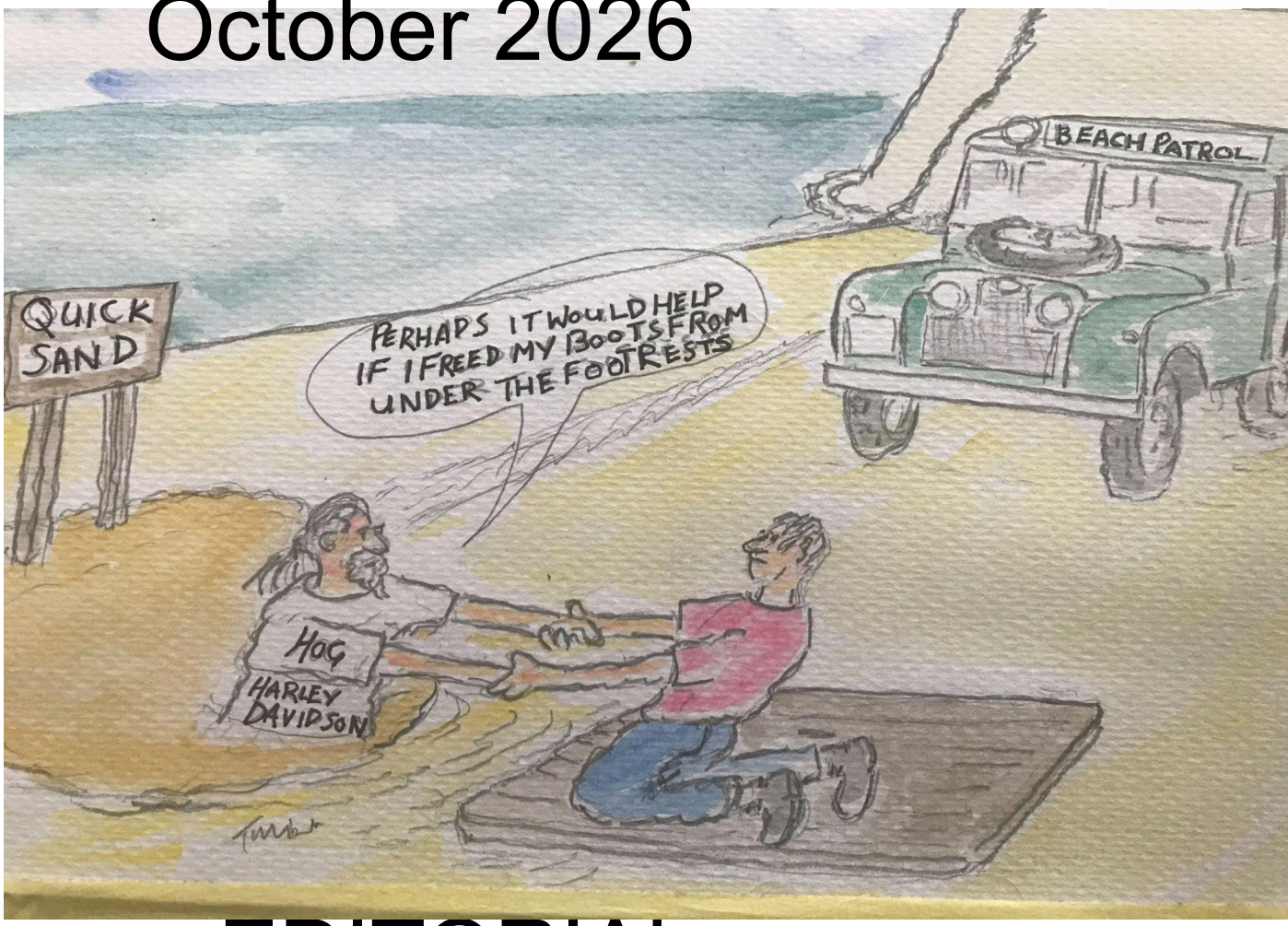
W.M.C.C. Gazette
October 2026



EDITORIAL
OCTOBER 2026

Dangerously close to the end of the year and dangerously close to the 100th year of our club

.To put that into context for GenZ,the club was formed ten years after world war one ended. Originally the waterlooville

