THE INTRODUCTION OF MOTOR CYCLES TO LAUNCESTON – 1900 – 1920



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The first mention of motorcycles in the Australian press came from a report from the London correspondent of the Sydney Morning Herald in 1895. Reporting on the National Cycle Show at London's Crystal Palace, he describes "*a curious, heavy-looking machine called the " Motor" Safety, a rather clumsy looking affair, provided with a petroleum reservoir. The makers, who are a Bavarian firm, claim that the petroleum motor will make the machine go safety of itself, either at a slow rate of speed or at "the speed of an express train." That is the sort of machine most of us are waiting for one that will go of itself, and only require to be navigated. It is said that probably there are not less than a million riders of the present machines in England, and that cycle-making and repairing employs from 8000 to 10,000, but think of the number of riders when the motor machine is developed to perfection. The motor-cycle will be particularly adapted to the Australian climate and the character of the young Australian*."[1]

By November that year, the Hobart Mercury was reporting that a two wheeled, two passenger machine in America had achieved a speed of 57 miles per hour. [2]

In March, 1896, the first mention in the northern press speculated on a bright future for the motorcycle:

Now the motor cycle seems to be in a fair way of achievement, for, according to Engineering, the Kane Pennington motor is to solve the problem and enable those who are prevented from using the bicycle to acquire a cheap and reliable travelling machine. The little cycle engine weighs 120lb only, and develops two horse power. The motor is said to be an exceedingly simple form of gas engine; but the novelty lies in the method by which the gas is generated. Oil is drawn into the cylinder in the form of spray and deposited on the hot walls, where it is instantly vaporised, which is aided by an electrical spark from an induction coil, the effect being that the walls are kept down to a reasonable temperature and the oil is gasifled at the same time. The oil used is gasoline or kerosene, and it is claimed that, attached to a cycle or light carriage, it will do all that is required in the way of propulsion. When the auto-motor once gets fairly under way it may be expected to develop as rapidly as the bicycle, and those who remember the old "boneshaker " of a few years back will understand what that means.[3]

Later that month, one of the new motor cycles found its way to Sydney:

On Wednesday afternoon there was an exhibition in George-street of a motocycle. This machine, which has already become familiar to European eyes, is new to Sydney, consequently it attracted a good deal of attention. It is built on the lines of the bicycle, but is driven by benzol gas, and weighs about 260 lb.[4]

And the following year, in Melbourne:

The motor-cycle has made its debut in the streets of Melbourne at last. On Saturday and Sunday afternoons the strollers on St. Kilda Esplanade were somewhat startled by the approach of a cyclist with

[1] Brisbane Courier, 20 Jan, 1895, p.4
[2] Mercury, 18 Nov, 1895, p.3
[3] Launceston Examiner, 5 Mar, 1896, p.4
[4] Daily Telegraph, 31 Mar, 1896, p.1

his feet motionless, and apparently "coasting" before the wind. As it drew near, however, the machine was seen to be without pedals, its rear wheel being driven rapidly by a piston, while the rider, or rather driver, sat lazily in the saddle, with no more work to do than was necessitated by the steering. The auto-cycle, which had but two wheels, was driven at speeds varying from five to twenty miles an hour, and at its bursts of pace served to accommodate bunches of ordinary cyclists from the action of the wind. During yesterday afternoon the machine was driven several trips to and from the Junction and the St. Kilda tram terminus, and was the centre of interest of a large crowd on the Esplanade.-"Argus."[5]

The first record of a motor cycle imported into Tasmania appears in the Examiner in April, 1902: *"The New Century.--- following on the advent of a motor car, a motor cycle, imported to the order of Mr. Armytage, of Spring Bay, river Tamar, was unpacked yesterday. The machine is of the Chapelle Freres make, and is driven by gasoline exploded by an electric spark. At first glance the jigger is a maze of gear, and subsequent examination confirms this impression. The rider has some nine levers and thumbscrews to control, the careless manipulation of any one of which would probably imperil his comfort. A leather belting takes the place of the orthodox chain, and of the two brakes fitted the one on the driving wheels of the powerful friction type. The machinery is supposed to be ready for duty by the time the cyclist has driven the machine in the ordinary way a couple of hundred yards, after which time he has no further need for physical effort.*[6]

