



SMOKE SIGNAL

**Official Magazine of the
Veteran and Vintage
Motor Cycle Club of
South Australia (Inc).
Established in 1956**

**POST OFFICE BOX
1006 ELIZABETH VALE
SOUTH AUST. 5112**

Brian Kuerschner on his 1955 Excelsior Autobyk, the last Tiddler to come home.

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

**11th June 2013
Trophy Presentation night & Basket Supper**

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

Our Club Now Proudly Supported by

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May 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
MAGAZINE EDITOR.	Brian Forth, 19 Condada Drive, Banksia Park 5091	
	Email - forthy@picknowl.com.au	
MACHINE REGISTRARS	1. Bob Gill (North)	8258 4982
	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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This magazine is printed by

MOTOR TRADE ASSOCIATION SOUTH AUSTRALIA

Presidents report.

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Log book days 12th May Payneham RSL; 26th May CCC Club rooms Glandore.

DON'T FORGET to do the following -

- 1/ Pay your subscriptions and obtain the yellow 2013-2014 membership card.
- 2/ Lodge a signed Statutory declaration for all bikes/cars on Historic Registration.
- 3/ Bring log books for each motorcycle/car.
- 4/ Bring the Registration papers for each motorcycle or car.

Victor Harbor 2 day rally—18th and 19th May 2013. is ready to roll at Victor Harbor.

We need to know the numbers for 3 tea breaks and evening meal at Middleton Tavern.

Numbers are urgent required for caravan park booking and the Saturday night meal.

Morning & afternoon tea breaks will be covered by the Committee

Trophy presentation night 11th June— all trophies to be returned to the Secretary

Annual General meeting 9th July -nomination to be forwarded to Secretary if you wish to seek any position on the committee..

Brian Forth President.

Historic/Conditional Registration.

Some highlights you need to know for Historic/Conditional Registration from 1st July 2012.

Historic Vehicle, a motor vehicle manufactured prior to 1st Jan 1979 that has not been modified from its original design to any extent.

Clubs reporting to the Registrar.

6.1.9 Within 2 months of the end of a recognized motor vehicle club's financial year, they must provide a written report to the Registrar of Motor Vehicles detailing members with conditional registration who are no longer members of the club.

6.4.2 From 1st July 2012 onwards, each club vehicle must be inspected by their club's authorized person at a minimum of once every 3 years.

6.4.3 From 1 st July 2012 onwards, participating vehicle owners must provide their club with a statutory declaration annually verifying the eligibility of the vehicle to be registered under section 25 of the act for the purpose of this scheme and detailing any modifications made to the vehicle during that year.

6.4.5 A club's authorized person must not endorse a vehicle owner's log book until a statutory declaration has been received each year or the required vehicle inspection has been performed and the vehicle's ongoing eligibility for the scheme has been confirmed.

6.5.6 Once issued the club's authorized person must not endorse the vehicle owner's log book annually unless the vehicle owner has provided a statutory declaration verifying the eligibility of the vehicle to be registered under section 25 of the Act for the purposes of this scheme. Any modifications made

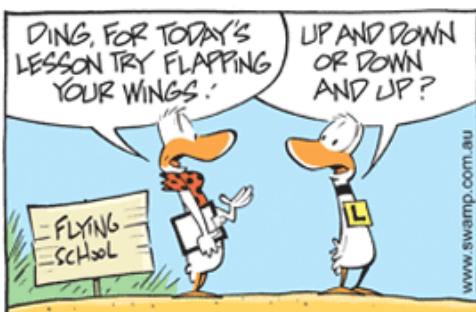
to an historic vehicle considered variations are required to be detailed within the log book.

6.5.9 Vehicle owners who change membership from one recognized vehicle club to another must return the log book issued in respect of the vehicle to the issuing club for cancellation. A new MR334 must be issued by the new club's authorized person before a new log book can be issued by the gaining club.

7.3.4 The registration of a conditionally registered vehicle cannot be transferred to another owner, even if the new owner is also eligible for conditional registration. Where a change of ownership occurs, the registration will be cancelled. The log book issued in respect of the vehicle must be cancelled by the club which last confirmed financial membership.

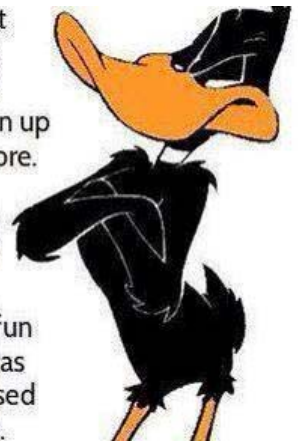
These are only extracts, for the full list go to www.fbmcsa.org.au

The Federation of Historic Motoring clubs of SA Inc.



I don't want to be a grown up anymore.

It's not nearly as much fun as it was supposed to be.



VVMCCSA Committee Meeting 29th April 2013 held at Goodwood Community Centre.

In Attendance- Bob Gill, chaired the meeting, Paul Knapp, Ray Collins, Terry Rowe, Bill Lorimer and Daryl Rosser; Apologies -Brian Forth and Barry Carlisle. Visitors -Nil.

