



SMOKE SIGNAL

End of a days ride—what a view over Victor Harbor.



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SOUTH AUST. 5112

Official Magazine of the
Veteran and Vintage
MotorCycle Club of
South Australia (Inc).
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MOTORS**  **MAZDA**

11th June 2013
Trophy Presentation night & Basket Supper

9th July 2013.
Annual General Meeting

June 2013

THE VETERAN & VINTAGE MOTORCYCLE CLUB OF SOUTH AUSTRALIA INCORPORATED.

The Club was formed in 1956, the first of its kind in Australia, with the object of Preserving, Restoring and using Veteran, Vintage and Post Vintage Motorcycles.

Membership is open to all and owning a suitable machine is not a pre-requisite.

Machines manufactured prior to **January 1st 1966** are eligible for Club Events.

The Club has a strong family orientation and features many social activities as well as Runs and technical help.

The Club meets on the second Tuesday of each month in the **Payneham R&SL Club, 360 Payneham Road, Payneham** commencing at 8.00 p.m.

Annual Fees are due by the 30th June each year.

A joining fee of \$15.00 is applicable to new members.

The Annual Subscription is \$35.00 to all members city and country.

If you require magazine to be posted to you, an additional \$10.00 is required (postage to Country members is free).

Email option of Smoke Signal is available – contact the editor.

Club Web Page - www.vvmccsa.org.au email secretary@vvmccsa.org.au

Life Members - This in an honour of prestige, awarded to members for meritorious service to the club of ten or more years.

WALLY WOOLLATT †	FRANK JARVIS †	GARNET PONTIFEX †.	KEITH HARRIS †	CLEM EVANS †
ALBY (POP) HILL 1985 †	TOM BENNETT 1999 †	TED WEBSTER 1975 †	LESLIE JONES 1982	RAY MANN 1983
KEVIN SULLIVAN 1984	DEAN GOVAN 1986	PETER GRACE 1987	ROBERT HILL 1989	DAVID RADLOFF 1990
JEFF SCHAEFER 1992	LAURIE LEIBHARDT 1994 †	GARY JOLLY 1997	COLIN PAULEY 2005	IAN BALDOCK 2009.
RON TRUSCOTT 2010:	ROB SMYTH 2011;	Bob GILL 2012;		

2011-2012 Committee.

PRESIDENT.	Brian Forth	8251 4213 Mobile 0409 514213
VICE PRESIDENT.	Bob Gill	8258 4982
SECRETARY.	Bill Lorimer	8265 6468 Mobile 0411544353
		redpanther@dodo.com.au
TREASURER.	Terry Rowe	8332 5907 terryfrowe@gmail.com
CLUB Run Coordinator.	Brian Forth	0409 514213
LIBRARIAN.	Philip Holmes	8564 0227
RECORDS OFFICE.	Paul Knapp	8243 0130 paulschnapp@hotmail.com
COMMITTEE.	Daryl Rosser	8326 0658
	Ray Collins	8278 4066
	Barry Carlisle	8264 5517
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	2. Phil Jenner (South)	8370 6664
CLUB REGALIA OFFICER	Carolyn Jenner	8370 6664
SMOKE SIGNAL DISTRIBUTORS	Brian Forth, Bob Gill, Bill Lorimer & Barry Carlisle	
CLUB PUBLICITY	Brian Forth mobile 0409 514213 forthy@picknowl.com.au	

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SOUTH AUSTRALIA**

Presidents report.

Those who attended Victor Harbor rally would like to thank Ross & Allison Weymouth for the³ Organization of the rally including the tea/coffee breaks over the weekend.

Payment of subscriptions of \$35 are required before 30th June 2013. if not paid technically rejoining fee of \$15 'could' be enforced. I honestly hope that that will not occur. if you have historic vehicle and have not paid your subs then you are riding an unregistered vehicle on a road. If stopped you will incur heavy fines. It is your responsibilities to ensure you are financial. The club is required to report after 30th June 2013 all un-financial members with historic registration to the Dept of Transport SA. **Do not let it be you. *** See page 9 *****

Log books days have passed, and there are still members requiring log books along with statutory declarations to be completed before the end of the financial year. Either you POST your log book including registration papers to **VVMCCSA at PO box 1006 Elizabeth Vale 5112** including a stamped return envelope. Bob Gill and Phil Jenner will endorse logbooks **BEFORE** a meeting.

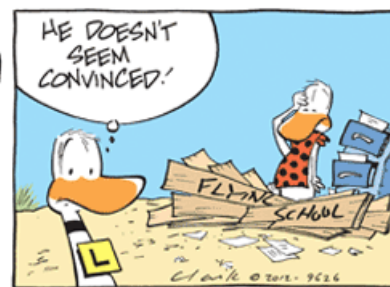
***** NO log books will be endorsed after a general meeting*****

Sunday the 16th June — Bushlands Park potato day, admirably organized by Malcolm Gray. The VVMCCSA committee has agreed to cover \$5 of the cost of the meal. Members are asked to obtain a voucher on the day and hand to Roger O'Loughlin along with \$3 (your money). As promised it will be a great day to sit back and relax amongst members and family.