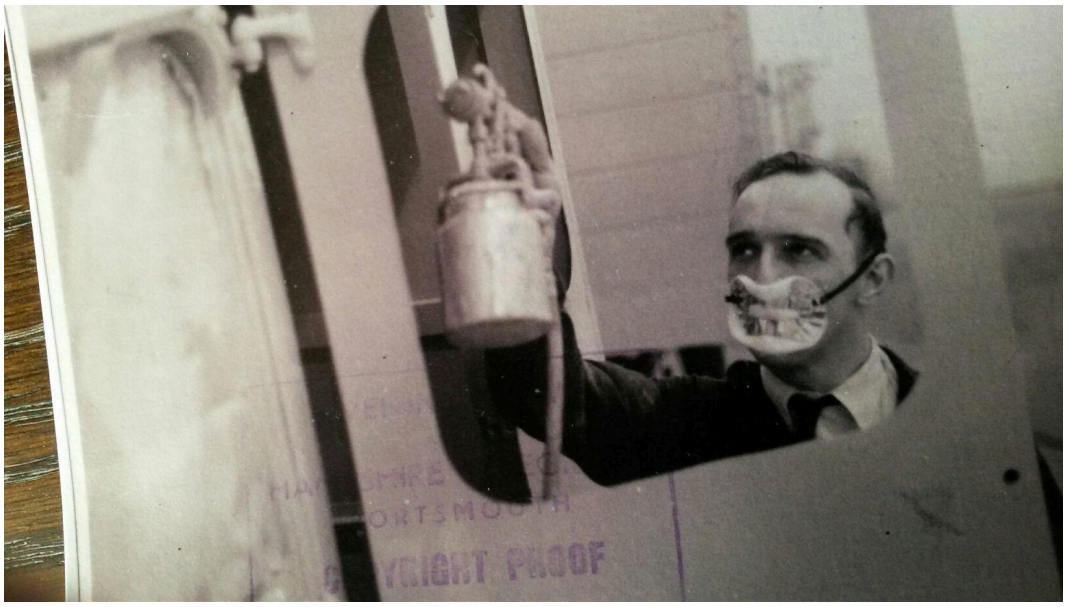
motorcycle and light car club,as we all know!

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The bikes of 1928 feature names that we all know-BSA,AJS.HRD(later Vincent)Triumph and Brough Superior.These were not a million miles away from the “classics” that we know from the 1960s.
And what of the “light cars” of 1928,I hear you ask?(perhaps!)
Certainly more than a million miles away from the cloned lookalikes that we see on our roads today. Austin Chummy-a 1920s moniker for sure!The first Minor,the mg midget and lots of cars that were customised by coachbuilders often with wooden frames and fabric bodies.
I have a soft spot for coachbuilders as I joined the paint shop at Wadhams Coachbuilders in 1960.As my apprenticeship ended in 1965,I moved from Clarendon Rd. Southsea to Waterlooville Wadhams.At the time they were agents for B.M.C. cars and produced a lightly customised version of the 1100 and 1300 range.

This involved side stripes,two tone paintwork and a few other mods as I recall.I haven’t

seen one since on the road or for sale-I didn't dream it-honest!



Health and safety 1960's style featuring Mick Haberline at Wadhams with cotton wool mask.
But enough of lumps of metal,what about people?
127 members to date.Eight since last committee meeting and four at the Fossils making 23 new members this year plus 3 not processed.