It made its first appearance in Launceston in April, 1902*: "Mr. Armytage's new motor cycle was given a trial run on Saturday morning, and, being the first of the sort seen in the streets of Launceston, was naturally the object of considerable interest".*[7]

Motor cycles were clearly in use in Launceston by 1902, as the first fine was issued:

At the Police Court yesterday, before the Police Magistrate, Sydney Barratt was proceeded against for riding a motor cycle across the intersection of Charles and York streets at a pace exceeding five miles an hour. Mr C. P. Frodsham appeared for the defendant, and pleaded guilty. Superintendent Driscoll said the street was pretty clear at the time, but the defendant had no right to exceed the regulation speed. The Police Magistrate imposed a fine of 5s, with 7s -6d costs.[8]

The growth of the new powered cycles was greatly limited by their mechanical unreliability and frequent breakdowns: *FUTURE OF THE MOTOR-CYCLE.A feature of the season has been the increasing popularity of the motor-cycle, which appeals strongly to those who were once fond of fast work, but who, from lack of condition or other causes, cannot now 'live' with their old associates. Whether this class of machine has come to stay remains to be seen. Last year many of them gave so much trouble that their owners hardly considered themselves compensated by the increased speed, and are now returning to what is irreverently termed the 'push bike.' The engines of most of the high-class machines, however, have been greatly improved, and the future of the motor cycle for road work almost entirely depends on its rider*

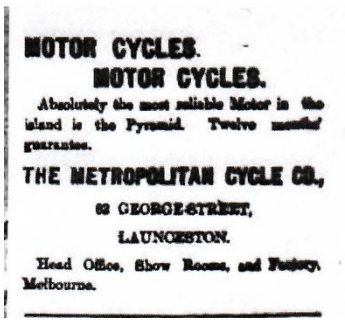
[5] Launceston Examiner, 2 Jun, 1897, p.5
[6] Examiner, 25 April, 1902, p.5
[7] Examiner, 28 April, 1902, p.4
[8] Daily Telegraph, 2 Dec, 1902, p.2

being able to enjoy a reasonable immunity from engine trouble. Such has hardly been the case hitherto, even with those who do not shut their eyes to the fact that a locomotive engine after every journey visits the cleaning sheds to be carefully overhauled.[9]



By 1903, the American Mead Cycle Co. Began advertising in Tasmanian newspapers, offering their catalogues and "*carriage paid to any port in Australasia*"[10]

The firm of Brandwood & Co. (later Wearne and Geard) and the Canada Cycle Motor Factory both exhibited a motor cycle at the 1903 Launceston Show.[11]



The first local manufacturer to advertise was the Metropolitan Cycle Co. of 62 George Street, promoting their Pyramid brand in 1904.[12]

Shortly after, Brandwood & Co. were advertising "the Brandwood – Tasmania's Best Motor Cycle" at their showroom at 98 Charles Street.[13]

The Esk Cycle Factory at 87 Brisbane Street were also advertising "motor cycles built to order".[14]

There were still many doubters and in 1905 the Mercury reprinted an article from the London Daily Mail, reporting on a boom in push bike sales and adding:

One curious thing remains to be told of the trade in Coventry to-day. While the cycle is "booming" the motor-cycle is passing away. Humbers, who built fifty motor-cycles a week two or three years ago, now turn out only twelve and some others have abandoned their manufacture altogether. The motor-cycle is a failure, and the field for it is now being occupied by the small motor-car.[15]

On August 4, 1905, a meeting at the Launceston Hotel formed the Tasmanian Automobile Club, for people owning "self propelled vehicles or motor cycles".[16] At their first rally in October, the Examiner lists some of the early motor cyclists and their mounts:

Amongst the motor cyclists were:- Messrs. P. Harrison, on a 3 1/2-h.p. Minerva, and W. King (both machines fitted with Montgomery sidecar attachment), Messrs. Gleadow (2 3/4-h.p. Minerva), R.