9th July is the Annual General meeting night where all positions become vacant and nominations will be called. If you wish to volunteer your services and fill a position on the committee please contact Bill Lorimer the club secretary.

The committee wish to advise of the passing of member Bruce Cameron on the 9th of May 2013, condolence to Greg Cameron and families.

Brian Forth, President



Tuesday 11th June 2013 VVMCCSA trophy & Awards.

- 1 First Time Out trophies
- 2 Lady Rider of the year
- 3 Veteran Rallyist of Year
- 4 Rallyist of the Year
- 5 Magazine Editor's Award
- 6 Veteran & Vintage Combined Age Trophy
- 7 Club Captain's Award
- 8 Bent Conrod Preputial award
- 9 Wally Woollatt Perpetual Trophy -meritorious service to the Club
- 10 Birdwood Figure 8 Trophy
- 11 2-Day rally awards.
- 12 Sidecar Trophy.

Eligibility for the Awards—

The Club member must be financial. The member must be riding a Club eligible machine as defined by the Club's constitution.

Bill Lorimer. Secretary VVMCCSA

Log Books

Members with the following logbooks, please contact Bob Gill 82584982. These log books requires the **VVMCCSA stamp** endorsement.

03229
03230
03231
03232
03233
03234
03235
03236
03237

VVMCCSA Committee Meeting 27th May. 2013 held at Goodwood Community Centre.

In Attendance, Brian Forth, Bob Gill, Terry Rowe, Paul Knapp, Bill Lorimer, Ray Collins, Daryl Rosser and Barry Carlisle. Visitors nil.

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Minutes of April meeting presented as per the Smoke signal plus addendum, accepted moved Ray Collins, seconded Bob Gill, Carried.

Treasurers report presented by Terry Rowe, Acceptance moved Bob Gill, seconded Daryl Rosser Carried.

New Members. New Members ratified Mark 'Doc' Robinson and Adrian How for membership. Stephen Hauser made application to rejoin. New application Doug Norrie tabled.

Correspondence In.

1 Flyers for Strathalbyn Swapmeet 20th Oct 2013.

2 Flyers for Gatton Swapmeet now at Laidley QLD 26th & 27th Oct 2013.

3 Invitation from Barossa Valley Classic Motorcycle Club for members to attend there 29th annual rally, 20th Oct 2013 at Williamstown Oval.

4 3 Subs renewals received.

5 Minutes of FHMC meeting 20th April, letter of explanation of the policy of no grace period for Conditional Rego. **See page 9 for the letter explaining the historic rego position.**

Emails In and Out.

1 From Winston Trood re some history about Bruce Hector and his Norton Bike.

2 From Auto Italia Adelaide 2013 Committee inviting members with Italian vehicles to register and participate.

3 From George Brennan at Maitland NSW wanting info re. WW2 Norton Big 4 Outfit.

4 From Autopro Mildura, promoting their Motorsport feature night in conjunction with Shannons Motor Mania car show at the Sunraysia Drag Strip on Sat. 8th June.

Publications Received.

1 The Bulbhorn from Mildura VVC; 2 The Maps Reveiw from Maitland Auto Pres Society;

3 The Antique Motorcycle from AMCC of Aust. Acceptance, moved Terry Rowe, 2nd Daryl Rosser, Carried.

Runs, Rides and Events.

Victor Harbor 2 day rally a success, 1 break down, 21 motorcycles, report in the magazine.

16th June Potato day, Bushland Pk, Lobethal, Riders-9.30am for 10.00 departure at Pelican Plaza, Malcolm Gray organiser.

21st July Museum Visit, not confirmed just where.

24th August Scarpantoni Tiddlers Run being organised by Tony Morrisset – BBQ lunch \$2.

General Business.

VVMCCSA Swap meet approaching—Bill Lorimer stressed to committee that we need 2 people to assist in the organising and publicity for the Club Swapmeet.

The AGM meeting will also be Raffle Night, numbered tickets to be handed out to members on arrival.

Paul Knapp reported that trophies had been collected and have been engraved in readiness for presentation at the June meeting.

Membership and Log Books—Bob Gill raised the need for all members to ensure that membership and log books be finalised as soon as possible to avoid un-financial members having to be reported to DPTI if they have vehicles on Historic Rego.

Brian Forth outlined discussion with our website builder, must be finished.

A nomination for life membership was discussed-debated and voted on, Carried by the required majority.

The committee authorised the purchase of another copy of the book Ride Like Helen B Merry on the Kadina Motorcycle Club.

Nobody seems to know the whereabouts of the "**First Aid Kit**", **Fire Blanket** and **Fire Extinguishers**, Paul Knapp stressed that they must be available to whoever is doing Backup vehicle duty.

The entire committee want members to consider nominating for a position on the committee as we have vacancies that need to be filled.

Meeting Closed 8.50pm.



This photo is from the Prague Indian Motorcycle club

Minutes of VVMCCSA General Meeting '679' 14h May 2013 held at Payneham RSL clubrooms.

Brian Forth opened the meeting opened 8.00pm; Visitors-None.

Minutes of April meeting tabled as printed in the Smoke Signal Acceptance moved Malcolm Gray⁵, Sec-onded Bob Whitehead, Carried. Addendum to committee meeting minutes of 29th April as printed.

