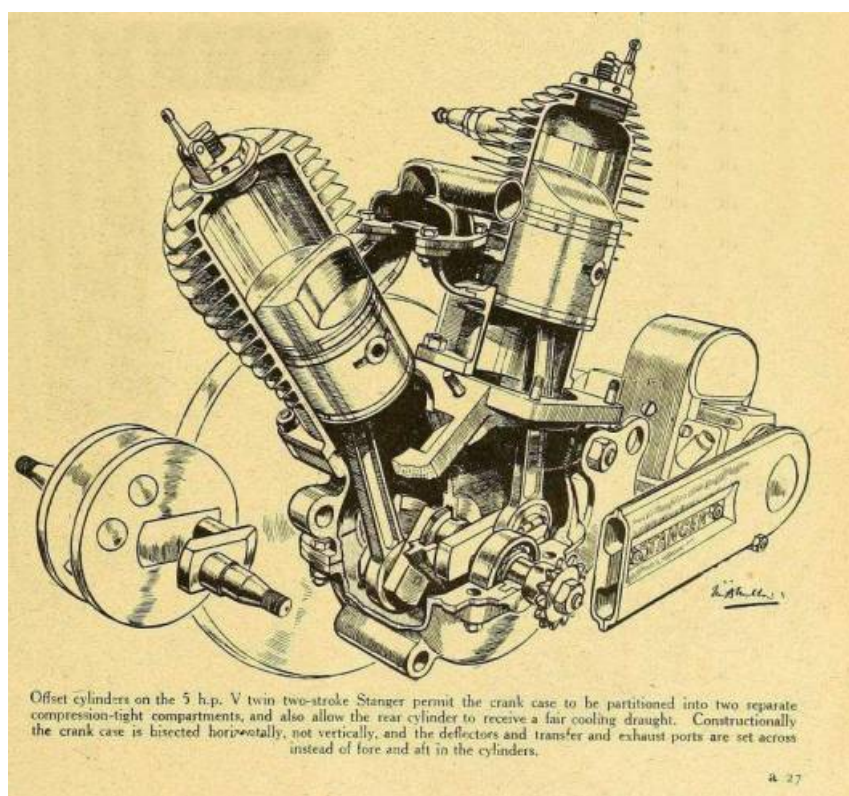
T.T. or Not T.T: As quiet once again descended on Kalamunda, the District News asked the question whether permission would



Ken Tester (Velocette)

Fred's Story: Fred was a nice, quiet little bloke who owned and ran a very tidy service station in suburban Christchurch. He was good at that, but his true passion, lawn bowls, took over every weekend. He was highly rated as a competitor by his peers, and equally well rated at the inevitable debriefing in the bar, post game. This ensured he'd get home, after closing time, in a very relaxed and amiable state. His wife could easily have understudied for Mrs Bucket, and was wont to host little soirées for her like minded friends on Saturday afternoons. Their house was small, so if Fred wanted (or needed) to sit down on arriving home, he'd quietly sit in with the girls, who pretty much ignored him. Thus he sat and listened to their conversations, in which he assured me the favourite topics were the snoring/ swearing/ farting/ incessant demands for sex of their husbands. In one such afternoon, Fred decided he'd have a smoke, quite acceptable in those days. Some of the girls indulged. Out came the packet, along with the matches, and Fred lit up, then realised there was no ash tray within reach. No problem, the extinguished match went back into the box. All hell broke loose! The "dead" match contained sufficient heat to ignite the whole, full, box, which took off WHOOSH! like a rocket, inflicting third degree burns to Fred's thumb, and setting the curtains alight. They were luckily able to contain the flames, so it didn't cost the house. The soirée came to a natural end, and Fred's shares took a battering, and that was one agonisingly painful thumb, for a very long time.

