



Waterlooville mcc Gazette

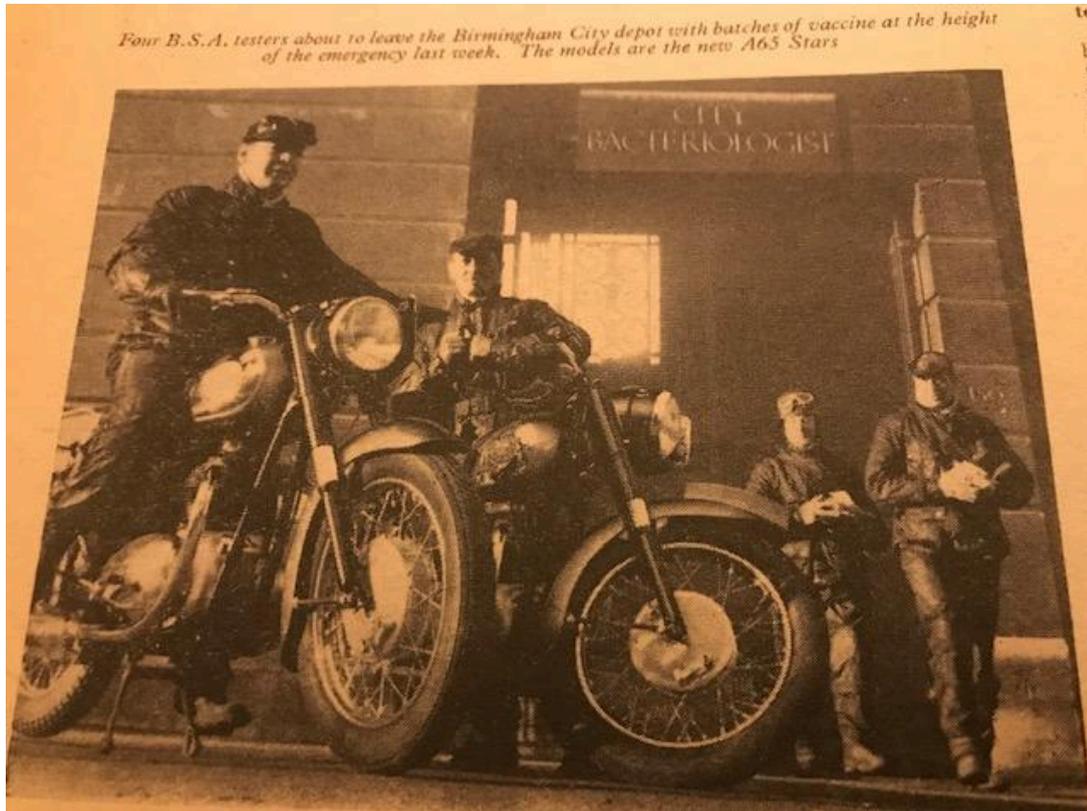
February 2026

Editorial.2026! Only two years to our 100th birthday, and this year, the Fossils run celebrates it's 21st year. Of our two main charities, HIOWA has been in our news with visits to their air base and the excellent cpr/defibrillator course. Serv wessex/blood runners, fewer mentions. They deserve more! Just after Christmas in 1962, the small pox epidemic affected [millions.](#) At the time, the only method of

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distributing the vaccine was by post, but The post office were on a work to rule. Within two hours of a call from public health laboratories, 45 motorcyclists were ready to

set
off



anywhere with supplies of vaccine. Since the initial call, hundreds of riders had made runs day and night and many more waiting for a phone call. Two 18 year olds from the Wolverhampton mcc had covered 300 miles riding through the night. 17 year old John Spear from reigate had no money for petrol and borrowed £5.00 from his [family](#). He covered 401 miles returning home at nine o'clock on a Friday [evening](#). At Shrewsbury as he delivered the ampoules, the doctor's wife burst into tears thanking him. Most of the riders had not been vaccinated at the time and it's worth remembering how deadly small pox was! All of the great and good of the motorcycle

world were doing their bit. The above photo shows BSA testers setting off on new A65s and Percy Tait covered 750 miles, running in a new Tiger Cub.

That spirit continues to this day with Serv/Wessex volunteer riders.

Happy trails Editor.

An interesting family history from our captain, Bjorn. Anyone who has worked on bikes, must have at some time used a box [spanner](#). My maternal family were wheelwrights and coachbuilders in the borough in London and I have a poster (pictured below) advertising their "patent cap wrench", or box spanner to us. -And you thought wrench was a word only used by the yanks! Interesting to see the prices of the coach builders set at seven shillings and sixpence and the wheelwrights at eleven shillings and sixpence. I can't establish when the patent was filed, but I guessed late 1800s.

