

W.M.C.C. Gazette



July 2024.

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Editor's Note. Back in the day, along with "back in my day" are the most annoying things that we old 'uns say (if you believe what you read in the papers). The only thing that I take seriously in newspapers is fish and chips-and even that, I take with a pinch of salt! So, back in 2010, the motorcycling press was full of horror stories about bikers having their licence returned, but without their hard-earned motorcycle entitlement. I had just returned to motorcycling after hanging up my Barbour in 1964, and thought it would be just my luck to lose mine in this way. I found out that if you write to David Fowler Data subject enquiries/d9 DVLA Swansea sa67jl with £5 payable to DVLA with full name, address and licence number, and date of birth, you could get proof. Sure enough, I did just that and got a print out by return post. I thought that there was some sort of conspiracy to get motorcyclists off the road, but I was mistaken. Further back in another day, I was part of a happy bunch in the motor trade who always had the kettle ready to make visitors a cuppa. I still see some of them and I'm always greeted with "I saw you coming-the kettle's on!" I visited one recently and over a cup of the lovely brew, he recounted a surprising tale. (This is getting a bit like a Sherlock Holmes story). His girlfriend had her licence returned, but including a motorcycle entitlement, despite never having ridden a motorcycle! A long-time pillion rider, this prompted her to get on the road under her own steam. She did the decent thing and is now in the last stage of her CBT test, but how many others have got their licence with this error and just decided to chance it on the road!



"Motorcycling" magazine of 1960, contained a fitting cartoon! B.S.A. Bantam owners in our midst may be interested in the recently created WhatsApp group for Bantam owners in east Sussex. Not quite on our doorstep, but they offer advice assistance and no doubt parts for sale to Bantameers. To join email Roy Warren at roy.omb@gmail.com. Perhaps this is the future. WhatsApp and Facebook motorcycling groups. Back in 1928, they wouldn't have imagined you reading this on a phone! **Happy Trails, Editor.**

Bits and Pieces. B.S.A. Gold Star.dbd 34..500 c.c. FOR SALE. Reg.No.osj 571. Engine No.gs4422.Frame No.9850. The machine is reputed to have raced in Chile in the hands of Carlos Ladero. It is thought that the original engine let go during a race accident when the throttle jammed open. The current engine is from a Catalina which had also been raced. Back in England, it is fitted with a Phil Pearson clutch and electric starter, which was replaced by Phil's son in 2023.Fitted with a standard gearbox and non-race carburettor, it allows ease of riding in town traffic and allows the rider to be off the clutch immediately rather than keeping the clutch in till 25 m.p.h It can be seen in country action.by looking at google "b.s.a. Gold star the halcyon days" being ridden by the current owner wearing a white scarf. There have been numerous inclusions in print with a two page image in "Classic Bike" March 2018,and a full page in "my cool motorcycle seen on tv. The secrets of the transport museum". The Goldie is fitted with an original 5-gallon alloy "Lyta" tank and single seat race saddle. The originals plus many spares come with the bike. PRICE. £13000.00. Contact Steve Cox, if interested on 07970 088234. Or cox02@hotmail.co.uk. The Goldie's owner is Bill Whiteley of Brooklands motorcycle team, so it should be a special machine.

EVENING NEWS, THURSDAY, JUNE 20, 1937.—11
GYMKHANA THRILLS AT THE CASTLE
"KEEP your head down, otherwise you will lose your eyebrows" — this graphic warning was issued to riders of Waterloooville Motor Cycle Club, in Southsea, last night.

The warning must have been obeyed for an Evening News reporter could find no evidence of missing eyebrows, as the plucky riders emerged from a tunnel of fire.

The riders proved to have a thirst for thrills. They raced each other for the pleasure of more rides through the tunnel of flame. Officials almost burnt their own eyebrows as they threw more straw into the flames to satisfy the riders.

The very tunnel provided a fitting climax to a gymkhana staged by this Motor Cycle Club with the co-operation of Portsmouth City Police, in the grounds of Southsea Castle.

With the confidence of seasoned performers the riders delighted a 2,500 crowd with a programme of thrills and stunts that would have enhanced a professional circus.

To help the Portsmouth Police Widows' and Orphans' Fund the riders took part in several high speed events.