Lithium Batteries: Can every silver lining have a cloud? I believe in terms of lithium battery powered tools, they can. The tools themselves are a revolution - surprising power and run time, and no more bloody extension cords! Wonderful. But there is a cloud. Hardly a day goes by without hearing that a house or workshop has gone up in flames, courtesy of a lithium battery being charged. It's been suggested that leaving them on charge, past being fully charged, is a contributing factor. That worries me. I've inadvertently left batteries on charge, forgetting them when leaving the workshop, under the house. Potential disaster. I decided to safeguard us by buying a timer, from Bunnings, \$13.35, cheap insurance, and just giving the battery an hour so if I do forget, it'll be OK. I then spoke to our two resident fire fighters, Lloyd Redstone and Colin Hankinson, they offered the following. Use only the charger supplied with the tool. Batteries have a specific engineered-in charge rate which is provided by the original charger. Avoid after market chargers. Don't leave batteries on charge for longer than what's recommended in the manual. Where possible, charge on a non flammable surface. Dispose of old batteries at a recognised recycling point - Battery World will take them. Seemingly dead batteries have been known to set rubbish trucks on fire. If anyone has any further ideas on this we would welcome your feedback.



The new Stanger is most comfortable, and impressed us very favourably from every point. It appeared, however, to be slightly under geared, but, notwithstanding, it attained a speed of 40 m.p.h. on the level without any attempt at letting it "all out." Perhaps the machine's most attractive feature is the delightfully even torque of the engine; it is scarcely possible to distinguish the separate explosions at speeds above 20 m.p.h. This fact, too, combined with a comfortable riding position, makes it very stable on greasy roads or wet city streets.

David Stanger's engine was a 45-degree twin with three-port cylinders and separate crank chambers. By 1921 Stanger was in full production from his own premises (in Tottenham, London), these Stanger motorcycles featuring Sturmey-Archer three-speed chain-cum-belt transmission, Brampton forks, Senspray carburettor on his own engine and a choice of rigid or sprung frames. In 1923 all-chain drive became standard, but this turned out to be the final year of production.

For Sale

Note: For Sale & Wanted Ads must be renewed for each issue of the Chatter.

Robin Webb from Lower King near Albany is offering his **motorcycle collection for sale**: 1950 Triumph Speed Twin, \$8,000; 1959 Triumph T100 500cc, \$12,000; 1960 Triumph T110 650cc, 19k miles, \$12,000; 1961 Triumph T120 650cc, restored, \$22,000; 1971 Triumph TR6, 650cc, \$8,000; 1958 Triumph Thunderbird 650cc, \$8,000; 1989 Triumph Thunderbird 900cc, \$7,000; 2000 Triumph Sprint 900cc, \$4,500 & 1991 Triumph Trident 900cc, \$4,000. Contact Robin Webb on 98441234 after 6pm.

Ex Ken Hopkins Estate: Motorcycles for sale: **1928 BSA 350**. \$16,000.00. Not Licensed & **1951 Royal Enfield 500 Twin**. 12,000.00. Not Licenced. Contact Jeff Sanders 0411 750 767 for more information



BSA Gold Flash/Super Flash Replica 1952 650cc: Superbly restored by engineer of note. Mechanically excellent. Offers invited to Contact Don Price 0478 632 159 dgp@iinet.net.au



1983 Kawasaki GT550 For Sale: runs well everything in working order. Rebuilt carbs including diaphragms, new front brake master cylinder, new front pads, and rear brake shoes, new seat cover, new stainless 4into1 stainless Predator exhaust, new tyres, new turn signals, new mirrors, recently shimmed valves, replaced oils and filters. Receipts for all, included digital workshop manual and spare parts list. On club 404 licence but will pass DOT if required. \$3500.00 Contact Colin Hankinson colinhank01@gmail.com



Wanted

Rider Footrests for "PUCH ALLSTATE" 125cc HARDTAIL- part# 500-2515. Terry Germain – E Mail: tgermain@bigpond.net.au 0419 554 735

Sidecar for 1929 BSA Sloper wanted. Steve Johnston, johno.spj@hotmail.com, 0417 961 595

Wanted Pre-65 Trials bike. Really only need frame, forks, wheels, good engine and gearbox. I have all the peripheral bits. I would prefer a Francis Barnett / 197 Villiers but happy to look at anything.

Michael Rock 0437 999 009





Syd Parsons setting a lap record on his A.J.S. at Claremont Speedway, 1928 (Source: SLWA 041222PD)

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



Oops!



The other day I had to report to the local Police Station. I just said, "No comment," all the way through the police interview. I didn't get the job.

I remember being so poor that all we had to eat was coal. Thinking of those times still brings a lump to my throat.