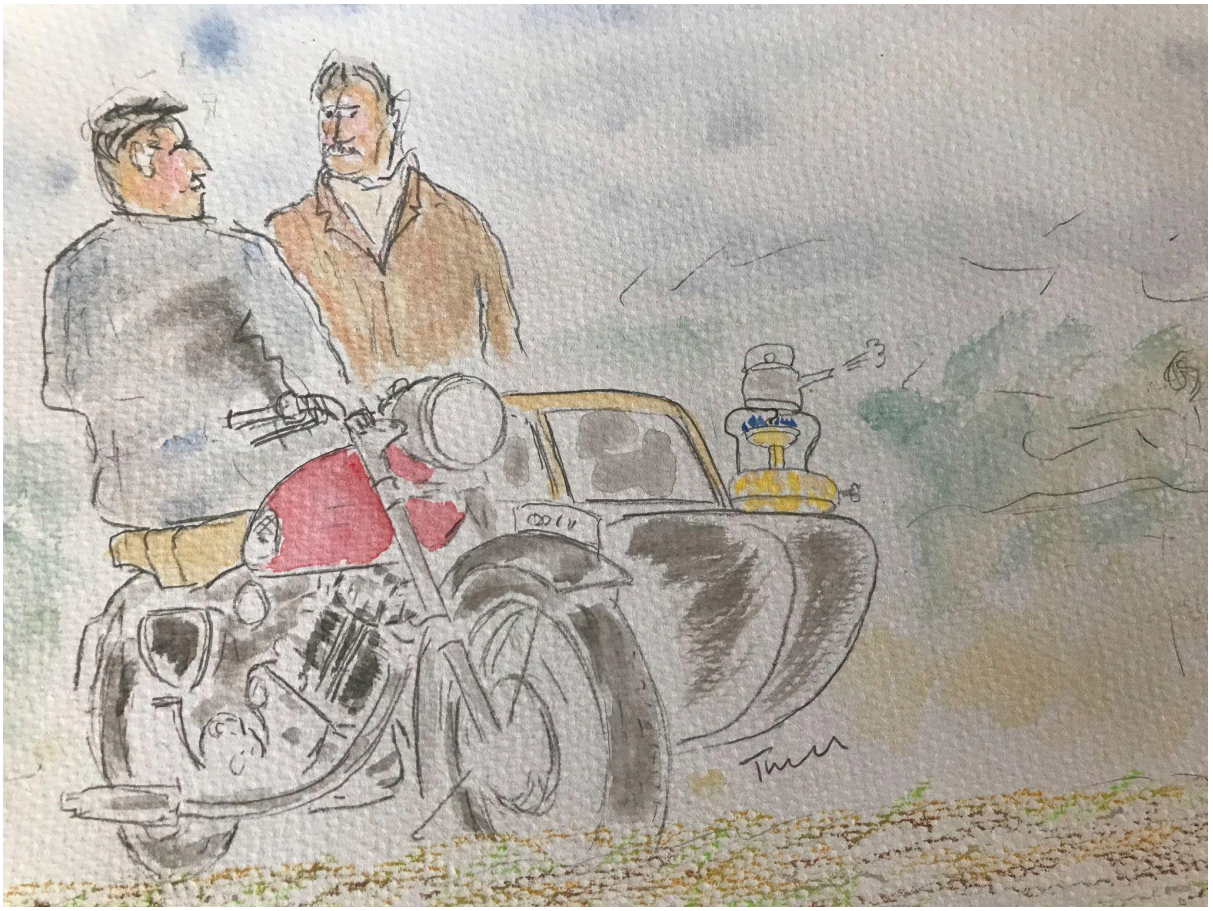
John Jenkins,Mick Bowley and Alan Straughan

having a good time at a club night-Nuff said!



TEA BREAK(now).
In 2025 there were just over four thousand dedicated motorcycle parking spaces in the UK,as opposed to over one million car spaces.Thanks to
Bikesure and our old friends motorcycle action group,an extra two hundred extra places have been allocated to bikes and the pressure is still on.
What could be more “Now” than You Tube!

You might have clicked on the platform to watch the latest “Fossils” footage and been immediately drawn to a frightening fake AI post about anything from health to your finances.The government is ending free car tax and MOT exemption for classic vehicles!!Fake news,of course.The rolling 40 year exemption still stands,but,apparently,heavily modified bikes or cars may be disqualified from the MOT exemption.When you search for the truth about the classic bike and car tax,the first answer that comes up is “written” by an AI bot,so best to go to the Gov.uk site for clarification,who say that different engines,frame/chassis swaps Etc.rule out the mot exemption(possibly?).So perhaps that Tribsa is not the best buy.
Idly trawling through Ebay and facebook sites,it would appear that although solo classic bikes have dropped through the floor,classic bike and sidecar combinations have not dropped quite as badly.One would have thought that there were less “chair” men than solo old fogeys out there!
It’s a funny old game!



TEA BREAK(then).
….and what could be more “then” than the 1960’s? Wmcc committees of 20 plus. Major R.W.Gale as president.Club events pretty much as usual despite the big freeze of ‘62/63.
The sixties were boozy times and embraced by wmcc members at club meetings and social events.
A gazette cup entry from 1966(that’s a novel idea,people write in instead of the editor boring everyone with “how I won the war sort of