1 Paul Knapp presented Run records to committee for the awarding of trophies and FTO awards.

2 Committee discussed Lobethal Potato Day and unanimously decided that the lunch be subsidised by the club to the amount of \$5-00 per person, vouchers to be handed out on arrival, attendees to pay balance when ordering. The secretary apologises for the omission.

New Members. Second reading for Doc Robinson and Adrian How. Ratification for John Lilley Treasurers Report. Presented by Terry Rowe, Acceptance moved Pud Freeman, 2nd Philip Holmes Carried.

Correspondence In.

1 Letter of resignation from Donald Backler due to failing health, he has sold off his bikes and wishes the club and its members all the best for the future.

2 Letter and small business survey from Senator Sean Edwards.

3 Numerous membership renewals and stat. decs.

4 Account from MTA for printing of magazine.

5 Westpac cheque account statement.

6 Invitation from Booleroo Centre Steam and Traction Preservation Scty., to participate in their next Rally which is 30th March 2014.

7 Copy of book "Ride Like Helen B Merry" by Keith Bailey for the club Library.

Emails In and Out.

1 To and From Mike Osborne re book "Ride Like Helen B Merry" for library.

2 Emailed copy of Southern Star from NZBSAOC.

3 From Bruce Smith re valuation on barn find Jawa, reply sent all fixed.

4 To and from Nicole Aspinall re Website.

Publications received.

1 The Vintage Motorcycle from the UK; 2 The Throttle Lever from Newcastle VMCC; 3 Vintage Chatter from VMCCWA; 4 Classic Vibrations from Indian Harley Club WA; Acceptance moved Peter Grace, 2nd Paul Knapp Carried.

Runs, Rides and Events.

18th & 19th May Two Day Victor Harbor ride.

26th May Logbook day CCC Clubrooms 9-00am to 12-00 noon

16th June Lobethal-Bushland Park Potato Day, Malcolm Gray organiser, club to cover \$5 towards the meal.

21st July Museum Day, Port Adelaide area ????

Rob Smyth reported on the Mildura Meander and said he had a good time, a few members attended.

Keith Milich reported for the Vincent and Velo clubs and also gave a bit of technical data about the Worlds Fastest Velo.

General Business.

Brian Kuerschner reported that Bill Petrie from the AJS Matchless Enthusiasts Group had passed away after many years of service in Victoria.

Brian Forth reported on the passing of Bruce Cameron a Long time member of the AJS & Matchless owners club of Australia and his funeral was to be on the Wed, 15th May.

Leon Mitchell spoke of the book "Vintage Motorcyclists Workshop" and gave it a glowing endorsement, It is apparently in print again and is available online and maybe from technical or motoring book suppliers.

Buy Swap and Sell was read and the meeting closed.



Buy, Sell and Swap

Please Note ads will run for two issues unless requested otherwise. If your item is sold before the second issue, please advise the Editor. Full name of Seller, Registration Number &/ or Engine number MUST be provided, otherwise add cannot be printed. Deadline is the one week prior to each General Meeting.

For Sale.

Ensign beaded edge tyres 24 x 2 1/4'; 26 x 2 1/2' 26 x 3 and 28 x 3; also Thailand 26 x 2 1/2 b/e tyres/tubes; plus replica Chater-Lea hubs, spokes and rims; *Brian Forth 0409 514213*

New J A P Half time pinions to suit Veteran and Early Vintage Single Cam 770cc & 1000cc V Twin Motors with 9/16 26tpi Left Hand mountings. Also Fits 3.5 HP Veteran Singles. \$110.00 *Each David Radloff (08)82640090 or 0412062707 radloff@chariot.net.au*

1 x 12 Volt 35/ 35 watt Quartz Halogen bulb to suit the earlier British Pre-Focus type of headlamp fitted to bikes from late 1940s to the 1970s up until the introduction of the sealed beam unit. \$15 NEW in box. Paul Knapp 82430130; (May13)

Suzuki motorcycle Model T200 In original condition Last registered June 1975, stored in shed since. 11,203 miles Engine no. 27652 Registered no. TL814 \$1250. **Malvern Star Auto Cycle Villiers Junior 98cc engine** Original condition Engine number XYA49240 Comes with new genuine leather seat. \$750. Contact Rob Smyth 8344 5819 (June13)

Collection of veteran and vintage motorcycles (and cars). Veterans include Douglas, Yale, Triumph and Rudge motorcycles. The collection includes motorcycles of the 1920s by Douglas, Norton, Rudge and others: a rare 1926 TT Douglas motorcycle, [http:// earlymotorcom/ forsale](http://earlymotor.com/forsale) or contact Leon Mitchell (08) 8278 5120 or 0422 921 518 (June13)

Tyres— racing 100x90 Bridgestone; 100x90x19 & 90x90x21 Avons; 350x18 Nitto; Suzuki rear wheel 18"; Norton front rim 20"; Triumph 1949 3T eng parts-small; spokes, valves and springs, Ariel parts other small parts; Alan Thompson 82963062 (June13)

Clathorpe 500cc 1936, eng nr M4-1477; **1938 Calthorpe 500cc** eng nr M5-2028—\$10,000 each; Ray Collins 08/82784066 email mrcollins@internode.on.net (April13)

Wanted.