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Minutes of March meeting presented as printed in the Smoke Signal, Acceptance moved Daryl Rosser, Seconded Terry Rowe, Carried. Business arising nil.

Treasurers report presented by Terry Rowe, Acceptance moved by Paul Knapp, Seconded by Ray Collins, Carried, Business arising Nil.

New Members- application received from Mark 'Doc' Robinson, Adrian How and Steven John Hausler together with payment of fees.

Correspondence In.

- 1 Numerous subs renewals.
- 2 Minutes of FHMC Feb. Meeting.
- 3 Invitation from City of Unley to attend their ANZAC Dawn Service.
- 4 Bay to Birdwood Volunteers registration form.
- 5 Flyer from Swan Hill Vintage & Classic Vehicle Club, advising us of their 40th year Ruby Rally 21st to 27th June 2013, members to contact Bill Lorimer for copies of entry forms.
- 6 Invoice from Kersbrook Soldiers Memorial Park Community and Sports Club for BBQ lunch 21st April.

Emails In and Out.

- 1 From NorCom Cycles offering Alton-France electric starter kits and AC generators for Classic Bikes.
- 2 From Gary Smith, Broken Hill re. 2013 Bike Show, poster to be sent to us
- 3 From Ian Clayton re. auction of Honda VF400F motorcycle by Shannons in Sydney 6th May.
- 4 Email to Nicole Aspinall re. finalising Website.
- 5 From Autofest Team re. dates for Bathurst Valvoline Autofest for next 3 years and Shepparton Springnats for next 2 years.

Publications Received.

- 1/ Kickback from British Singles MC Qld; 2/ The Vintage Motorcycle from UK; 3/ The Radiator from Riverland V\$CCC; 4/ Bore and Stroke from Matchless and AJS Enthusiasts; 5/ Classic Vibrations from Indian Harley Club WA; 6/ Ennergette from Norton MCCSA; 7/ The Bulbhorn from Mildura VVC; 8/ MAPS Review from Maitland APS; Acceptance of correspondence moved Ray Collins, 2nd Terry Rowe, Carried.

Runs Rides and Events.

- Log Book Day 12th May at Payneham RSL.
Victor Harbor 2 Day Run Sat. 18th and Sun. 19th May organised.
Brian Forth for details 26th May Log book day CCC Clubrooms Glandore.
16th June Lobethal Potato Day, Bushland Park Malcolm Gray organiser,
21st July, Museum visit Port Adelaide area ??????

General Business.

Daryl Rosser has contacted Steve at TriSpark re giving a talk to the club about electronic ignition systems, Daryl is to confirm a date.

Daryl Rosser proposed that members with Log Books for processing at general meetings must present them to the Registrars before the meeting starts, they will only be accepted after the meeting with a \$2-00 fee and will be posted out the following week, not processed while you wait. Seconded Ray Collins and Carried.

Ray Collins proposed that Bill Lorimer speak to Philip Holmes re disposal of publications received from other clubs. Seconded Bill Lorimer Carried.

Discussed proposal to hold Bike Display at Semaphore Street Traders annual Fair either in addition to Moseley SQ or instead of, Paul Knapp to continue discussion with them.

Discussed renewal of membership, subs/fees - Proposed by Bill Lorimer that *we strictly enforce the grace period* but after that time elapses that \$15-00 rejoining fee be applied. Not that the Club needs the money but it may be the only way to get renewals done and records kept up to date.

Members with Bikes on Historic Rego reminded yet again that the Grace period does not apply to the Rego and that as of 30th June the rego is void and that DPTI will be notified if membership is not up to date. Seconded Bob Gill Carried.

Meeting Closed.



Minutes of VVMCCSA General Meeting '678' 9 April 2013 held at Payneham RSL clubrooms.

Brian Forth chaired the meeting, opened at 8.15pm.

Visitors, Mark Robinson and Adrian How.

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Minutes of March meeting presented as printed in the Smoke Signal, acceptance moved Bob Tilbrook, Seconded Richard Kretschmer, Carried No business arising.

New Members. Wolf and Sebastian Carius were presented as new members and new membership applications were received from Adrian How and Mark Robinson.

Treasurers report. Presented by Terry Rowe, Acceptance moved Dan Moriarty, Seconded by Bob Whitehead, Carried, No business arising.

Correspondence In.

Thankyou letter from the Vintage Sports Car Club SA for members support for their Historic Vehicle Gathering Day on 3rd March

2 One subs Payment.

3 Cheque account statement from Westpac bank.

4 Invoice for printing of Smoke Signal from MTA.

5 Invoice for hiring of Bushland Park for Potato Day in June.

6 Flyer promoting Mallala motorcycle racing on weekend 25th and 26th May.

Correspondence Out Nil

Emails In and Out.