stuff")recounts a dinner and dance at the Welcome Inn at Petersfield.The writer had a Ford 10cwt. van.The handbrake cable snapped on the way home from work.Undeterred,he picked up his girlfriend,then on to pick up John Bowley and his girlfriend and then Jem May. A van full of people,no handbrake,terrible lights and wandering steering!Inevitably they were pulled over by the police,defects noted and allowed on to the do.The drink flowed all night and they set off home. Well over the limit,but before breathalisers,the icy van careered along the road.John Bowley said "watch out you nearly ran over a policeman" Oops! He'd forgotten to turn the lights on.Then stopped again after dropping off the last passenger. The final reckoning was-no lights-no reflectors-speeding and failing to stop.£4 fine and licence endorsed.Not bad,I'd say!
…..and not unusual.Stag nights then were on the night before the wedding and I recall one. My cousin,Michael(Margaret Theobald's brother) drove us in his Mk.V111 Jaguar(seven or so packed in).Southsea was the preferred pub crawl and we fell out of the car before piling

into “The Elms” pub.A copper was,of course on the other side of the road.Assuring him that Mike was not drinking(he was) he wandered off (probably didn’t want the paperwork).At the end of the night,I suggested dropping John Theobald off outside his house.Michael said “no,he’ll be alright “and we watched him weave unsteadily along Sylvester Road!Back to the committee(cor don’t ‘e jump about that editor?).The title of captain may seem a bit strange nowadays as it’s usually a military title,but obviously not unusual in 1928. In the 1800s/1900s in America convicts were leased to plantation owners to harvest sugar cane.The overall supervisor was “the captain” and “bullies”supervised the rows of workers,mostly black and sentenced because of minor offences.Lonnie Donegan inspired ‘60s bands like the Beatles (and us schoolboys!)
If you take the time to listen to “ain’t no more cane on the Brazos”by Lonnie on you tube,you will get an idea of the horrendous conditions for slaves.



Carl Brzakalik,a new club member asks if the club has a “for sale/wanted sales area.He has a paddock starter for sale.Brand new hardly used new battery.Bought for £700.For sale for £500.His mobile No.07825924596. It may have gone by the time the Gazette is out,so perhaps text him first. PLease send anything you have for sale or wanted to wmcc.editor@gmail.com

The long awaited(as if!) Christmas Gazette is on the horizon.Who knows? Perhaps something in the for sale/wanted section would make a bespoke Christmas present for a motorcyclist.

Articles,blasts from the past or something new,in fact anything to make it a bumper edition,gratefully received!

HAMPSHIRE CHRONICLE

More than 140 motorcycles set off on a 50-mile charity ride through the Hampshire countryside.

The annual Fossils Charity Fundraising event began at Horndean Technology College and was organised by the Waterlooville Motorcycle Club to raise money for the Hampshire and Isle of Wight Air Ambulance and SERV WESSEX Blood Runners.

The event, now in its 21st year, included a classic ride-out, motorcycle show, and prize raffles. A spokesman for the Waterlooville Motorcycle Club said: "The Fossils event is more than just a ride. In the college hall, there was a motorcycle show, this year with over 40 machines on display, awards for attending motorcycles, along with raffle prizes, a burger van and a licensed bar."

Riders set off in two groups, with the first group leaving at 10am and the main group following at 11am.

The afternoon activities included a raffle draw, awards for the best bikes, and the announcement of the winner of the £250 cash prize. The club chairman closed the event by thanking the volunteers, sponsors, attendees, and charity representatives for making the day a success.

The event raised £5,000 in 2025, and organisers hope to match or exceed this amount in 2026.



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PORTSMOUTH NEWS

Fun charity motorcycle event sees riders come together to raise money for good causes

By Steve Deeks

Senior Reporter

Published 6th Aug 2026, 17:36 BST

A fun charity motorcycle event saw riders come together to raise money for good causes - while stopping off for a well-earned pint.

Around 150 motorcycles converged on Horndean Technology College to take part in the annual Fossils charity fundraising event, run by the Waterlooville Motorcycle Club (WMCC), on July 26

The Fossils is a ride-out for motorcycles and riders of all ages of around 50 miles through the Hampshire countryside.

The event raises funds for Hampshire and Isle of Wight Air Ambulance and the SERV WESSEX BloodRunners - a charity which delivers blood and medication across Hampshire, South Wiltshire and Dorset. Both charities were in attendance along with Mental Health Motorbike.

It was the 21st running of the Fossils after WMCC took over from the Gales Brewery Classic run, which finished around 2004.

A spokespersonfor the event said: “The Fossilsevent is more than just a ride. In the college hall there was a motorcycle show, this year with over 40 machineson display, awards for attending motorcycles, along with raffles prizes, burger van and a licenced bar. Becauseof this, the Fossilsprovides a great socialising opportunity, with riders meeting up with old friends or making new acquaintances.”