1922 Or 1923 Harley Davidson motor, needs to be complete for my project; Brian Forth 0409514213

Pre WW1 photographs of motorcycles and car wanted, can copy and return. Leon Mitchell 8278 5120;

1936 AJS Wanted Girder forks to fit ,or can swap for tele set off 1946 AJS; H. Richards, 0403249424

Good homes wanted for a collection of veteran and vintage motorcycles (and cars). Veterans include Douglas, Yale, Triumph and Rudge motorcycles (and a superb but unrestored 1907 30 h.p. chain-drive poppet-valve Daimler motor car, similar to the car owned by the King at the time). The vintage collection includes some of the iconic British sporting motorcycles of the 1920s by Douglas, Norton, Rudge and others: a highlight is a rare 1926 TT Douglas motorcycle (and a stunningly original 1923 3-litre Bentley motor car). Looking for expressions of interest. More details at <http://earlymotor.com/forsale> or contact Leon Mitchell (08) 8278 5120 or 0422 921 518 (June13)

CZ 150/ 125c parts wanted (or complete bike) Please call or text Michael Scarpantoni if you know any one who might have anything on 0414383018. (June13);

Suzuki GS500 2005-2008, wanted a cheap one for wrecking; Pud Freeman 8255 2886 (June13)

Norton **ES2 1951-1953** in any condition; Reg Hancock 85708125; (June13)

AJS model 18 500cc twin seat wanted; Simon Mussared 0422 090701 (June13);

Sidecar to suit Ariel twin 500cc 1950, sidecar wanted—preferred restored. Peter Wilksch 8269 6894 0431 953 010 (June13)

Honda sports cub c110,c111, c114, or c115 parts bike or parts wanted, any condition; Brian Forth 0409 514213; or graham Sandell on 0404120880 (not a member)



Yale



Douglas



Malvern Star



Suzuki t200

Club Runs & Events.

All members participating in **Club Runs MUST lodge a Rally Entry Form** with the Club Captain before the event. This ensures that you are covered for Third Party Property and Public Risk from home, on the Run and return to home. This is a Club requirement. Please be sure to fill out your **Historic Registration Logbook** before leaving home and make sure you **carry it every time you go riding**, this is a legal requirement. Enquiries to Brian Forth on 0409 514 213 (President & Club Captain).

2013 Club rides and Meetings any corrections please advise ** denotes club point s**

June.

11th June General meeting 680, Payneham RSL clubrooms [Trophy presentation Basket supper](#)

**** 16th June Lobethal Potato Day**—Bushland Park, Malcolm Gray organizer.

July.

9th July— Annual General Meeting 681, Payneham RSL clubrooms.

**** 21st July Museum visit.**

August

13th Aug **General meeting 682**, Payneham RSL clubrooms.

**** 24th Aug Southern Vales Tiddler run**—Tony Morrisset organizer—BBQ lunch \$2;

September

10th Sept **General meeting 683**, Payneham RSL clubrooms.

**** 15th or 22nd Sept North East ride**—open to suggestions please.

29th Sept **Bay to Birdwood**—Classic vehicle run if it is still operating.

October.

8th Oct. **General meeting 684**, Payneham RSL clubrooms.

**** 20th Oct Annual eastern hills ride**—Dan Moriarty organizer.

November

12th Nov **General Meeting 685**, Payneham RSL clubrooms.

**** 24th Nov Scarpantoni ride**—Southern Vales—BBQ lunch \$2. Tony Morrisset organizer.

[Back-up trailer is required every run—please volunteer your services for a run. Every ride has to covered, please contact me & nominate a ride. Reimbursement of \\$60 for petrol money is paid.](#)

2013- Invitational Events – (Not club runs, but members are welcome to join them, enquiry with Secretary on in Magazine)

Classic Owners Mid Week runs— members are invited to join the **Classic Owners** on their run on the first Wednesday & third Tuesday of each Month, **Hawthorn Cres at Hazelwood Park at 10:00am.**

All owners and those interested in Ariels are invited on morning rides held on the 1st Sunday of each month starting from Thorndon Park Reserve car park Hamilton Tce. off Gorge Rd. Paradise. Meet from 9am for 9.30 start. For further info phone Dave 82635562 or John 82623965,

SWAP MEETS - Any new dates or swap meets please advise editor.

This is a general guide only check this site - <http://www.bevenyoung.com.au/car.htm>

HAHNDORF- January 2014

BALLARAT – February 2014

CLARE- 17th March 2013;

NARACOORTE – 5-6TH May 2012;

KAPUNDA- 26th May 2012;

WILLUNGA – 19th August 2012;

VVMCC MOTORCYCLE ONLY 7th Oct 2012.

BENDIGO – 17-18th Nov 2012;

REGENCY PARK - February 2014

CAMPBELLTOWN – March 2014

MOUNT BARKER – March 2013;

SEDAN – 17th June 2012.

ANGLE PARK – 29th July 2012;

GAWLER - 23rd September 2012;

STRATHALBYN – 21st Oct 2012;

GAWLER Motorcycle expo - 18 Nov 2012

Historic Registration.