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[9] Daily Telegraph, 8 Feb, 1904, p.3
[10] Daily Telegraph, 11 Nov, 1903, p.6
[11] Examiner, 8 Oct, 1903, p.7
[12] Daily Telegraph, 6 Apr, 1904, p.2
[13] Examiner, 28 June, 1904, p.1
[14] Examiner, 29 Dec, 1904, p.1
[15] Mercury, 6 Jul, 1905, p.8
[16] Examiner, 5 Aug, 1905, p.7

Herbertson (3 1/2-h.p. Minerva), C. M. Dyer (2 3/4-h.p. Minerva), Jackson (2 1/2-h.p. Minerva), G. Arnold (2 1/2-h.p. Minerva), G. King (3 1/4-h.p. Minerva), A. J. Scarborough (3¼-h.p. Rex), Sim. King (3 1/4-h.p. Rex), and others not known by the writer.[17]

By 1905, the Launceston firm of Wearne and Geard (formerly Joseph Brandwood & Co.) was producing its own "Sovereign" motor cycles and exhibiting at the Launceston Show.

WEARNE AND GEARD. (Late J. Brandwood.)

The leading Tasmanian motor-cycle and bicycle makers of Charles and Brisbane streets, in spite of the busy season and orders on hand, showed their pluck by making their fifth annual exhibition, in a magnificent display of their renowned 'Sovereign' machines of the firm's own build. During the two days crowds flocked to inspect this exhibit, admitting that the machines were the choicest that ever graced the showyard, and that for design, workmanship, and finish could not be surpassed. Three handsome 'Sovereign' motor-cycles, two 2¾ and one 3½h.p. Minerva engines respectively, built on B.S.A. motor parts, were acknowledged by motorists to be simply perfection, their design and compactness being generally commented on. A fact that speaks volumes is that the firm have built and supplied more than six to one compared with any other motor bicycle builder in Launceston. The variety in 'Sovereign' racing machines built out of B.S.A. parts to suit the tastes of riders was pleasing to note. Whilst in conversation with the members of the firm we gathered that the orders, and promises for machines received during the show period were of a satisfactory nature.[18]

In June, 1905 the King Bros., cycle dealers and previously Hobart based, purchased Mr. P. Colquhoun's Esk Cycle Factory at 87 Brisbane Street, with all plant and equipment. They had a factory at 133 Elizabeth Street, Hobart and agencies "in all the principal towns of the state"(including at 99 St John St. In Launceston), but were choosing to move the head office to Launceston "which they consider to be far and away ahead of Hobart in connection with the cycle and motor industry."[19]

Mr. Sim (Thomas Simeon) King, the senior partner, had recently been joined by his brother John King. Their new premises, opposite the Brisbane Hotel at 87 Brisbane Street, were extensively refurbished by Adams and Son and shopfitters Sample Bros.

John King does not seem to have stayed long in the partnership as, in April, 1906, the partnership was dissolved, with Sim King retaining the King Bros. business.[20]

There appear to be two John Kings, as In October, 1905, John King is mentioned as the proprietor of the Champion Motor and Cycle Works at 197 Charles Street[21], making the Champion Minerva motor cycle. They had been at that address for 10 years as the Champion Cycle, Motor and Plating Works. Champion were also sole agents for the Griffon motor cycle and the Montgomery sidecar, and Mr. W. (Will) King,

[17] Examiner, 18 Oct, 1905, p.3
[18] Daily Telegraph, 6 October, 1905, p.3.
[19] Examiner, 10 Jun, 1905, p.8
[20] Mercury, 11 Apr, 1906, p.1
[21] Examiner, 5 Oct, 1905, p.6

of that firm, held the motor cycle speed record from Hobart to Launceston at 4 hours, 17 minutes. By 1906, they had added the Alcyon, F.N., N.S.U. and Peugot motor cycles to their range, and Will King had reduced the Hobart to Launceston time to an impressive 2 hours and 54 minutes.