Possibly the first gymkhana of its kind to be held in Portsmouth, it was organized by the Club's Gymkhana Committee comprising Mr. J. Mortlock (Chairman), Mr. R. Thompson, and Mr. L. Blyth.

Mr. A. E. Austin was starter, and Mr. A. T. Bull announcer.

RESULTS
 Surf board racing—1. D. Peckwith and H. Perc; 2. E. Baker and J. Clodder; 3. P. Cole and T. Beach.
 First team race—1. H. Martin and E. Young; 2. D. Frogg and B. West; 3. D. Stone and S. Kirkworth.
 Second team race—1. D. King and J. P. Cole and T. Beach.
 2. Peckwith and H. Perc and D. Emsay; 3. E. Young, J. J. Bowler.
 Second obstacle race—1. D. Emsay; 2. D. Emsay; 3. M. Blyth.
 First eye and spoon race—1. B. Doney; 2. E. Young; 3. D. Stone.
 Second eye and spoon race—1. T. Skinner; 2. D. Emsay; 3. E. Peckwith.

A fire at 16, Bridport Street, a derelict house, was extinguished by Portsmouth firemen last evening.

THE WATERLOOVILLE MOTOR CYCLE CLUB
 in co-operation with the
 PORTSMOUTH CITY POLICE
 present a
MOTOR CYCLE GYMKHANA
 7.0 p.m. WEDNESDAY, 19th JUNE
 in the
GROUNDS OF SOUTHSEA CASTLE
 all proceeds in aid of the
POLICE WIDOWS' AND ORPHANS' FUND
 Ticket 1/6 (This ticket will admit 1 adult or 3 children)
ALSO ADMISSION AT THE GATE

A picture for the train to the Dockyard

In this picture, sent in by Paul Muscat, of Starnshaw, we see one of the locomotives that hauled goods wagons around the very extensive railway system within Portsmouth Dockyard.

The line ran via a branch from the main line on the Town High Level Station down behind the old Evening News office in Starnhope Road. It then crossed Edinburgh Road and Alfred Road via level crossings to an 'exchange siding' outside the dockyard by Unicorn Gate.

The British Railways loco would come off and the dockyard loco would attach and then haul the train into the yard. The marine apprentices pictured in 1933 are left to right: Patrick Cole, Paul Muscat, Ron Short, Graham King, Barry Poole.

Any other dockyard railway photographs would be appreciated.