Please ensure you complete your new logbooks before leaving home and that you carry it with you when riding the motorcycle the book is allocated to. **Enquiries to Bob Gill 82584982 (north) - Or - Phil Jenner 83706664 (South).**

A motley crew at Victor Harbor Sunday morning start.



6 Vintage motorcycles on the run



Preparing for the start o Saturday Morning



Founded 1971

Federation of Historic Motoring Clubs

S. A. Incorporated

PO Box 703 Plympton S.A. 5038

Ph 0417 847 944

www.fhmcsa.org.au

10 May 2013

Use of "grace" period for vehicles on Conditional Registration

An issue has been raised through the FHMC that requires further clarification to ensure members are not put at risk and clubs are adhering to the policies and procedures laid out in The Code of Practice for Historic Vehicles, Prescribed Left Hand Drive Vehicles and Street Rod Vehicles under the Conditional Registration Scheme, effective 1 July 2013 and the clubs Constitution.

In reference to paragraph 6.1.9 of the Code of Practice for Historic Vehicles, Prescribed Left Hand Drive Vehicles and Street Rod Vehicles under the Conditional Registration Scheme, effective 1 July 2013 that states:

"Within two months of the end of a recognised motor vehicle club's financial year, it must provide a written report to the Registrar detailing members with conditional registration who are no longer members of the club."

The long held belief by the Federation and Clubs has been that this period is provided as a "grace" period for all aspects of Financial Membership within a club, including those members with vehicles registered on Conditional Registration through the club.

DPTI have informed the Federation that this is incorrect with respect to members with vehicles on Conditional Registration. This situation puts members at risk of prosecution should he operate the vehicle during the period that fees are due for payment and the end of the "grace" period. There is also potential for the vehicle insurance to be voided during this period.

DPTI has informed the Federation that this is based on the definition of a "Financial Year" as used by the Department in relation to Registration of Motor Vehicles, as 1 year (12 months) therefore, if the member has not paid his/her fees by the due date (ie no grace period) they will be breaching the Motor Vehicles Act 1959 and its Regulations by driving the vehicle. A fundamental requirement of conditional registration is being a financial member of a recognised motor vehicle club and a vehicle owner may face penalties under the legislation for breaching this condition (ie driving when their club membership has lapsed) if detected driving by SA Police. DPTI also takes steps to cancel the registration of such members once it is notified that they are no longer financial members of recognised clubs.

The grace periods provided for by the "Code", DPTI and Clubs are in place to allow for the matter to be rectified without penalty (additional costs), except where the vehicle was used illegally. The grace period for clubs is generally provided to acknowledge that the club is run by volunteers and there is a time delay in getting things done; i.e. the treasurer accepts payment of membership fees up to and including the due date, he then updates the Club records and provides a copy to the Registrar who can then confirm membership status prior to signing off Logbooks, this is an acceptable process and the member may drive his vehicle during that period.

Points for Clubs to note:

PARADISE MOTORS MAZDA

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MAZDA

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2

1. A "Financial Year" is defined as period of 1 Year (12 months) and cannot be altered by a club's constitution to increase this period. However, the club can choose any period of 12 months as its Financial Year, i.e. 1 January – 31 December; 1 July – 30 June etc. How the club wishes to manage its grace period is theirs alone, however the "Code" requires the club to inform DPTI of members with vehicles on Conditional Registration 2 months after the Club's financial year has ended.
2. Clubs are advised that once DPTI receive notification of un-financial members, it is bound by legislation to give the vehicle owner time to rectify the situation prior to cancelling the vehicle's registration (potentially a further month). It remains the club's decision as to whether they wish to retain the member.
3. Clubs should remind owners that once they have informed DPTI that an owner of a Conditionally Registered vehicle is un-financial, they may be required to re-join the club in accordance with the full procedure, including a new MR334. This is a decision that the club will need to make.
4. Logbooks are required to be replaced 3three (3) years from date of issue.

In summary, clubs do not need to change their policies and procedures, simply remind members of their obligations; as members of the club and where appropriate, with vehicles registered under the Conditional Registration Scheme.

Yours in Historic Motoring


Alan Pickering
Secretary

Federation of Historic Motoring Clubs



Who are we?



Participants for Victor Harbor 2 day rally 18th and 19th May 2013. (1 or 2 = number of days riding)

Brian Forth 1927 Harley Davidson (2)
 Terry Rowe 1929 Raleigh (2)
 David Radloff 1928 Sunbeam. (1 Sunday only)
 Rob Smyth 1929 AJS (2)
 Arnold De Groot 1930 Norton (2)
 Graham Burgess 1930 Scott (2)
 Barry Castle 1934 Velocette 91 (2)
 Dean & Audrey Govan 1937 Triumph O/Fit (2)
 Kevin Heritage 1949 Triumph FTO (2)
 Alf Lear 1949 BSA (2)
 Graeme Bartlett 1952 Norton (2)
 Bob Whitehead 1953 BSA (1—breakdown on Saturday)
 Bill Browne 1955 Matchless (2)
 Daryl Rosser 1856 Triumph (arrived for morning tea Sunday only)
 Don Tonkin 1957 Triumph (2)
 Ian Tonkin 1958 Velocette Venom (2)
 Martin Blindell 1967 Triumph (2)
 Malcolm Gray 1974 Dnepr (2)
 Peter Arriola 1974 Honda (2)
 Roger O'Loughlin 1989 Suzuki (2)
 Adrian How 1991 Yamaha (2)
 Ross Weymouth—Toyota (2)
 Rosalie Forth – back up trailer (2).