So the box spanner was invented by an Englishman. Having said that Boswell is a gypsy name, and it's not a big jump from making gypsy caravans to coaches.

The firm built Nelson's coach and when it came to be broken up, the door panel with his coat of arms, was cut out and displayed in the office. I remember it well; my aunt gave it away. What it would be worth now doesn't bear thinking about. The firm went into liquidation in the '50s. [Oh](#) what could have been!

All the best, Bjoern.

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Iron and Steel Merchants . . .

*. . . Coach Ironmongers, Platers
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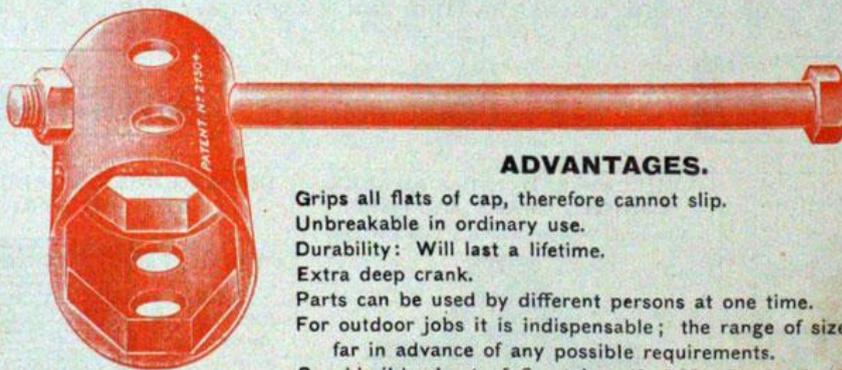
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I worked at a coachbuilders in the sixties and we were still brush painting vehicles in the '60s. Fire brigades were still using wheeled "escape" ladders also in the '60s.

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In the last picture, John Theobald's uncle Monty (a wartime fireman and later brigade mechanic), is working on one of the Pompey'F12 Dennis machines, featuring the same sort of wheels that would have been used on Nelson's coach.

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Tea break(NOW).The wmcc is [nearly100.We](#)'ve trumped the vmcc,a mere 80 years old.Another organisation,The Federation internationale motorcyclisme has introduced a hall of fame and trials giant,Sammy Miller is one of the first four to be inducted.

Chinese manufacturers are shaking up the classic car body panels market.Chinese body panels,including skins have long been available for current cars,but now are turning their hand to old 'uns like the classic

mini, van, pick up and the mini moke. This is partly due to the firm's boss, apparently having a fondness for old cars. Let's hope he also has a liking for old bikes.

The quality of cheap chinese automotive panels improved considerably during my time in the motor trade, so cheap but good tinware for that shed-find O.K Supreme would be very welcome.

Tea break(then)-Retro ramblings.

Wmcc gazette July 1982-Margaret

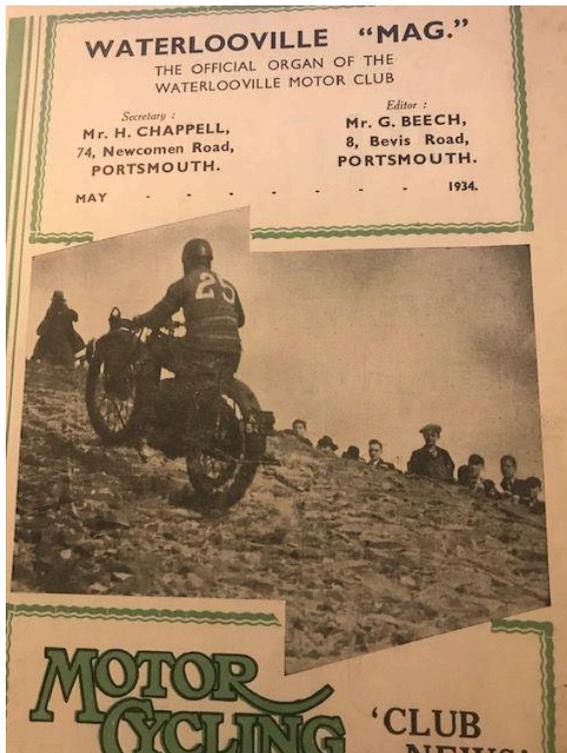
Theobald-editor-Derek Bell and Jacky Ickx won the Le Mans 24 hour race-table tennis table installed at club room-an advert for Bonds garage Stakes Hill-apologies for slim magazine-lack of contributors!!! Gazette

Feb.1990-Dave Ryall-editor. The club dinner & dance at South Parade Pier-Malcolm Wells proposed a toast to the club and mentioned a storm brewing outside and members might end up in Brighton. John Jenkins presided over the awards. Membership cost £7.50.

"Motorcycling" magazine Nov.1960. Full page advert for Senior Service cigarettes-100 for £1/5d. The new Reliant Mk.6(earlier styling than Del boy's, lovely jubbly model) on page 17.