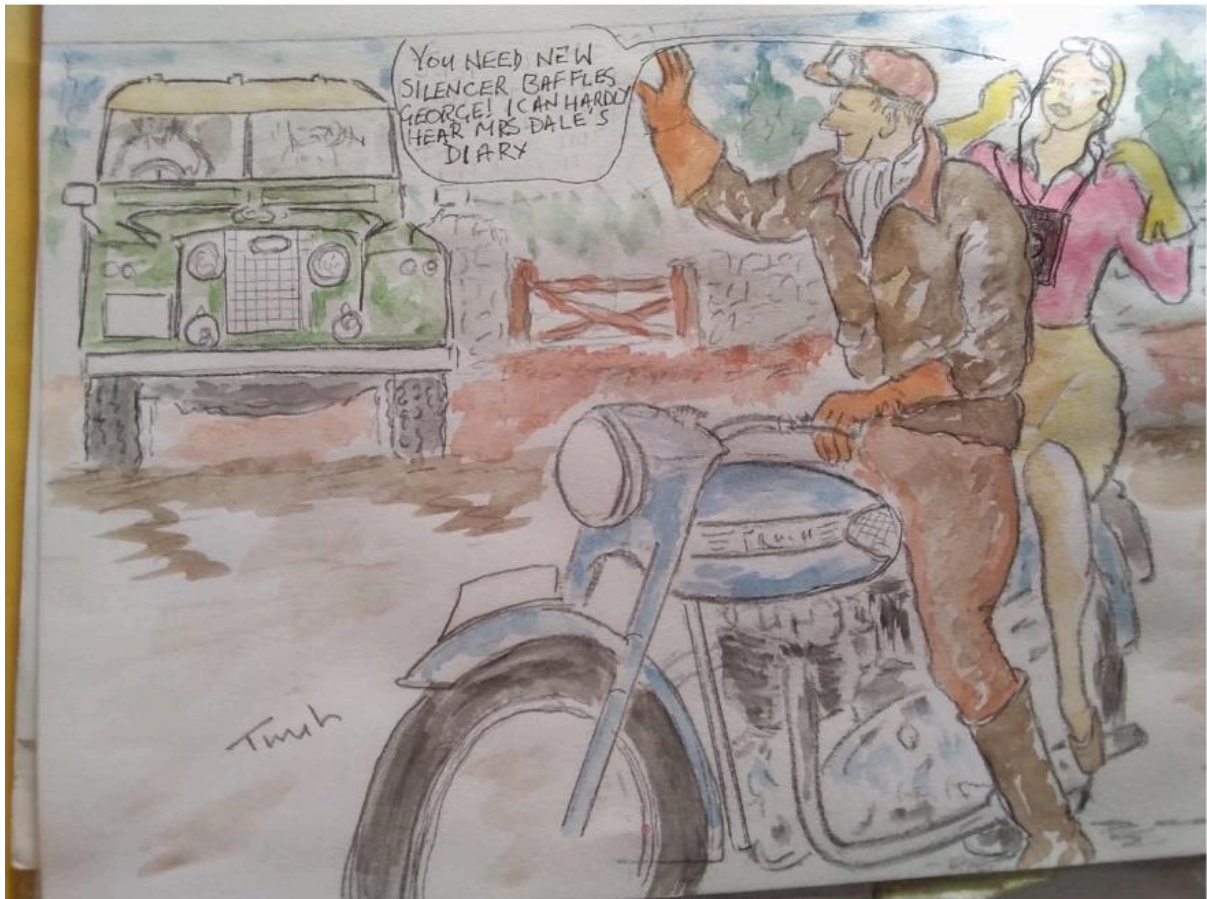
Tea Break (now), my chum, Spud, has just got a fine for doing 32m.p.h. In a 30-m.p.h. zone. My neighbour, Matt, (who is worth keeping in with-for rhubarb from his allotment) was also done for 32 in a 30 zone. When I used to repair police vehicles for a living, the norm was an allowance of 10% plus 2 m.p.h. Before a prosecution. A wise old hand (and fast Vincent rider) gave me some advice when I had just passed my bike test. Drive/ride within your skill limits, make sure you can brake safely in any situation, and always keep a little in hand to get you out of trouble. Keeping that little bit in hand means doing, perhaps 25 m.p.h. On a wide road with no pedestrians and keeping your eyes on the speedo. Bar room lawyers are saying that this contributes nothing to road safety and a lot to "General government expenditure" Dash cams with speed camera alerts pop up on my computer, subliminally saying "cheaper than a fine". I have had ordinary dash cams in my car for some time as evidence in a R.T.A. dispute. Before everyone and his dog had a dash cam, I was following a Mini cooper along the Eastern Road. He was in the inside lane and I was in the outside lane some way back as we approached the junction. A car pulled out from the left "jumping" the lights. The mini braked, but I heard that all too familiar "CRUMP" as he hit the intruder. I could see that no-one was injured, so I turned right, dropped off a parcel and turned back to see if I could help. I was in the other lane going the other way and could see the two drivers arguing. The beautiful Mini Cooper was mangled. As I pulled into a lay-by opposite, the cavalry came over the hill. A police car that was, luckily approaching the scene stopped. The driver at fault said the mini jumped a red light and anyway was speeding. No camera footage, no other witnesses, The Cooper driver was nearly in tears. I gave my witness statement, the mini had right of way and he definitely wasn't speeding. I thought the guy was going to kiss me! I was glad to help. I had been in a similar situation, and no-one had stopped to prove that I was in the right!

Tea Break (then). In the "*Motorcycle*" mag. of June 1966, the French government have imposed a 55 m.p.h. Speed limit on drivers under 20, and those of any age in their first year after passing their test, and an M.P. over here asked for similar restrictions to be imposed! In the same magazine Sunday July 10th: Grass track races organised by Portsmouth club at Oxenbourne farm near Petersfield. First race 1.30 p.m. and on P.874, the news that Ferdinando Innocenti had died on June 21st. He is remembered for *Lambretta* scooters, the first plant being at Lambrate! January '66 and w.m.c.c. subs were 12/6d. New members had to be proposed and seconded before joining. Some football match everyone was talking about!! Planning permission was sought to demolish the Theatre royal and "white swan" to build a hotel on the site. This was refused after letters from Dame Sybil Thorndike and John Betjeman. *The Good, The Bad and The Ugly* at "the flicks". Also, the cult classic, *Blow Up* and *Who's afraid of Virginia Wolf?* California dreamin and Wouldn't it be nice on vinyl reflected the summery mood, and Frank Sinatra reflected on "Strangers in the Night".