**Annual General Meeting
Tuesday 9th July 2013**

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Girder forks, By Richard Rosenthal, pics Terry Joslin > Originally published March 2006¹²

Feared by some, girder front forks were a light, reasonably strong early solution to steering and front suspension. Today, most are at least 50 years old, so need regular checks and maintenance to make sure they remain safe to use

During the early days of motorcycling, a number of front fork designs were tried. Among them were rigid cycle forks with or without bracing, sprung girder, leading link, trailing link and telescopic. Additionally, adventurous makers patented designs such as hub-centre steering –supported on one or both sides – and Duplex steering, as pioneered by [OEC](#), which had a telescopic element too.

Many early pioneer motorcycles relied on bicycle-type rigid forks with no suspension, which were prone to breakages due to the extra weight and higher-than-cycle speeds, plus the poor road surfaces. Engineers sought various solutions to remedy the situation, including the enlightened [Rex Motor Manufacturing Company](#) of Coventry, a company, which was among the pioneers of telescopic fork design in the mid-Edwardian period. But the idea favoured by many was the sprung girder fork. Among the leading designers were pioneers Druid, who favoured a side sprung principle, [Triumph](#) with a rocking action, Brampton with their Biflex, offering both rocking and up and down movement, leaf-spring control from makers like Indian and [Sunbeam](#) and the famous Webb, with centre-spring control.

Many other variations on the theme were produced – some useless – while many others simply didn't catch the trade buyers, eye or were developed by makers who lacked the cash to see the project through, and were replaced by something better, more conventional, or commercially available from proprietary makers such as Webb, Druid or Brampton. Many of the leading makers built their own forks, while others bought proprietary items in; here, we look at one leading example, the Druid side-sprung fork with steering damper from a 1929 [Norton](#) 16H.

The spindles, spring/s and fork/yokes spindle holes will all wear with use, no matter how thorough the motorcycle's maintenance. The fork spindles slide through their holes easily, but with no side-to-side or up and down play. Often, most wear is found in the bottom yoke holes and on their mating spindle, as the forks seem to pivot with more force about this point.

Replacement fork spindles should be made from a high tensile steel, such as EN16T, which is a shock resistant tough (55 tons tensile) manganese-molybdenum steel. EN16T fine turns well or can be ground to size. Ideally, to produce true threads, either screw-cut or use a die holder in the lathe with a high speed steel (HSS) die. Some, skilled with hand die holders, can cut true threads but mine would be wobbly, leading to poor fastening of spindle nuts. Never become tempted to use other materials like silver steel (too brittle), bright mild steel (not tough enough) or many of the range of stainless steel alloys (while some may be suitable you may not know the composition of the stainless steel alloy or its qualities) as they are all totally unsuitable, dangerous and, besides, EN16T is available from many specialists stockists at autojumbles, by mail order or directly.



To aid lubrication

Some original spindles had either a groove or flats machined into them to aid lubrication. This needs replicating, and handbooks or parts diagrams may illustrate the positioning of the spindle with groove/flat if appropriate. Although I'm sure I'm teaching granny to suck eggs, remember not to create a sharp angle where the spindle is machined to a smaller diameter for threading or to fit through the link. Instead, machine a slight radius to lessen the risk of shearing at this point.

Many more recent forks have bushed spindle holes, in which case the old bush is pressed out and replaced by new. Some one make clubs and occasional specialists stock appropriate bushes. Old bushes can be either pressed or, if difficult, machined out – another job for the competent only. Usually, they are thin-wall phosphor bronze structure, with often a 0.001 to 0.0015in interference fit into the hole. Always press them into place – never strike them with a hammer, as they easily bruise. Once fitted, the bushes need minor reaming to restore to spindle size as they will have closed marginally on pressing into the hole. Ideally use a reamer with pilot (guide) spigot to ensure work is true.

Enough 'meat'

Many veteran and vintage girder forks were un-bushed. If there is enough 'meat' it's possible to either ream spindle holes along their entire length, or machine the ends of fork cross tubes to accept thin-wall bushes. The latter is by far the best option, as when they're worn again, the bushes can be pressed out and renewed. Both procedures require a high degree of accuracy. Phosphor bronze is an ideal material for these bushes. In extreme cases skilled restorers have fabricated new cross tubes with lugs/spigots, dismantled the fork blade structure, fitted and then brazed or silver soldered them together – work way beyond my ability.

Extreme rust, age and wear softens and weakens springs. Some sources stock common spring sizes, or replicas can be made to a pattern or accurate drawing by specialist spring makers. In some cases, stronger-rated springs are needed for heavy duty use, eg hefty machines or for sidecar work.

While it's possible to chrome or nickel plate new, un-rusted springs to good effect, once even surface rust has appeared, the job is near impossible for a sound long-term finish as it's impossible for the metal polisher to polish the inside of spring coils. Some use chemical cleaners, but I've yet to see one that works perfectly. However, for many machines the girder fork springs were painted so if they're second-hand but in good order, they can easily be blasted clean to accept any of the finishes we may consider.