Clearly John King of Champion Motor and Cycle Works was concerned about the confusion and in May, 1905 ran an ad reading "JUST TO STOP THE BLUFF – WE HAVE NOT MOVED. Do not believe it," and concluding "THE TEN YEAR OLD ADDRESS – 197 Charles Street"[22]. That he ran the ad 26 times is probably an indicator of his concern. This was followed by a second ad in July, 1905, which stressed "we have no relations in the trade- please note our only address - 197 Charles Street".[23] Clearly that particular John King and Sim King were not related. From then on the company was known as John King, Champion Cycle Works, and later as just John King, Cycle and Motor Works.


LONDON
MOTORISTS.

"Motorists in the mother country." Opinions of the World-famed Four-cylinder F.N. Motor-Cycle, gotten up in a natty little circular in book form, containing extracts from noted papers of the recent STARLEY SHOW in London

WE ARE SOLE AGENTS. WRITE US TO-DAY.

KING BROS.,
87 BRISBANE-STREET,
WHERE THE GOOD BIKES AND MOTORS ARE

'Phone 346.

In January, 1906, the first ad from King Bros. appears, as sole agents for the F. N. motor cycle.[24]

By September, 1906, he was advertising as "Sim King (late King Bros.)"[25]

Motor cycle racing was becoming popular and in August, the Automobile Club sponsored a "flying mile" race between Perth and Longford, open to all motor cyclists. 15 riders competed in three divisions, riding Minerva, Griffon, Rex, Alcyon and F.N. machines, with P.G. Harrison recording the fastest time at 53 miles per hour.

There was considerable concern about the danger posed to the public by motor cars and cycles on city streets. In November, 1906, the Hobart City Council passed a motion that a bylaw should be framed to limit the speed of motor cars and motor cycles to 12 miles per hour on clear roads and six miles per hour at corners and intersections.[26]

In Launceston motor cars and cycles were obliged to reduce speed to three m.p.h. at crossings. There was considerable opposition to this with motorists pointing out that *"the use of cars in the town would have to be discontinued altogether if the regulation continues in operation and is strictly enforced. To run at the speed stipulated would necessitate working the cars on the lowest gears, and this would play havoc with the engines, whilst in some cases when cars are working on that gear the noise made by the engines is so great that it would frighten all the horses in the vicinity. In the case of motor cycles, however, it is impossible to reduce the speed of the machine so low without the engine stopping altogether, and those who ride the contrivances are faced with two difficulties — either they must break the law or exercise their muscles in pedalling their ''locomotives'' through the streets."*[27]

[22] Examiner, 3 May, 1905, p.2
[23] Examiner 8 July, 1905, p.5
[24] Examiner, 27 Jan, 1906, p.2
[25] Examiner 3 Sept, 1906, p.3
[26] Mercury, 12 Nov, 1906, p.6
[27] Daily Telegraph, 21 Jan, 1907, p.4

In November, 1907, the Tasmanian Automobile Club organised a reliability trial from Launceston to Hobart. 15 cars and 13 motor cycles started from Cimitiere Street. The motor cyclists, with their machines and starting times were:

"Class IV: J C Finlayson (10 am), 2hp , Alcycon, Sim King (10 am) l¾ h p , Motoscoche, W Clare (11.10 am), 2hp Minerva

Class V: J A Stephens (12.30 pm), 2¾hp Sovereign Minerva, W Veron (12.30pm), 2½ hp Minerva

Class VI: C Martin (11.50 am), 4½ hp twin cyl. Minerva, Geo King (11.50am) 3½ hp twin cyl. Griffon, C M Dyer (11.50 am), 4½ hp twin cyl. Sovereign Minerva