1 From Rod Bailey of BSAOCSA asking for assistance from club members with his Levis project.

2 From Holdfast Bay Council re planning for next year Moseley SQ. Display.

3 From Malcolm Gray re need for numbers attending Potato Day.

4 From Bennett's Auctions re. auction of 4 motorcycles 13th April, incorporating also Show and Shine and Sausage Sizzle at Myponga.

5 From Stephen Hooper re. Moseley Sq display 2014.

Publications Received.

1 The Throttle Lever from Newcastle VMC.

2 Vintage Chatter from VMCCWA.

3 Beesa Journal from BSAOCSA.

4 The Radiator from Riverland V&CCC.

Moved Ian Baldock that all correspondence be accepted, seconded Bob Whitehead, Carried.

Runs Rides and Events.

Report of the Birdwood Figure 8 ride, excellent day.

21st April, Tiddlers run at Kersbrook Memorial Clubrooms, \$2 BBQ Lunch.

18th and 19th May, 2 day rally at Victor Harbor organised, numbers Required for morning and afternoon tea breaks and Middleton Tavern.

16th June Potato Day at Bushland Pk Lobethal, number required, club to cover \$5 for the cost of the potato meal, member cover the rest.

21st July Museum Visit to be organised—any suggestions.

General Business.

Keith Milich reported on the activities of the Vincent Owners and the Velo clubs including the fastest Velocette at recent speed week.

John Byles reported for the Ariel club event.

Pud Freeman reported for the Classic Owners.

Paul Knapp reported the Norton boys are still a happy bunch.

The photo on page 11 with Harry Butler prompted Ron Truscott to give a short talk about him and some of his exploits in speedway and competition.

Leon Mitchell talked about his LENNOX 1915 of about 535CC Single cylinder motorcycle, made in Melbourne. He gave a very interesting and informative talk about the bike and the men behind it, there were numerous questions and most members crowded around for a close up look at what was a very interesting machine, Thankyou Leon.

Buy Swap and Sell read

Meeting Closed 9.30pm.



**Leon Mitchell talking
of the 1915 Lenox**

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*

Enfield Bullet rear wheel, comp \$10 good condit; Chris Harley 83446120 (Mar13).

Triumph 3t engine parts, Norton 20" front rim; Suzuki rear wheel, sprocket spokes; Ariel parts (small amount) throttle cables wires, etc; racing tyres front/rear; Alan Thompson 82963062 (Mar13)

Push bicycles, **free** 20 inch; 26 inch; with gears good condit need TLC; Ron Truscott 85723010 (Mar13)

Tilbrook Tom Thumb sidecar \$1000; Tilbrook single sidecar, purchase from Rex Tilbrook and according to him last one made, will bolt onto Indian 741 or Sport Scout with slight alteration to under seat attachment \$3000; Tilbrook double Dandeloo sidecar, currently on a Indian 1950 Chief, will fit any chief from 1939, also attachments for Vincent \$4000; Albion Gearbox with reverse gear, mid 20's \$200; and a Yamaha ultra lightweight, 7cc eng nr 1961/10417 90111s, shaft drive –not running \$150; Bombardier mini-bike, minarelli eng not running \$150; Jim Spratt 82764349 (Mar13)

1957 James 'Cadet' excellent condition; Engine Nr 2027; Reg nr S/A S57AJX ; Jim Hughes 82871464;

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)

6v 150w alternator regulator/rectifier—new in box \$50; 12v x 35w quartz halogen B.P.F. bulb suit headlight \$15.50—new in box; Paul Knapp 82430130 (April13)

Suzuki GCX1100g shaft drive, 70,690km TPH-598, eng r V718-101-541, leading link forks with DJP sidecar, top combination always in a shed. original front forks available for solo use \$6000; Ron Truscott 85723010 (April13)

Kaneg canterlever rear wheel stand with all fittings, plus mini pocket bike model MTA11; give away 2 BSA Bantam wheels with tyres; Bob Tilbrook 8261 8808 (April13)

Honda 1980 CX500 Shadow. Reg S16AGV, on historic rego, 39000km original condition \$2500; Dean Govan 82768147 (April13)

British Excelsior 500cc s/v motors only—1913 nr 390 in good condition \$1250; other about 1914 incomplete no engine nr. Magneto in front of motor, was popular for veteran m/c racing, look American \$650; or \$1700 the pair; veteran Coventry Victor 1000cc s/c flat twin barrel with valves and caps- \$75; mid vintage Ariel 600cc s/v barrel \$70; Neville Roach 83321895 email stephenieroach@bigpond.com will consider swap or trade (April13);

6V rectifier/regulator to suit any Lucas / Miller type 6V alternator 1 only. It will give proper Voltage control to prevent boiled batteries/blown bulbs and allow the safe use of AGM batteries . Can be wired Pos. or neg. earth , NEW in box with full instructions - \$50; 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;

Wanted.