After the riders had returned, the afternoon activities beganwith the raffle prize draw which included a first prize of £250 cash. Around a dozen more raffle prizes were also awarded, with all prizes donated by local businessesand individuals.

Next up were the awards for the best bikes by categories of machine age, an award for the best bike in the show and lastly The Fossilsaward which is given to the best overall motorcycle, voted for by riders attending.

The chairman of WMCCthanked everyone who had attended, the Fossils sponsors and raffle prize givers, the representatives of the HAIOWAir Ambulance, the SERV WESSEXBloodRunners,MentalHealth Motorbike, and all the WMCC volunteers who put in “so much hard work to make the day a success”.

In 2025, with the help of the Fossilssponsors, £5,000 was raised by this event. WMCCare hopeful of equalling or bettering that for 2026.

Waterlooville Motorcycle Club

Francetrip, 2026.

On a sunny warm evening in early May, nine members of the WMCCmet in the Luc sur Mer layby in Waterlooville, before headingoff to Portsmouth ferry port.

This was the start of an eight-day trip to France that had been in the planning since the previous November. Our destination from Portsmouth was St Malo, by the overnight ferry. Having left home with its nice weather, we were a bit disappointed to find that it was raining and chilly when we arrived in France.



However, being hardened motorcyclists, what's a bit of rain…..soon went our wet weather gear before traipsing down to get our bikes. Once off the ferry, we did get a bit lost finding the right road out of the port of St Malo, getting stuck the other side of the swing bridge for a while. But once the bridge had swung back, we were off.

Usually, for our trips, we stay in one hotel and spend time visiting and exploring the areas around. But for this year we had planned something slightly different, a trip with three stops, La Rochelle, Sarlat La Caneda, in the Dordogne, and Saumur, where we have stayed before.

David Thorne, our ride leader, did a super job on planning our rides between each place and we had a fairly wet ride down to our first stop, La Rochelle, although the last hour or so was dry. La Rochelle is a large port with a lovely old town, full of cafés, restaurants and plenty of medieval things to see. We had two nights in La Rochelle, so were able to spend a whole day exploring. Luckily the weather had cleared up and we had great weather for our stay.

The following day was a longer ride, from La Rochelle down to a small medieval city in the Dordogne called Sarlat la Caneda. And, of course, it rained for almost the entire ride! Nevertheless, David had planned a good route that took us through some spectacular French countryside. We arrived at our Sarlat hotel in the early evening, a little damp. But, having checked in, showered and changed, we headed into town to find a restaurant for dinner. Sarlat is a popular tourist destination so the town is well served for cafés and restaurants.





We had four days in Sarlat. The day after our ride down we were all a bit tired, so we split up and had a leisurely wander around, doing some investigation on places to visit in the town and in the wider area. One of the places that Andy, Sarah and Tony wanted to visit was the Millau bridge over the river Tarn, an architectural wonder designed by the British architect Norman Foster and known as the bridge floating above the clouds because it is so high. As we were relatively, close, one morning before the rest of us had had breakfast, they set off to ride to Millau. It was a little bit further than they thought, but they had a great day and returned to Sarlat for the early evening.

One of the places I wanted to visit were the caves at Lascaux. The original caves with their 20,000 year old wall paintings are now closed to the public, but there is a superb visitor centre with a perfect reproduction along with explanations of all the figures and animals represented. So, on another day, Sue, myself, Christine, Mark and Tony set out for Lascaux. Amusingly, Tony and I had a major satnav malfunction and ended up riding towards goodness knows where until we realised things weren't right, stopped, had a conflab and got ourselves on the right track. At this point, having had a lovely ride through rural France and, possibly losing faith in Tony and my ability to navigate particularly well, Mark and Christine decided to find a café for lunch then head back to Sarlat, which they made in no time at all!





After Sarlat the group split up, with David and Paula going further south for another week, and the rest of us would start our journey home. So, for dinner on our last night in Sarlat we booked into a 'medieval' restaurant where we had a crazy shirt evening (we'd all brought some really leary shirts). The locals must have thought we were typical mad Brits, and the evening was great fun.



The next day, after breakfast, we said our goodbyes to David and Paula and, with Tony in the lead, we headed to Saumur on a long, but uneventful and dry ride, staying in the same hotel we had been in two years previously. Just after we arrived the heavens opened, fortunately the rain cleared quickly and we found a good restaurant for dinner.