Due to poor assembly, the spindle holes may have elongated, internal threads – if present – may have been damaged, rust could have caused wasting and in, extreme cases, fatigue cracks may be evident. Many links were malleable iron castings which – unless you're considering making a large number – are not viable for a business to reproduce. An alternative used by many is to machine them from a suitable mild steel. Again, seek help if unsure.

Many later girder forks are simply greased through conventional grease nipples, with makers recommending intervals of 250 to 1000 miles. I favour lubricating every 250 miles, working on the principle that if the job is overdone, no harm will occur, while under-lubrication will hasten wear.

Some veteran and many vintage models were fitted with oilers. Most vintage models had decent sized holes enabling the use of a thicker oil – such as SAE50 – which lubricates for longer than thinner oils, as it escapes at a slower rate. Veteran and earlier vintage machines often have smaller holes in oilers, making a thinner oil more desirable. Unfortunately, some veterans have no oilers, lubrication is undertaken by laying thin oil across link/friction washer joints in the hope it works in or loosening nuts and links to feed oil onto spindle.

Maker's interval advice – if there is any – varies. Usually, lubrication in each pre-run check is sound practice.

Victor Harbor 2 day rally 18th and 19th May 2013.

The Victor Harbor 2 day rally was held in glorious weather, with bright sunny days and a temperature of about 18c each day. It was cool riding weather for Victor Harbor this time of the year. Ross and Allison Weymouth had organised two interesting days of riding, along with morning and afternoon teas and a superb evening meal at the Middleton Tavern. But unfortunately Alison was not well for the two days and Ross's immaculate Henderson was not running. Ross organised all of the morning and afternoon tea breaks ensuring everyone had plenty to eat. Thanks Ross and Allison for the weekend.

It was great to have Kevin Heritage from Loxton of his 1949 Triumph attend, Graham Burgess from Pt Pirie on his 1930 Scott, Before we started, Don and Ian Tonkin were observed trying to start the Velocette Venom, we lost count of the number of kicks, and amount of push/bump starting took place, but after about half an hour the Vello started and Don gave a sigh of relief.

Member were briefed on the ride to Currency Creek winery our first stop of tea, coffee and a huge selection of cakes, then the route to Strathalbyn for lunch and return via Ashbourne back to Victor Harbor. I coerced Rob Smyth to lead the run because he is an old hand at this job and can leads members at a good pace. But Rob changed the run from Currency Creek winery to go to Clayton to see the Oscar W arrive there, but we were too early as it was still steaming up the channel and some time away so we rode of to Milang for a short break then onto Langhorne Creek and finally stopping at Strathalbyn for lunch.

Rob decided the return ride was boring and lead 'some' members to Paris Creek road and back down Bull Creek road for an Adeline rush to home. Rob said it's a windy road good for a *speedy* bike ride but is a bloody 80k zone. Others went to planned route home. On the way back, Rob Whitehead BSA decided to stop and when he tried to restart caught on fire thus ending his weekend. We arrived back at the Victor Harbor caravan park to fresh scones jam and cream with tea and coffee another incredible spread. I think we travelled nearly 120ks Saturday.

Saturday night we ventured to Middleton Tavern foe a 3 course meal another event organised by Ross.

Sunday was another sunny day and we travelled to Beachside Caravan park just south of Normanville. Rob lead the way and went to the wrong location in Normanville. We asked Malcolm Gray to go out and bring the wayward riders to out location for another one of Ross's delicious morning tea.

On display were a 1929 Raleigh, 1930 Norton; 1928 Sunbeam; a 1929 AJS, a 1930 Scott and a 1927 Harley Davidson the odd vintage bike amongst gleaming British flat tankers, what a display.

From here members rode off in different directions, some going home, others riding back to Victor Harbor caravan park, and Rob Smyth with others rode off on a longer way home not via the bumpy Inman Valley road.

Arnold DeGroot, Terry Rowe, David Radloff, Graham Burges and I rode to view Martins' incredible automotive museum. This is a must to see and it takes some time to view everything on display.

Thanks to Ross and Allison Weymouth for the weekend, and thanks to my wife Rosalie for driving the back up trailer. Brian Forth.



