

## \The Werry Motorcycle

Perhaps some club members have heard of the Werry motorcycle of 1927, but I hadn't before reading the April 2023 edition of *The Classic Motorcycle*, within which there is a biographical article on Frank Dolman which briefly outlines his resurrection of the Werry in the late 1960's. Having piqued my interest, I searched the internet for further information on the Werry motorcycle, but the only source I could locate was in *Graces Guide*, as follows.

The Werry was a motorcycle produced in 1927. The engine was designed by an Australian named W. C. Werry; it was built by William Beardmore and Co of Glasgow.

This machine was a one-off built up as a test bed for an unusual flat-twin two-stroke engine, set along the frame. It was based on the uniflow principle, where the two pistons faced one another in a common cylinder with a crankshaft and crankcase for each at the outer cylinder rods. The cranks were linked so as to rotate in unison and the Werry did this by each driving a primary chain to a special clutch with two sprockets, one chain much longer than the other. The engine was 248cc and the rear crankshaft drove a Lucas magneto, while the front one drove a Pilgrim oil pump. That motor, and a Sturmey-Archer gearbox were fitted into Chater-Lea cycle parts. It is reported that the machine attempted to break one of the 250cc world records at Brooklands, in some style, but that it crashed at about 90mph/145kmh.

It was rebuilt many years later as an example of innovative, although not unique, design.

Reference:

[https://www.gracesguide.co.uk/William\\_Beardmore\\_and](https://www.gracesguide.co.uk/William_Beardmore_and)

[Co: Motorcycles](#)

The photos are also from *Graces Guide* and would appear to be of the Werry as rebuilt by Frank Dolman, as the main frame diamond appears to be Rudge, not Chater-Lea.

Unfortunately, no photos of the bike in its original configuration could be readily located.

By: Rick Nabkey