Our return ferry was leaving from Caen, and we had worked out what time we needed to be on the road for our last day, so after an early breakfast and in light rain (again) we left Saumur and headed north. We cleared the rain within the first hour and subsequently had a dry ride, although we saw plenty of menacing clouds. The ride was quite leisurely, getting us to the port in plenty of time for the ferry home.

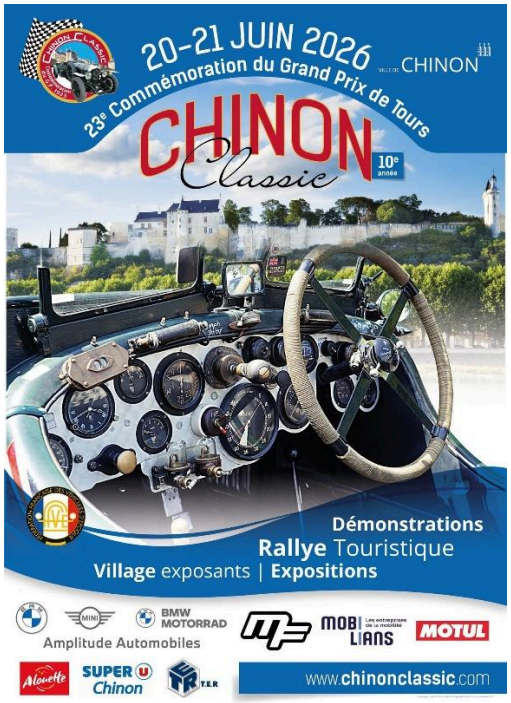
The ferry crossing was uneventful, and once on the bikes at Portsmouth we said our goodbyes and headed off.

Another great holiday, great company, saw loads of new places, great riding and loads of laughs, perfect.

Waterlooville Motorcycle Club

French Retro Classic Rallies, June 2026.

Two members of WMCC travelled to France this year with a contingent of the Brooklands Museum motorcycle team. This was to take part in two Classic Rallies, one run in a lovely medieval city called Chinon and the other in a town called Bressuire a bit further south and west.





Essentially, what happens is a circular 'race' circuit is created through the town's roads, for a Saturday and Sunday event. The course is defined by large straw bales or, in the case of Chinon, concrete barriers (watch out), and the events are 'parades at speed' but once things get going……..

The French love these rallies and they are held in quite a few towns through France during the summer months. The Brooklands team have been doing both of these for a number of years and Neil and I tagged along this year. The rallies are great fun for both pre and post war cars and motorcycles. We entered in the pre war category for each one.

The first rally was in Chinon. Neil, Karen, Sue and I arrived separately on the Friday, late afternoon. Some of the Brooklands chaps had arrived the previous day and set up a paddock area. We unloaded our bikes and put them in with the Brooklands machines ready for the Saturday morning. Neil took his 1928 AJS Big Port 350 and I took my 1940 Ariel Red Hunter 350.

At Chinon there were two groups for motorcycles, one pre-war and one up to 1986. This was good because it did reduce the group size out on the track.

We had three track sessions on Saturday on a shorter circuit than usual. The sessions lasted for about 4 or 5 laps and around 10 minutes each time. The bikes all performed well, with only a couple of breakdown-type incidents that needed some paddock fettling to sort out. Fortunately, the paddock

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area was in a wooded park so there was quite a lot of shade. This was good as the temperatures hit the high 30s on both days.









Sunday saw, again, three sessions for the bikes. This time we were on the longer circuit which was better, although pretty hairy as the turns were at left hand right angles, with one almost 180 degree hairpin. But everyone got around successfully and had a very enjoyable time. At the end of Sunday, the paddock was broken down, bikes loaded in vans and Monday saw us all head south and west. Neil and Karen went directly to Bessuire, Sue headed home and I headed of for a few days in La Rochelle with some of the Brooklands guys. The temperatures in La Rochelle were staggering, hitting the low 40s for two or three days.

On the following Friday morning, we all converged on Bressuire and staked our claim to the best motorcycle space in the paddock and got to work putting up gazebos, as there was no shade at all and temperatures were still in the high 30s. The Bressuire event is similar to Chinon, with a more interesting circuit through the town. The main differences being nocturnal car and bike events on Saturday evening and a large lunch served up for all participants (or pilotes) on Sunday.