The start



Start please



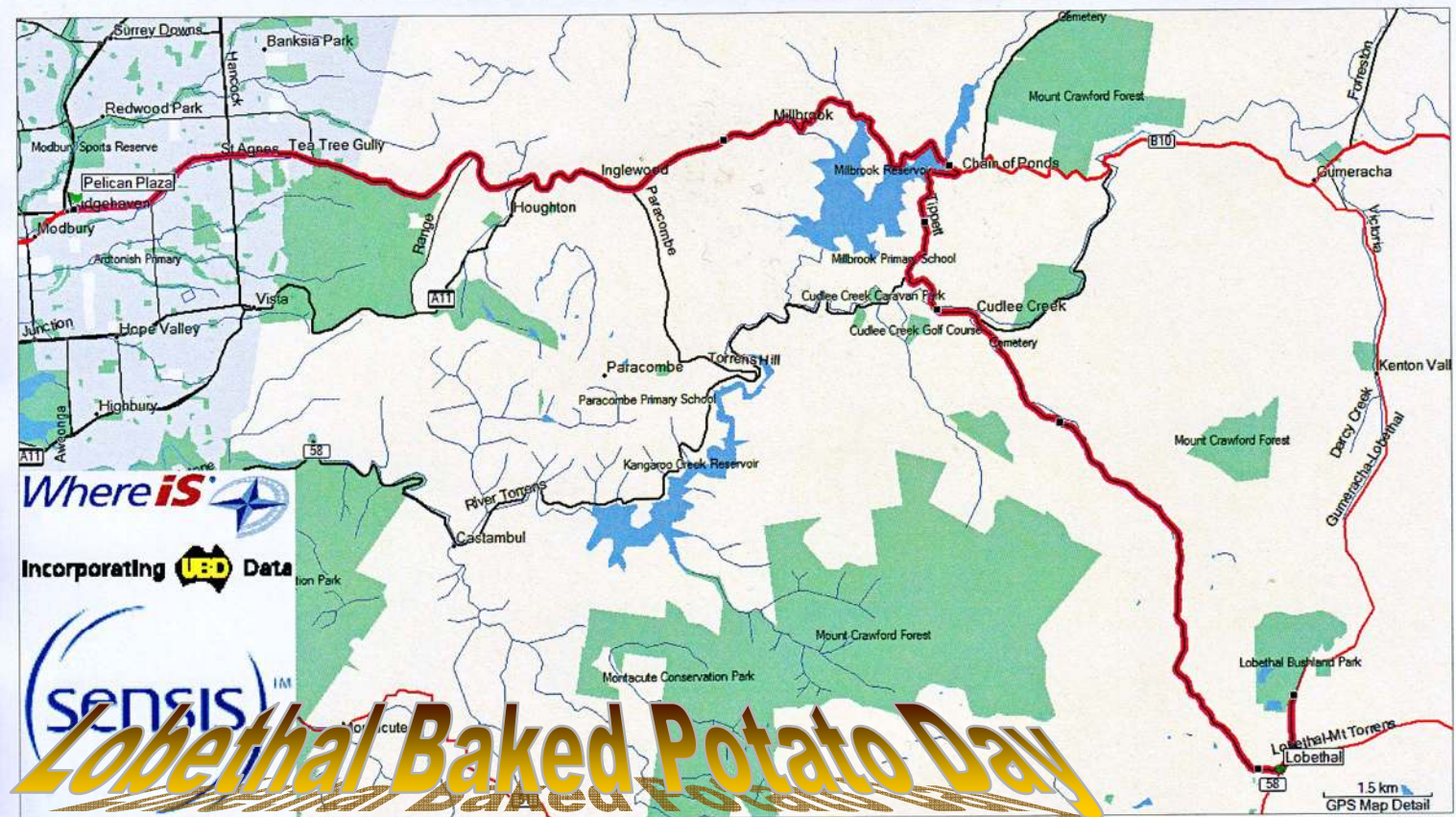
Milang stop



Strathalbyn lunch break



At Martin's museum
admiring the view of
Victor Harbor. See front cover



Sunday 16th June 2013

This will take the same theme as last year with our day at Bushland Park at Lobethal. The O'Loughlin family once again catering for the day. We will meet at Pelican Plaza car park, cnr North East Rd. & Golden Grove Rd. Ridgehaven, **at 9:30am for a 10:00am start.**

Ride to Chain of Ponds, turn right & ride through to Gorge Rd. Left to Cuddlee Creek Café & then right to Lobethal. Left to Gumeracha Rd, left towards Gumeracha & left into Bushland Park for Lunch. If you do not wish to ride, bring your car & still join in the day. This venue is good for the colder months as it has both outside & inside shelter as well as a heater to warm up the room. Potato's & prices are as below:

A hot baked potato with the choice of the following fillings: Total Cost = \$8.00

Salad Spud (Vegetarian) Butter, Cheese, Sour Cream & Coleslaw

Mexican (Blazing Saddle) Cheese, Sour Cream, Chili Con-carne & Coleslaw

Meat Lovers Butter, Cheese & Bolognaise

Roman (Vegetarian) Cheese, Sour Cream, Italian Sauce (Tomato, Olives, Mushroom, Herbs & Garlic)

Miss Piggy Cheese, Sour Cream, Bacon & Pineapple

All the above can be altered to suit tastes or special diets.

Serve yourself Tea, Coffee & Water will be available on arrival and all afternoon.

A Choice of cakes or a fruit platter with your lunch.

Information hot off the press!

V&VMCC will pay \$5 towards cost of first potato for Member & Partner.

At the venue members will be issued with 2 x \$5 vouchers to be handed in on purchase of potato's.

I do need to know numbers!

If you are not able to fill out the list at the June Meeting please contact me as below:

Malcolm Gray Ph. 0883643445 evenings only; Mob 0427727737; greywolf07@bigpond.com



Alf Lear



Barry Castle



Kevin Heritage

Members at the Beachside Caravan park for morning tea break



**The Veteran & Vintage Motorcycle.
Club of S.A. Inc.
P O Box 1006
ELIZABETH VALE, SA. 5112**