In court, I was found guilty of being overly egotistical..... I am appealing!

Wish me luck in this year's London Marathon. I managed 3 hours, 12 minutes and 9 seconds last year. This year I will try to beat that, but I usually get bored and turn over to watch something else.

I think people who sometimes use the wrong words should have the humility to admit it.

After a terrible time with diarrhoea and a long struggle with hypercholesterolemia, I finally won the spelling contest.

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

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

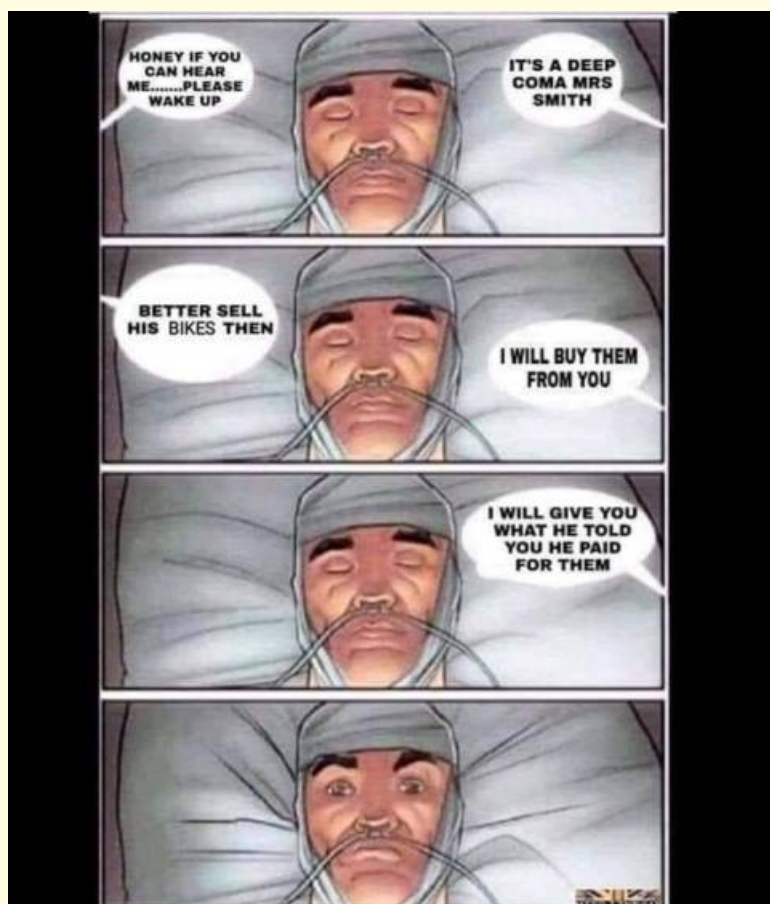
A man, whilst out walking has unfortunately fallen into a sewer, and although he couldn't swim, He was seen to be going through the motions.

I once went out with a girl who was a dentist. She said she had a great time and would like to see me again in about six months.

My wife said that I treat everything as a joke, so I told her to sit down and we could talk about it, that's when I pulled the chair away!

Not saying I'm ugly; but, people used to say to my mum. "What a lovely pram."

My Uncle was a lion tamer. When he went bankrupt, they took nearly everything, but at least he's still got his pride.



BBQ RULES: It is important to refresh your memory on the etiquette of outdoor cooking. When a man volunteers to do the BBQ the following chain of events are put into motion:

(1) The woman buys the food. The woman makes the salad, prepares the vegetables, and makes dessert. The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces, and takes it to the man who is lounging beside the grill - beer in hand. The woman remains outside the compulsory three metre exclusion zone where the exuberance of testosterone and other manly bonding activities can take place without the interference of the woman.

(2) THE MAN PLACES THE MEAT ON THE GRILL.

(3) The woman goes inside to organise the plates and cutlery. The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she will bring another beer while he flips the meat

Important again:

(4) THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN.

(5) The woman prepares the plates, salad, bread, utensils, napkins, sauces, and brings them to the table. After eating, the woman clears the table and does the dishes

(6) Everyone PRAISES the MAN and THANKS HIM for his cooking efforts.

(7) The man asks the woman how she enjoyed ' her night off?'