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

Suzuki GS500, wanted a cheap bike 2005-2008, Pud Freeman 82552886 (April13)

Suzuki V-strom 650cc, S/A YZA874, 11,600km, best offer; Trevor Diener 0418640331 (April13).
Excelsior Talisman, wanted bits and information; Russell PITT
rusbet@adam.com.au (April13);

Ariel Red Hunter/Huntmaster, wanted a seat to suit; Les JOLLY 048285038 (April13);

1953 BSA, wanted 7" headlight with switch and amp meter; Rob Whitehead 0412 033 913 (April13);

Microscope, wanted one to help my grandson; Barry Carlisle 0418 823 923 (April13);

Pre WW1 photographs of motorcycles and car wanted, can copy and return. Leon Mitchell 8278 5120 (April13)

BSA m20 rear wheel complete for 1942 model; Mike Schell 043150505 (April13);

1936 AJS Wanted Girder forks to fit ,or can swap for tele set off 1946 AJS; H. Richards, 0403249424 (May13);

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 and 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**

May

12th May, **Logbook day**—at Payneham RSL clubrooms— **Bob Gill & Phil Jenner.**
Statuary Declarations required, bring Log book and Registration papers.

14th May, **General meeting 679** Payneham RSL clubrooms.

**** 18th -19th May Victor Harbor 2 day rally.** HQ Victor Harbor Caravan Park—Ross Weymouth

26th May, **Logbook day**—at CCC clubrooms, Clarke Tce Glandore — **Bob Gill & Phil Jenner.**
Statuary Declarations required, bring Log book and Registration papers

June.

11th June **General meeting 680**,Payneham RSL clubrooms—**Trophy presentation Basket supper**

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

July.

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

**** 21st July Museum day on Port Adelaide area—venue TBA,** Brian FORTH organizer.

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

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

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 & those interested in Ariels morning rides 1st Sunday of each month starting Thorndon Park Reserve car park Hamilton Tce. off Gorge Rd. Paradise. Meet from 9am for 9.30 start. Info 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 2013;

KAPUNDA- 26th May 2013;

WILLUNGA – 19th August 2013;

VVMCC MOTORCYCLE ONLY 6th Oct 2013.

BENDIGO – 17-18th Nov 2013;

REGENCY PARK - February 2014

CAMPBELLTOWN – March 2014

MOUNT BARKER – March 2013;

SEDAN – 16th June 2013.

ANGLE PARK – 29th July 2013;

GAWLER - 15th September 2013;

STRATHALBYN – 20th Oct 2013;

GAWLER Motorcycle expo - 18 Nov 2013

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).**

Clutch a history by Richard Rosenthal, published July 2006 ⁸

Pioneer riders on direct drive motorcycles struggled on steep hills and with starting their machines. The advent of clutches, along with methods of altering drive ratios, broadened their horizons immeasurably. The majority of engineers followed one of three distinct paths: variable ratio pulleys, gearboxes and clutches, either singly or in combination.

Initial belt-drive pulley development focussed on altering the working diameter of the engine pulley. Opening or narrowing the gap between the angled pulley faces caused the belt to ride higher or lower in the pulley. The smaller the working diameter of the pulley, the lower the drive ratio which aided hill climbing and slow speed work, while increases in engine pulley working diameter improved cruising speed and top speed capabilities.

Such development improved machine flexibility, but often adjustment was achieved with spanners while the engine was stationary. Alteration of the drive pulley working diameter had the side effect of slackening or tightening the drive belt. In extremes, rider shortened or lengthened belts at the side of the road to suit.

Proprietary parts makers developed variations on the theme of altering drive pulley diameter while underway, some automatically with others controlled by the rider.

The Philipson automatic pulley replica is an example. As the engine speed slowed, torque dropped but force on the belt turning the slowing engine by rear wheel increased and the pulley opened, thus lowering the ratio. As speed increases, the reverse is true, allowing the pulley to close and raise drive ratio. The Philipson, like many, could be tricked into lowering ratio early by firmly tapping the brass cover with the rider's boot. At engine idle speeds, if the belt was slack enough it slipped, lost drive and gave a basic form of free engine facility. Hardly a clutch as we know it, but a vast improvement on direct drive, giving the engine far more flexibility.

Other leading makers incorporated systems of varying the drive ratio while on the move. The best known in the UK were the [Zenith Gradua](#) and the [Rudge Multi](#) designs. Both concepts not only enabled riders to alter the drive ratios at will, but also compensated for belt tension variations, each with their patent systems. Zenith's moved the rear wheel back and forth, Rudge's by widening or narrowing the flanges of the rear belt rim to decrease or increase diameter to maintain belt tension.

While Rudge, Zenith and rivals worked on variable pulley options, others developed designs to alter gear ratios by means of gears. It's dangerous to suggest who was first off the block with such designs, as many small enterprises were developing their concepts as well as the bigger players. Work initially followed two distinct themes – one, gears housed within rear wheel hubs and the other assemblies which fitted directly to the engine in place of the fixed drive pulley.

Engine-mounted designs

Among the first and most successful of engine-mounted designs was the [NSU](#) gear while Sturmey-Archer and Armstrong were acknowledged leaders of hub gears. Later, makers developed frame-mounted gearboxes coupled to the engine by chain and to the rear wheel by either belt or chain. Just as there were many makers of variable pulley systems, so there were of gear change set-ups. And while some were bizarre, many offered acceptable methods of altering gear ratios.