From 1934(yes 1934) Waterlooville "mag"-the official organ of the Waterlooville motor club.

A little confusing; Why no "motorcycle" in the club name, although Hq. is Brewers arms horndean and all of the small magazine is about motorcycling-road tax 15/- less for 350 and 500 cc. And 7/6 less for 250cc, from 1st January next [year.TT](#) races in a month's time and a



Club run to Brockenhurst and a club trip to Douglas IOM for the TT races. 27th May Southern centre team trial at Bishops Waltham. Where's Sherlock Holmes when you need him?

Perhaps a club member can explain this .

March 26th 1934 -the road traffic act made driving tests

compulsory, although it was voluntary until 1935 to cope with the sheer volume of tests.

Alfred Hitchcock's "the man who knew too much" at the flicks and in the dance halls it was the golden age of big bands and swing.

Wadham Bros offered the 1934 Minor for £110 and the Oxford for £285, with the new fangled direction indicators. Swan street garage offered secure parking when attending The Hippodrome at 6d for sidecars, 4d for solos and 9d for cars. You wouldn't want your new Oxford or Matchless X4 V. twin damaged while watching "the modern follies at the Hippodrome!

An article later in the Gazette about Burnettes of Southsea courtesy of the Ariel owners club and author ,Bill Shaw.

Small pox story in "Motorcycle" magazine 1962.

We all need some TLC, but tea and lovely cake is on a different level! Why not come to the club's social event at St. Wilfrids church hall Cowplain on Sunday 8th February. 2-4 pm. Please let Sarah know if you're coming at wmcc.membership@hotmail.com or 07752443934

Also from Sarah,
Wmcc skittles night.

This has been a popular club event over the years, so it's back.... This year at the Crofton Lane Fareham from 6.30 til 10 pm.

More details in April, but save the date in your calendar diary.

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Waterlooville Motorcycle Club

Remembrance Day ride 2026

On Sunday 9th November, 15 club members met in the usual car park in Denmead to take part in the annual Remembrance Day motorcycle ride-in to the war memorial on Southsea common. The ride is organised by a branch of the British Legion and everyone taking part meets in the large car park at the ex-IBM building at North Harbour.



This year the weather was very good for November, dry and not too cold. Chris Jefferies led us all off on his combination from Denmead, with our President, John Jenkins, in the sidecar. The club has been on quite a number of these ride-ins over the years and our club President John Jenkins always lays a wreath on behalf of the WMCC. As John no longer has a bike on the road, he was treated to a ride down in Chris' sidecar.

There was a terrific turnout, probably more than 400 2 wheeled machines of all kinds, and once the ride leader had blown his whistle to signal the off, it was the usual mass rush for the car park exit, which can seem a bit chaotic at the time. However, once we were all out on the road, we got ourselves organised and followed whoever was in front, anticipating that they were actually going the right way.

The organisation for the ride was quite good, but 400 motorcyclists going through Portsmouth on a busy Sunday morning does cause a few issues. The mantra was – don't get caught in front at the traffic lights unless you know where you are going, or you might end up leading dozens of motorcyclists to heaven-knows where!

But we all arrived safe and sound and in plenty of time for the service. Between 3 of us, we managed to extract John from the 'chair' so he could join the wreath-laying group at the memorial.



The service was excellent and, as always, very moving.

David Thorne accompanied John, and once the wreath laying was done, a number of us decamped over to the tennis club café, for a cuppa and a piece of cake, only to find it closed for an event. However, all was not lost as there was a mobile café set up outside and we all got our coffee or tea and cake. Leaving some time for the worst of the traffic to clear, and after a good old chat, we returned to our bikes and headed home.



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THE OLDEST MOTORCYCLE SHOP IN BRITAIN? by Bill Shaw (AKA BIDEFORD BILL)

On arrival at the hotel for this year's Dorset LDR, I got talking to Roger of the Hampshire branch, who had noticed a transfer on the rear mudguard of my NH,



EW Burnett & Sons, Southsea.

A good old chat ensued and it took me back to my early interest in the classic motorbike scene and the motorcycle dealers that was Burnetts. It was a detour on my pushbike every day after school in Portsmouth to venture to Burnetts, my mission was the purchase of a Triumph Terrier that I had spied on squinting through the gap of the big wooden doors at the back of their workshop. It was stacked at an angle with other old machines, and I wanted it! I had an original replacement parts catalogue and a gasket set, all I needed now was the bike! EW Burnett & Sons were a Portsmouth based motorcycle dealers who started sometime in the later part of the 19th Century. An institution in the city, they sold and maintained motorcycles and scooters to the population for over 100 years.