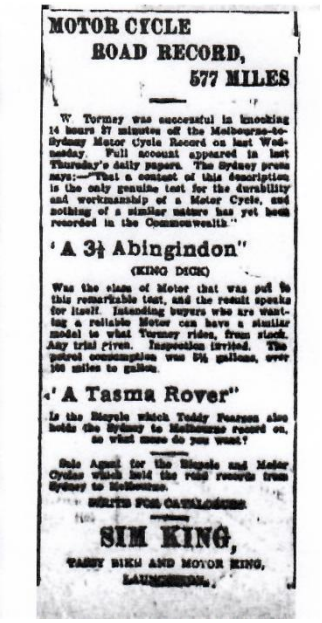
Class VII: Geo Jackson (12.20 pm) 8 hp twin cyl. Jackson J.A.P., P C Harrison (12.20pm), 5 hp twin cyl. Griffon, S Spurling Jr., (12.20pm) 5 hp twin cyl. Vindec Special, Alf Scott (12.20pm) 5 hp twin cyl. Griffon, W H King (12.20pm) twin cyl. Peugot.

Six of the 13 starters made it to Hobart, with George Jackson recorded the fastest time, completing the trip in 4 hrs. 34 mins.

By 1908, there were enough motor cycles around for Wearne and Geard to be advertising "*a large range of second hand motor cycles – cheap*" at their Sovereign Motor Garage at 171 Brisbane Street.[28]

In February 1909, statewide regulations were introduced for motor vehicles, outlined in the Motor Traffic Act of 1907. This marked the beginning of compulsory registration, with numbers to be displayed on the vehicle. There were also provisions for drivers' licences, vehicle lighting and warning sounds.

In the case of a motor-cycle the requirement is that a good and sufficient lamp, visible sufficiently far to adequately signal the approach and position of the cycle, shall be attached thereto. It is further provided that every motor vehicle shall be equipped with "a proper bell, horn, or other like instrument, capable of giving audible and sufficient warning of the approach and position of the vehicle, and every driver is to give such warning.[29]


MOTOR CYCLE
ROAD RECORD,
577 MILES

W. Tormey was successful in knocking 14 hours 37 minutes off the Melbourne-to-Sydney Motor Cycle Record on last Wednesday. Full account appeared in last Thursday's daily papers. The Sydney press says:—"That a contest of this description is the only genuine test for the durability and workmanship of a Motor Cycle, and nothing of a similar nature has yet been recorded in the Commonwealth."

'A 3½ Abingindon"
(KING DICK)

Was the class of Motor that was put to this remarkable test, and the result speaks for itself. Intending buyers who are wanting a reliable Motor can have a similar model to what Tormey rides, from stock. Any trial given. Inspection invited. The petrol consumption was 94 gallons, over 100 miles to gallon.

'A Tasma Rover"

Is the Bicycle which Teddy Pearson also holds the Sydney to Melbourne record on, so what more do you want?

Sole Agent for the Bicycle and Motor Cycles which held the gold records from Sydney to Melbourne.

WRITE FOR CATALOGUES

SIM KING,

TASSY BIKE AND MOTOR KING,

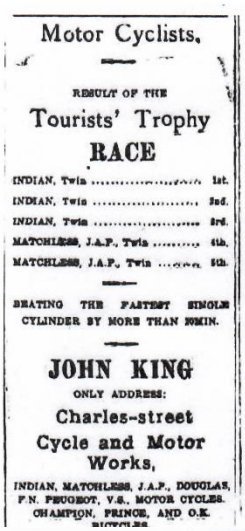
LAUNCESTON.

The revised speed restrictions limited cars and cycles to six miles per hour in prescribed city streets in Hobart and Launceston and 10 mph outside those areas. 25 mph was permitted on country roads reducing to 15 mph when overtaking a horse drawn vehicle.

Registration cost 2s. 6d., a drivers' licence the same and there was a charge of 2s. 8d. for number plates.