Those of us, born some time ago (1944 in my case) had parents who were used to “ersatz” goods during the war. Ersatz is a German word, a noun, meaning substitute. In “Blighty” during w.w.2, it was used as an adjective, so we had ersatz coffee made from acorns, chicory etc. The infamous “war sausage” was described as sawdust! My favourite-TEA, could be made from roasted plum leaves. Bread could be a mixture of rye, potato meal and SAWDUST! So, what’s all of this doing in a motorcycle mag. What next lemon drizzle recipes?

The Germans knew the war was coming (ask Basil Fawlty), so they prepared for the inevitable shortages. A synthetic rubber was pioneered, industrial lubricants were made from coal tar. Ersatz fuels for internal combustion engines were pioneered to convert coal into fuel. More importantly, they produced “gasohol-benzolspiritus” Consisting of 75% petrol and 25% distilled ethanol. Was this the first use of E25 petrol?



The club are now running monthly vintage/classic ride outs for older bikes (and riders!). These are promised to be of shorter duration, riders able to take in our lovely countryside without their chin on the tank. Tea and cake, or I'm a monkey's uncle and no Steve McQueen off road sections! I will post more details as the initiative progresses. I am honoured to be the temporary custodian of *W.M.C.C. Gazette* dating back many years. One constant theme in these lovely records of our local history is the request for more input from the club's members. Please take some photos on your vintage rides or Wednesday or Sunday trips to be included in YOUR magazine. Plus, anything; anecdotes, jokes, rebuilds, stories.

'Motorcycling Matters'. NMC Launches Manifesto for the General Election Friday May 17, 2024 at 1:50pm



All riders are asked to take part in the campaign and contact their election candidates The National Motorcyclists Council (NMC) NMC has today launched an important campaign which aims to put motorcycling on the map in parliamentary constituencies in advance of the General Election. A 'Motorcycling Matters' manifesto and campaign website has been created by the NMC's members, which sets out in simple terms what motorcyclists need the postelection Government to deliver for motorcycling. It presents a manifesto for a positive vision for the future of transport and the role of motorcycling within this.

<https://motorcyclingmatters.co.uk/manifesto/>

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There are seven key themes:

1. Transport Choice: Bringing motorcycling into the mainstream of transport policy
2. The introduction of improved and simplified licensing, training and testing
3. Safer roads for riding, tackling potholes and proper investment in motorcycle safety.
4. Adoption of a "technology neutral" approach to decarbonisation, preserving rider choice.
5. Default access to all bus lanes, continued free parking and protecting motorcycle access to the full road network, including sealed and green roads.
6. Ensuring greater recognition of and support for the UK motorcycle sports sector.
7. Recognition of the cultural importance of the classic bike sector and protection for the UK's motorcycling heritage. Motorcycling is a key part of the future of transport. If supported by

government, it will foster social mobility, quality of life, economic growth and improved safety. The choices riders make about the bikes they want to ride, plus how and where they want to enjoy motorcycling, also needs to be protected.

This is a campaign where every rider can make a difference. The NMC and its members are calling for all motorcyclists to be a part of shaping the views of the election candidates from the parties who are standing in their local constituency. Riders are urged to ask candidates to sign a 'Pledge' to support motorcycling. The campaign website contains the Manifesto, details about how riders can get involved and a page where election candidates can pledge support.

<https://motorcyclingmatters.co.uk/call-to-action/>

NMC Executive Director Craig Carey-Clinch said: "The forthcoming General Election is probably the most important for motorcycling in a generation. We face a situation where, like 1997, all political parties have everything to play for. With a strong likelihood of a change in Government, there is now a real opportunity to reshape the narrative and thinking around motorcycling and send a clear message to candidates about what riders need from a new government. "We urge all riders to support the campaign and help to make a real difference for motorcycling both locally and nationally."