It was said that they produced a bike called 'The Brunette', a machine powered by a Barr & Stroud engine, but I never saw any evidence... The family were involved in racing prior to WW2 and I remember Les Burnett telling me they were involved in assembling motorcycles for the Normandy Landings before they were transported across the channel to their impending fate. It is alleged that they also maintained Monty's staff car while on his D-Day engagement. Burnetts had a large glass fronted window, and a door on the right, with the remains of an old pump. Inside you entered a dark, slightly musty world from another era. Storage racks lined the upper parts of the room with a door on the left which always remained a mystery as to where it went. An elderly lady was occasionally seen slowly moving through the obscured glass on the other side. Old metal signs, ancient tins of touch up paint for Triumphs, drawers of light bulbs and probably spare parts for acetylene lamps too. You walked through rows of motorcycles to the left and right, a mixture of marques from all ages. An Ariel Colt with no headlamp, a Fizzy, a shiny mid 70's Bonneville Executive, a green Puch Maxi, a tatty Lambretta! (Burnetts had been a major dealer for the scooters in the day.) On reaching the counter you peered through into an Aladdin's Cave of a place.



The rear of the shop seemsto have a distinct Italian feel.

You might just catch a glimpse of the bearded, Brylcream haired mechanic in his greasy blue overalls and leather waistcoat, a mysterious figure whose name I think was Dave. He hovered in the background, I guess he wielded a spanner occasionally. Les Burnett was usually front of house, slightly built and thin faced, his hazy eyes would wander over and hopefully catch yours, his knitted pull-over the deep claret of an Ariel. His brother Reg seemed older, and perhaps wiser. He would bumble and mumble about in the background, sifting through piles of old dusty paperwork and receipts in the office..... Was that brass headlamp I saw him with from a Brough? Probably! This was the mystery of the place, you never knew the truth behind the legends and mythology of the Burnett Brothers. Reg died sometime in the late 80's. Les became frail and a few falls took its toll on his health. The business was wound up in the early 90's with Les going into a care home I believe, it ended by all accounts in a fairly chaotic open shop sale and auction in July 1996.

As Insurance repairers there were lots of old bikes stacked up side by side and scrap parts around. There are many stories of the bikes hidden in the depths of the Eldon Street storerooms... A brand new ES2, still in its crate, An Excelsior Talisman that had never been registered, a Red Hunter, apparently still cosily boxed in its shipping crate, (I wonder where that ended up!) The shop and contents were cleared, bulldozed to the ground and replaced with the usual faceless modern housing we have become used to.... Some bikers would not go near the place, you could queue for ages waiting only to be told they may have the part you required out the back but "come back tomorrow and I'll have a look"! On occasion Les would wander off out the back looking for your required part and return to the counter and say "Yes, can I help you?"!! This was not uncommon! But the wait and the frustration could be well worth it. The original Ariel Oil Pump in its little oiled bag that I bought from them back in the 1980's is still pumping oil around my 350's engine. He priced his British spares using a 1979 Triumph price list. The best part was listening to Les and Reg's stories. His knowledge of bikes, spare parts and the industry was vast and the final closure of the shop a sad loss to the classic bike world. Their like will never be seen again. Oh, and by the way, I never did get to buy that Terrier. I wonder where it is now?!

Bill

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Waterlooville Motorcycle Club

Kempton Park Classicbike show and jumble, 6th December 2025

Following a very early start, several WMCC members headed up to Kempton Park on Saturday 6th December to set up the Club stand, in the annual Classic and Off-Road show.

Most of us arrived at Kempton between 6.00 and 6.30 a.m. when the doors opened and we were able to get in to the show hall. The club fielded seven machines, and it never ceases to amaze me the variety and standard of bikes that members are able to produce, for shows like this.

We also took up a large amount of club information and memorabilia which was used to dress our stand area. We had to have everything in on the stand before 8.30, when the early bird ticket holders were allowed in, so it was a very busy time getting the stand and the bikes set up. Unfortunately, we didn't get the best of stand areas, it being quite shallow with a pillar about halfway along.

But it was worth everybody's hard work, the stand looked great and, with the bikes in position, brought a lot of attention.



We had many visitors to the stand, discussing the Club and admiring the bikes, and we were able to distribute plenty of 'hold the date' Fossil flyers and flyers for the GP in May.

The standards of machinery and stands was very high and it was great to just wander around looking at the various clubs exhibiting and chatting.

When it came to awards whilst we didn't get anything for the stand, three of our bikes won awards; one best in class and two highly commended. Three awards out of seven bikes entered; we were all delighted, a satisfying outcome to a busy day.



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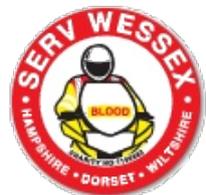
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Waterlooville Motorcycle Club



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£1895.00. Contact Paul Hurst email:
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