Once all the bikes were unloaded and set up on the Friday we were free to wander around and look at the other machinery present. A very impressive display of cars and bikes. Here, they are very strict that all bikes have to be pre-war, so there was a very interesting range on machines to look at.





The format for sessions was similar to Chinon, so we had three sessions on Saturday and three sessions on Sunday. The Sunday sessions were broken up by the lunch, and at the end of the day there was a final parade lap for all machines and the award presentations. Personally, I preferred the circuit at Bressuire as it had left and right hand turns and the barriers and chicanes were of straw bales and not concrete! The only downside, if there was one, was that, as there was only one motorcycle group, all 47 of us, including outfits, were let out together. It was pretty hectic, as you can imagine; the secret was to get to get somewhere near the front of the pack and stay there…….there were some pretty fast riders hacking around.









The temperatures stayed very high for the weekend. So, after the last session we did, we were grateful to change out of our motorcycle gear, (in some cases, racing leathers), get the bikes loaded up and head back to our 'digs' for a well-earned shower and something to eat.

Unfortunately, on the very last session of the day, one of the Brooklands chaps had a pretty high speed 'off', bent his bike up a bit and broke his collar bone. So just before our shower, a couple of us went back into town to help load up his machine and all his kit, before he went off to hospital.

Other than that one major incident, we all had a cracking weekend – good 'racing', good food, great company and comradery.

A great couple of weekends were had by all and, personally, I am looking forward to doing it again in 2027.

Steve Cox

Good morning, all,

just following on from my earlier email, one of our club members, Paul Hurst, is a volunteer stoker on the Heritage Steam Ship Shieldhall, which is based in Southampton.

As a stoker and part of the engineering team who keep the Shieldhall in tip top condition, he gets to work with, and on, lots of interesting things! Please see the attached flyer.

Paul has a fascinating talk about the SS Shieldhall, it's history and it's current life (I know, I have seen it!) and has kindly agreed to come along and give his talk for WMCC club members.

So please make a date for your diary - THURSDAY, 8TH OCTOBER; come along for an enjoyable evening and support Paul and the club.

The venue is, as always, one of the usual classrooms at Horndean Technology College, 19.00, for a 19.30 start.

We still have some spaces left, so please let me know you are coming, either by email - wmcc.events@outlook.com, or call me on 07970 088234, so I can add your name to the list.

And, there could also be tea and biscuits involved .....

Any questions, please get in touch.

Cheers,

Steve

Heritage Steam Ship Shieldhall



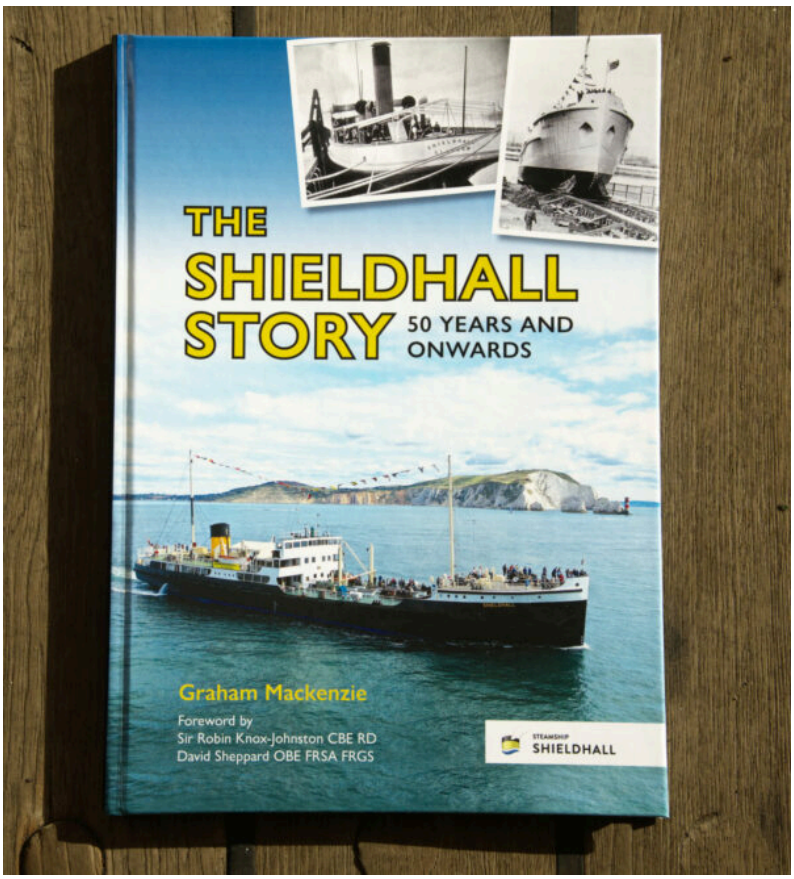
Shieldhall is believed to be the largest triple expansion, twin screw steam ship in Europe, still taking paying passengers on day trips around the Solent, Poole and the Jurassic coast. She is run entirely by volunteers from the Captain down to the Stokers in the boiler and engine room.