During this period, selected proprietary parts and motorcycle makers were working on rider controlled – rather than automatic – free engine facilities; clutches to you and me. Concepts included cone, band, centrifugal, single-plate, multi-plate and more. Cone-clutches, which had been found much earlier in the car world, found favour with some, including Douglas.

The Kingswood, Bristol maker introduced a cone-clutch on selected models for 1912. Coupled to their existing frame-mounted two-speed gearbox design, the fitting of the clutch was a real advance in engine control, allowing the engine to run even when the motorcycle was stationary and, although near switch-like in operation, it helped with stationary starts too. The 1912 design could be provoked to slip, which [Douglas](#) overcame with a larger cone-clutch for 1913.

Many other successful clutch designs took the form of many small metal discs, often no more than two-three inches (50-75mm) in diameter, compressed for drive by either spring action or mechanically with the facility to release pressure for the free-engine option. Some designs were steel-to-steel, others multi-layer sandwiches of steel and bronze, for example. These clutches were often incorporated within either rear wheel hubs or engine mounted gear systems. Gear system makers weren't alone in adopting clutches. Some proprietary parts makers offered free-engine-only devices without any choice of gear ratios, and variable pulley designs utilised clutches too. Rudge, for example, fitted a multi-plate clutch to the drive side of the engine's crankshaft with many tiny (approximately two-inch) metal plates.

Subject to drag For some makers, early gearbox design was based on a hub gear system complete with multi-plate clutch mounted within the separate gearbox, but rapidly such design were pushed under by the countershaft design we're all familiar with. If a clutch was offered – and many machines were still clutchless – the multi-plate friction clutch gained favour. However, not all makers were convinced gearboxes were the way forward; [Scott](#) and [P&M](#) for example relied on options of primary drive with rider controlled selective clutching between them.

From this deep sea of design though, the friction clutch was the winner for most motorcycle applications and has changed little in its basic concept since. Initially, clutches – often with cork inserts for the friction material – ran dry.

Sliding dry-cork clutches regularly heats and chars the friction material, leading makers to opt for more heat resistant, asbestos-based friction inserts. During the 1930s, more and more makers favoured oil bath type primary drive. Oil degrades asbestos friction material, which forced makers to revert to cork in oil, which for my six penn'orth gives the sweetest clutch of all. Later, oil resistant bonded materials often replaced cork.

Makers of modern belt primary drive kits usually favour dry clutches, often through necessity as many belts don't withstand oil. In turn, racers and those desiring performance favour dry clutches as drag and wasted power from running the drive through oil is eliminated.

Early days

With the exception of early low-speed engines powering models like the Holden or [Hildebrand and Wolfmuller](#) – where the unit's conrods connect directly to the rear wheel – there is a reduction in gearing from the engine pulley/sprocket to the rear wheel to allow the engine to rev. A small diameter engine pulley united by a continuous drive belt to a large diameter rear wheel pulley created a suitable, simple gearing reduction. Some designers used chains and sprockets but belts were favoured by the majority, as they absorbed the shocks of engine impulses to a great extent. Direct drive created a number of major problems, including no free-engine facility, leading to the need to re-start after each halt, the inability of the engine to drive a machine from stationary, difficult slow speed control at hazards, limited hill climbing ability and limited top speed/cruising speeds. However, compared with pedal cycles or the hazards of riding horses, even direct-drive motorcycles were truly a magic carpet for many.

Many early machines had pedals for starting, which could also assist machines on hills and at slow speed hazards. Quaintly referred to as Light Pedal Assistance (LPA) in the period Press, it often is, but on steep hills LPA challenges a rider's stamina.

Reference <http://www.classicmotorcycle.co.uk/articles/2011-12/clutch-history>





MAZDA

For your brand new or next **Mazda** vehicle update, you need look no further than **Steve Truscott, a Member of our Club** working for

Paradise Motors Mazda

Steve, your New or Used Car contact will take a totally professional and honest interest in helping you to choose the right two or four-wheel drive vehicle for your own personal requirements.

You can reach Steve by phoning 83373377, fax 8337 1393 or by emailing steve.truscott@paradisemotors.com.au

Motorcycles and sidecar requirements

Stop lamp

A motorcycle manufactured after 1934 must have a stop lamp which is illuminated when the service brake is applied. When on, the stop lamp must show a red light to the rear of the motorcycle that is visible at 30 metres. It cannot be mounted lower than 350 mm from the ground and may be incorporated with another light. The stop lamp must be activated by the front and/or rear brake.

Horn

A motorcycle must be fitted with a horn or other audible warning device, but not a siren, bell, exhaust whistle, compression whistle or repeater horn.

Lighting

If your motorcycle was built before 1931 and only used in daylight hours, or built before 1946 and used mainly for exhibition purposes, it is not required to be fitted with lights or reflectors. For all other motorcycles the following conditions apply.