In 1909 the Speedwell Motor Cycle Club was formed in Hobart and began

[28] Daily Telegraph, 19 Dec, 1908, p.5
[29] Mercury, 7 Jan 1909, p.5


Motor Cyclists.

RESULT OF THE
Tourists' Trophy
RACE

INDIAN, Twin ..... 1st.
INDIAN, Twin ..... 2nd.
INDIAN, Twin ..... 3rd.
MATCHLESS, J.A.P., Twin ..... 4th.
MATCHLESS, J.A.P., Twin ..... 5th.

BEATING THE FASTEST SINGLE CYLINDER BY MORE THAN 30MIN.

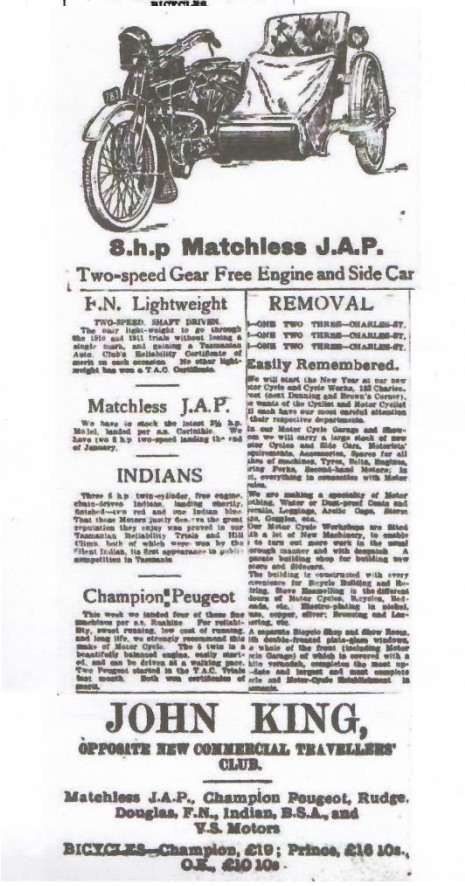
JOHN KING
ONLY ADDRESS:
Charles-street
Cycle and Motor
Works,

INDIAN, MATCHLESS, J.A.P., DOUGLAS, F.N. PEUGEOT, V.S., MOTOR CYCLES. CHAMPION, PRINCE, AND O.K.

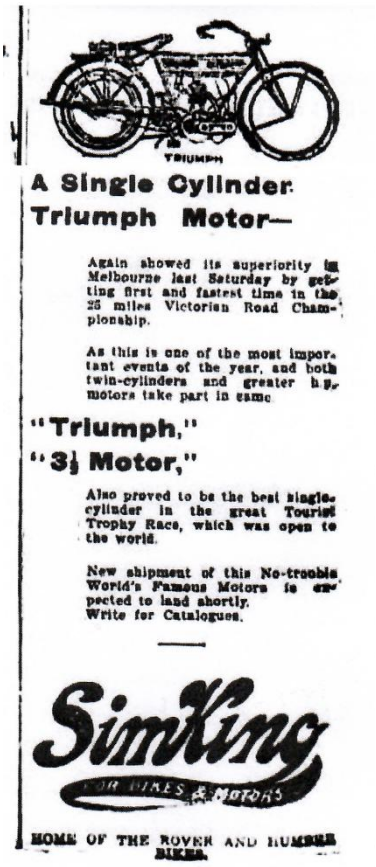
running races and rallies.

By 1910 Wearne and Geard had showrooms at 93 Charles St. and were advertising sole agency for the "*world-renowned Premier motor cycle*" as well as their own Sovereign brand.

In May, 1911, a motor cycle race was held over a five mile course from Symmons Plains to Epping Forest. There were 13 entrants and the winner was Mr J E Heritage riding a 5hp twin Peugot, who completed the course at an average speed of 47mph.