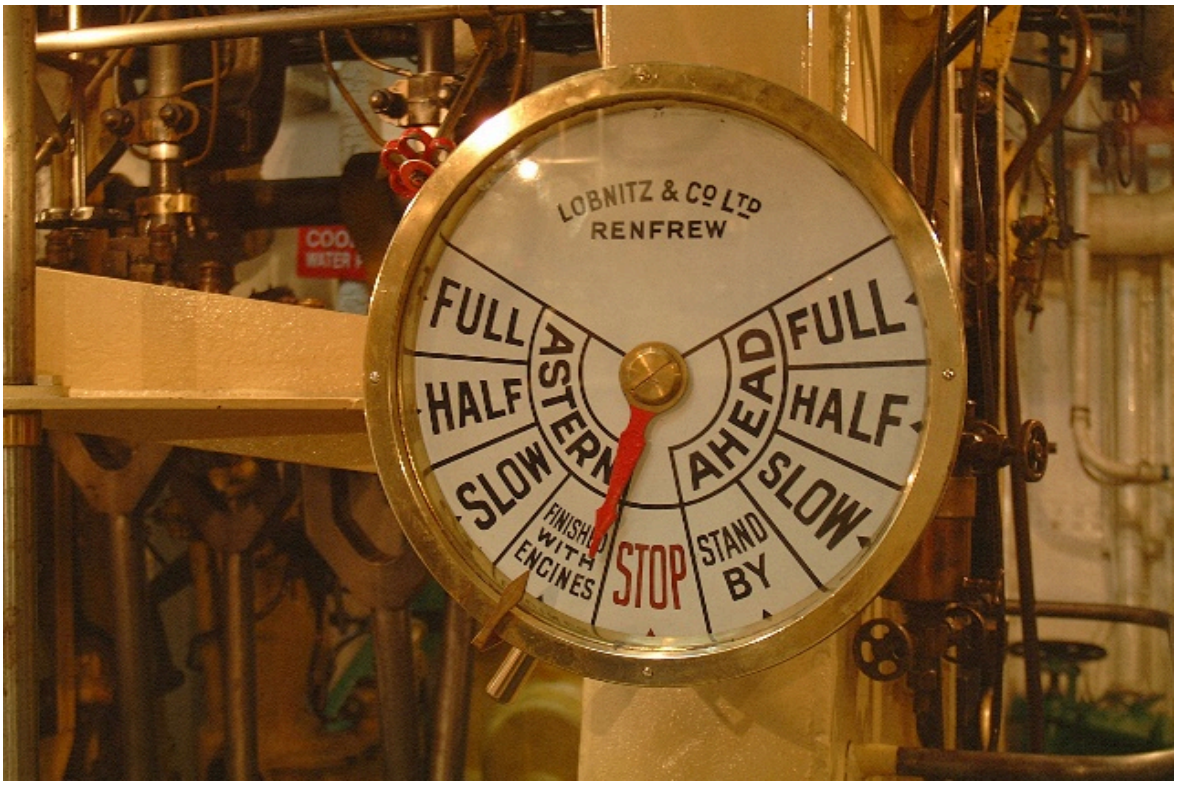
My role on Shieldhall is as a volunteer stoker. Together with other volunteer engineers I get to work the two scotch boilers – these are the same design as the Titanic's (but we only have two) boilers. I might be rostered on a trip as an engine room operative. This involves the regular oiling of the many moving parts, working the ships telegraph, steam throttle and gears.

Shieldhall 'gets under your skin' and I can't stop talking about it! Come along to one of my talks and I'll take you on a trip through history: Why Shieldhall came about, what she did when owned by Glasgow Corporation and Southern Water Services, how she was

saved from scrap and some of her memorable accolades as a Heritage Ship.

Find out more: www.ss-shieldhall.co.uk





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