Headlamps

If the motorcycle was manufactured after 1934 and can travel above 60 km/h, it must be fitted with a headlamp or headlamps, with both high and low beam and a mechanism to change them from one to the other. Your motorcycle only requires to be fitted with a low beam light if it was manufactured before 1935, or it cannot exceed 60km/h.

Motorcycles manufactured after 1953 must also have a device to indicate when high beam is used. This device must be a blue indicator light, if manufactured after June 1988.

A motorcycle must be fitted with at least one headlamp. If two or more headlamps are fitted they must be mounted in one of these ways: in pairs at least 500 mm from the ground centrally with one above the other side by side symmetrically about the centre-line of the motorcycle. The positioning of the light on your motorcycle does not take into account a sidecar.

A headlight modulation system that varies the brightness of the headlamp between 200 and 280 time per minute may also be fitted provided that it is designed so it can only operate during daylight hours.

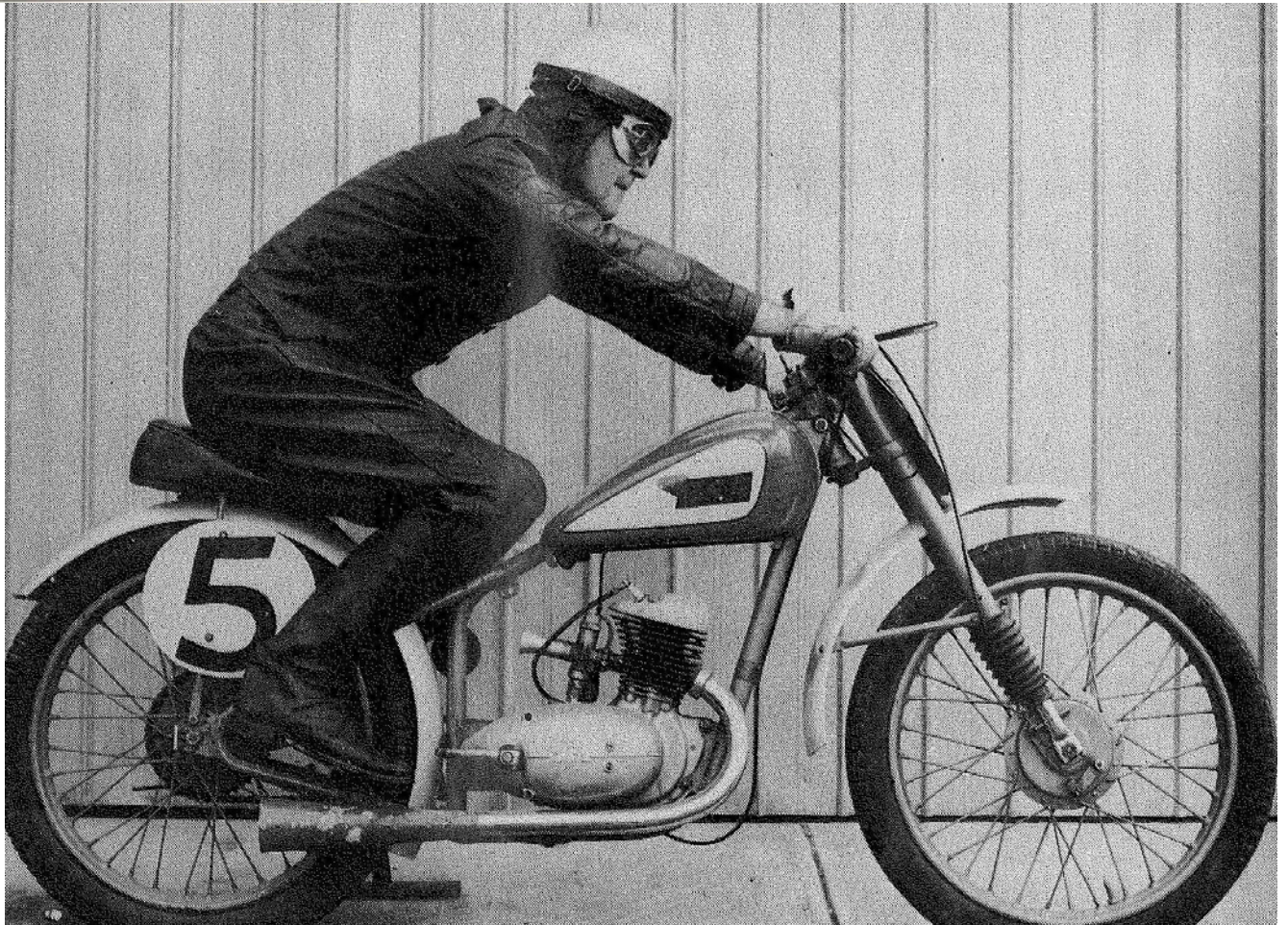
Sidecar

A sidecar must be attached to the left hand side of the motorcycle.

Reference—

<http://www.sa.gov.au/subject/Transport.+travel+and+motoring/Motoring/Motorcycling/Motorcycles/Motorcycles+and+sidecar+requirements>

Who are we?