By September, 1911, John King had set up business in Charles Street, advertising the first US Indian motor cycles available in Tasmania.[30] He was also agent for Matchless, J.A.P., Douglas, F.N., Peugot and F.N. motor cycles.



Sim King was selling cars and motor bikes from his premises in Brisbane Street, calling himself "*Tassy bike and motor king*", and promoting the 3½hp Abingindon and the Tasma Rover, the bikes which currently held the Sydney to Melbourne records.[31]

Sim King was also promoting the 3½hp single cylinder Triumph, which had recently won the 25 mile Victorian Road Championship, and advertising the first English Rover motor cycle.[32]

In 1909-10, 223 motor cycles were registered (or reregistered) in Tasmania, making them more numerous than cars (210). In the 1910/11 financial year the number grew to 338 motor cycles and 317 cars.

At the beginning of 1912, John King moved into a new showroom at 123 Charles Street, carrying "*a large stock of new Motor Cycles and Side Cars, Motorists' Requirements, Accessories, Spares for all makes of machines, Tyres, Belts, Engines, Spring Forks, Second-hand Motors; In fact, everything in connection with Motor Cycles*."[33] His sons joined the business which became John King and Sons.

[30] Examiner, 29 Nov, 1911, p.4
[31] Examiner, 27 Nov, 1911, p.3
[32] Examiner 12 Nov, 1911, p.3
[33] Examiner, 11 Dec, 1911, p.3

In 1912, Jakeh Wearne left the partnership of Wearne and Geard and the business became George Geard and Co., still manufacturing the Sovereign motor cycle at their Brisbane Street works and operating the Charles Street showroom.[34]

In his advertising, George Geard was pointing out the psychological benefits of motor cycling: "*motor cycling as a medicine has the nerve, brain and stomach specialists beaten to a frazzle".*[35]

In 1912, the first ladies' motor cycles were manufactured in England, and Miss Gatenby of Cressy was the first Tasmanian to import one- a Douglas, in the following year.[36] John King and Sons was soon importing them, together with the "*sensation of the season*", the Coventry built Rudge motor cycles.

For the 1912/1913 financial year, there were 581 motor cycles registered in Tasmania, but motor cycles had now been overtaken by cars, with 850 registered, a 270% increase in just two years. The Post Office had begun using motor cycles, purchasing four from John King and Sons for £260.[37] By the end of 1915 there were "*close on 1000 motorcycles*" in Tasmania.[38]

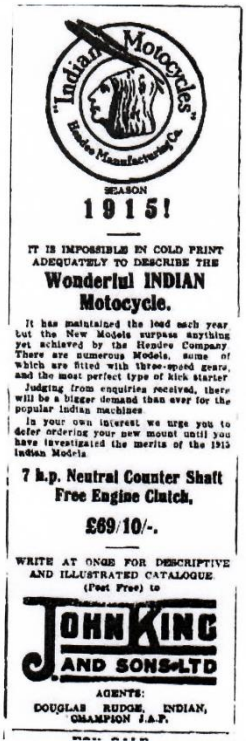




In 1913, W. Shackcloth of Longford began producing the *Juno* bicycle and motor cycle, exhibiting at the Longford

Show. While the *Juno* brand was best known for pushbikes, motor bikes were a fast growing item: "*A very pleasing fact in connection with the "Juno" Works is that owing to the increased demand for motor cycles it has been found necessary to further enlarge both plant and premises. Upwards of 100 bicycles have been built to order during the past year, and no less than five motor-cycles have recently been turned out-all local orders—also one to order from far-off Broken Hill".*[39]

W.J. Ingamells of Westbury was also producing both bicycles and motor bikes under the *Sirdar* brand. [40]



[34] Daily Telegraph, 10 Oct, 1912, p.6
[35] Daily Telegraph, 12 Dec, 1912, p.11
[36] Daily Telegraph, 31 Jan, 1913, p.2
[37] Daily Telegraph, 14 Apr, 1913, p.4
[38] Examiner 8 Dec, 1915, p.4
[39] Examiner, 16 Oct, 1913, p.7
[40] Examiner, 16 Oct, 19134, p.7