VELOCETTE STILL TURNING HEADS 40 YEARS AFTER PRODUCTION CEASED

THE WORLDS FASTEST VELOCETTE JUST GOT FASTER

Queenslander Stuart Hooper owner, tuner, builder, rider of the Worlds Fastest Velocette sent the following Email the day after his successful run of 171.600 miles per hour :-

" Hi to all,

For the first time for many years Lake Gairdner Speed Trials were unaffected by wet weather. The surface was initially a little rough and the weather very hot requiring a careful eye on engine temperatures and excessively rich mixtures to ensure the engine survived the meeting. After a steady sighting run to check out the new body and steering geometry the Big Velo ran 166 mph on its second outing !!! This was good cause for celebration as the Velo was now the Worlds fastest British single surpassing the fantastic Vincent Mighty Mouse of Bryan Chapman.

After a photo session day I decided a higher speed was possible and lined up again with a bit higher gearing and a higher ratio supercharger drive. The third run was only 152 mph but this was against a 15 to 20 mph headwind so it was back in line for another 8 hrs for one final run. Friday morning was cool and calm, ideal conditions.....but the morning ticked inexorably by with one delay after another and a headwind starting to flutter the flags and things looking like the meeting cancelled without another run. Finally the track was clear and the Big Velo boomed away from the line with its nearly 100 mph first gear into a 7 to 10 mph gusting and slight crosswind. By the time I changed up from third into top at 156 mph the bike was weaving and darting about somewhat in the ruts on the track and the odd gusts of wind, but with the throttle hard against the stop one hand hovering over the clutch lever and the revs climbing towards the 6,500 mark the track markers started to slip by faster and faster until the final timing light flashed past and it was time to slow down with the old MSS single leading shoe brake smelling as only red hot 50 year old asbestos can. Back to the pits to see the crew flashing lights, cheering and jumping around !!!!.....171.600 mph !!

A fantastic end to a great week.....The Velocette name is again in the record books where it belongs.

Worlds Fastest Velocette ; Worlds Fastest British Single ; Worlds Fastest Single Cylinder Sit on Motorcycle.

A sincere thanks for the support crew and all of you over the years.

Stuart Hooper

PS.... Just how fast can a Velo go ? "

Some observations of Stuart's Velocette at Lake Gairdner :-

A Stihl blower is started immediately the Velo engine fires to blow air over it also no doubt to clear away fumes from the fuel and engine for the riders benefit.

The engine starts easy on rollers and it runs very smooth at idle, it does not miss a beat as it ticks over like an old stationary engine with an open exhaust system. The Velo has a straight out exhaust pipe - no megaphone as previously used on the normal aspirated engine.

The engine obviously has very good low down torque. When Stuart took off on a run there was no evidence that he was slipping the clutch despite the high gearing - first gear almost 100 mph, maximum revs 6,600.

I noticed four gauges, a rev counter, cylinder head temperature, boost pressure and I think the other an exhaust gas analyser. The carburettor is a 2 inch SU with no air filter. The fuel used is methanol plus 4% nitro.

Stuart has modified a 350 Velocette Viper cylinder head into a squish head, the inlet valve angle has been changed and two spark plugs are fitted for a complete fuel burn. He told us that he spent a lot of time to get the engine running to his satisfaction.

Just some sort of statistics that make the result worthy of thought are, at 171.6 mph it takes 21 seconds to travel a mile. That big push rod single fires about every 5 feet or just over 1,100 times (54 times per second) while it completes the mile.

Keith Milich

Motorcycles

Motorcycles are classified as motor vehicles and are therefore subject to the same general road rules as cars, trucks and other motor vehicles. Specific road laws apply to motorcycle riders. These are:

- an approved helmet must always be worn
 - motorcycles built after June 1975 must have two rear view mirrors to provide a clear view of the road behind
 - only one pillion passenger may be carried and then only if the bike is fitted with proper footrests and seating
 - pillion passengers must always sit astride the seat facing forwards and with both feet on the footrests
 - learner riders must not carry a pillion passenger unless the passenger is acting as a qualified supervising driver and the person has held a current unconditional Class R licence for the preceding two years
 - overtaking on the left of another vehicle in the same lane is both dangerous and illegal
 - riding between two lanes of stationary vehicles where lane lines are marked on the road is also both dangerous and illegal
 - riders may ride two-abreast but no more than 1.5 metres apart
 - both the rider and passenger are responsible for ensuring the passenger wears an approved helmet
 - **a child under the age of eight years cannot be carried as a pillion passenger on a motorcycle. They may only be carried in a sidecar wearing approved helmet.**
 - all sidecar passengers must be safely seated at all times that the motorcycle is moving
- an animal cannot be carried on the petrol tank of a motorcycle (except a farm animal carried for less than 500 metres).

Ref http://www.myllicence.sa.gov.au/the_online_drivers_handbook/motorcycles

Riding on motorbikes [ARR 271 (2) and (3)]

The passenger in a sidecar is to be seated safely. It is an offence for both rider and passenger if the passenger is not seated safely. Previously there was no requirement that the passenger be seated in the side car.