John King and Sons "the oldest firm in the motor cycle business in Tasmania" were still building their *Champion* motor cycles, fitted with Peugot or J.A.P. engines and importing *Douglas, Rudge* and *Red Indian* machines.[41] Sim King was still the main opposition, handling the *Rover, Triumph, Enfield* and *Abingdon* brands. [42]



When war was declared there was concern that supply would be limited because of the war effort – Sutton 's Garage in Hobart was quick to reassure potential buyers:
INDIANS AND THE WAR.
The War will make no difference to the supply of INDIAN Motor-Cycle, as we have overflow in stock in Melbourne, and I can supply at once any model asked for. Prices will remain the same, viz., from £60/10s., with 2-speed countershaft gear, spring frame, etc. 7 h.p.. Also please note there is no Motor Cycle made that can catch an INDIAN, so all INDIAN riders can rest assured, that no Germans can catch them.
ORDER NOW. Phone, 1,058 Sutton's Garage. Sole Agent. 34 Argyle Street.[43]
A Motor Cyclists' Unit was included in the Australian Expeditionary Force.

George Geard and Co. was still manufacturing the Sovereign motor cycle, with a stand at the 1916 Launceston Show.

John King and Sons continued to vigorously promote the Indian Motocycle with a series of innovative ads:[44] [45] [46]





[41] Examiner, 16 Oct, 1913, p.7
[42] Examiner, 14 Jan, 1914, p.4
[43] Mercury, 5 Sep, 1914, p.9
[44] Examiner 12 Feb, 1916, p.4
[45] Examiner 15 Oct, p.3

Sim King countered with ads promoting the imported American Harley Davidson





John King exhibited at the 1917 Launceston Show with the Examiner reporting:

JOHN KING AND SONS, LTD, MOTOR CYCLES, SIDE CARS, AND BICYCLES.

It may be safely affirmed that no exhibit on the show grounds commanded more interest than the magnificent display in the extensive and well stocked pavilion devoted to motor and cycle goods shown by the above enterprising firm. It is in every way worthy of the high reputation of the establishment, and equal to anything that could be seen on the mainland shows. The huge tent being open on two sides allows free access and egress by visitors, and a comprehensive view of the line array of machines in all models and the sidecars.[47]

There was an extensive display of Indian machines but very limited supply of the English Douglas and Rudge machines because they were required for the British and French war effort. John King was also showing their own locally made sidecars claiming *"The strength springing, comfort, of these sidecars surpasses anything yet attempted in sidecars."*

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[46] Daily Telegraph, 5 Oct, 1915, p.7
[47] Examiner 10 Oct, 1917, p.10

Sim King had the same difficulty at the 1918 Launceston Show, displaying BSA and Harley Davidsons, but unable to obtain Rover, Vindex, Clymo, Triumph and many other machines due to war requirements.[48] The British Government alone purchased more than 16,000 motor cycles for the armed forces. [49]

Also exhibiting at the show was Mr. A.H. Higgs who had gained the agency for the English four cylinder Henderson motor cycles and was selling them from his garage and workshop at 31 Cameron Street. He also had the agency for Goulding sidecars.[50]

In May, 1920, the Northern Tasmanian Motor Cycle Club was formed in Launceston, for the "recording of experiences and furthering the rights and privileges of motor-cycling generally."[51]

In 1920, John King and Sons and Sim King remained the largest motor cycle retailers and workshops in Launceston, the former now operating from "King's Corner", on the corner of Brisbane Street and Kingsway, and the latter still at 87 Brisbane Street.

Sim King died in 1946, with the business left to his son Frank. Both businesses continued to trade well into the 1950s.

[48] Daily Telegraph 18 Oct, 1918, p.6
[49] Examiner, 13 Mar, 1920, p. 3
[50] Examiner 18 Oct, 1918, p.6
[51] Examiner, 4 May, 1920, p.6