A rider is prohibited from carrying a passenger under 8 years old except in a sidecar.

Previously the rule relied upon the passenger being able to reach footrests. This caused confusion for some riders. The amendment makes the rule more certain.

Stuart Hooper preparing for the speed assault at



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3rd Tiddler Ride—Kersbrook Sunday 21st April 2013.

Weather forecast for Sunday was light but clearing showers with and a temperature of about 22c. Hum that was not what we had in mind for the 3rd annual tiddlers ride. You will remember that February was cancelled because of the extreme heat in the high 30's, well it went the other way to a real winters days of solid rain, cold winds and wet roads making riding dangerous at the best of times.

At 8am and decided I was still going to Kersbrook regardless of the weather, I put the Harley Davidson back into the shed and loaded my 1942 BSA wm20 and headed off for Kersbrook in the rain. I arrived to see Neil Hamilton with his Norton sidecar pondering if he would ride. The rain was heavy and not relenting. Slowly others arrived with enclosed trailers or vans. Bikes were unloaded in the dryness of the shed while some prepared to ride while others pondered on how they would stay dry.

Bob Gill held a meeting and 9 members decided a short ride to Williamstown and back was sufficient. Several said they had paid \$54 for a permit and were riding regardless of the weather, so we 'slowly' headed off.

First casualty was Bob Gill and the 1913 BSA as the belt refused to gip causing Bob to pull out and pushed the BSA back to the start with out using the decompression that is how much his belt slipped. David Holbrook's bike stopped murmuring then fired and made his way to Kersbrook. Brian Kuerschner's little Autobyke lost it's petrol cap less that a mile out of Kersbrook and he along with others spent the next hour searching and locating the lost item. The front cover shows Nipper coming in as the last tiddler standing.

Before we started Neil Hamilton was having starting problems with the outfit but finally got it started after a few unpleasant words about the bike parenthood. Bill Lorimer's little Kriedler started and while idling did a 'burn out' in the loose dirt showering my BSA in gravel.

The ride lasted about 1 1/2 hours. All came back under their own power. Paul Knapp wasn't required at all, he was just moral support.

We had ordered 60 meals with the Kersbrook club. Because of the weather conditions about 37 attended for the BBQ lunch and several enjoyed seconds.

It was a very enjoyable meal. The weather didn't help, but I do thank those members braving the inclement conditions by attending and participating in a meal supplied by the people of Kersbrook community club.

Lets hope that the 4th annual ride in 2014 provides better weather conditions.,
Regards—**Drovers Dog.**

TIDDLERS' ride STARTERS. 21-04-13 – Organised by Bob Gill

Name Year Make Solo/Outfit FTO.

Peter Arriola 1974 Honda Solo

Bob Gill 1913 BSA Solo

Rob Smyth 1924 AJS Solo

David Holbrook 1925 New Imperial

Neil Hamilton 1951 Norton Outfit

Brian Forth 1942 BSA wm20

Bill Lorimer 1981 Kriedler F.T.O.

Brenton Halstead 1970 Harley Davidson FTO

Nip Kuerschner 1955 Excelsior F.T.O.

Paul Knapp Back up trailer



Bill's little Kriedler doing a burn-out



Bob Gill preparing to fuel-up the BSA



Terry and Arnold & David

Arnold and Terry unloading their bikes which never started the run and they kept dry.



Brother Paul Knapp seen calling God asking for a break in the weather.



Victor Harbor 2 day rally—18th and 19th May 2013. 15

The Victor Harbor 2 day rally will be based at the **Victor Harbor Holiday & Caravan Park** off Bay Road Victor Harbor ph 0885521949.

18th—Saturday's run will commence at 9am from the caravan park, **follow the blue line**. Leave caravan park entrance and turn left onto Bay Road then left into George Main Road to the round-a-about and turn right in to Victor Harbor Ring Road and travel to the junction with Adelaide Road where you right turn then left into Waterport Rd, by-passing Pt Elliott to Middleton to Victor Harbor Rd where you turn and travel to Middleton.

At Middleton you turn left onto the Flagstaff Hill Road, then turn right into Airport Road by-passing Goolwa to the Strathalbyn-Goolwa Road where you turn left and travel to the through Currency Creek to the **Currency Creek Winery** on Winery Road for a morning tea break tea/coffee and muffins.

We then travel along Winery Road to Finnis, then Finnis-Milang Road to Milang then Lake road to Langhorne Creek then Langhorne Creek Road to car park at the railway station in Strathalbyn for lunch (purchase you own).

We return back via Ashborne Road to Ashborne, then the Creek Road back to the Strathalbyn Rd and back the same way to the caravan park for an afternoon tea on arrival a distance of about 90km.

Saturday night will be at **Middleton Tavern** where there is a \$20 (Set menu) which members pay when entering the separate room where order options will be taken by tavern staff and salad bar is open to all.

19th Sunday run 9am start **follow the blue line**. We leave the caravan park entrance and turn left onto Bay Road then left into George Main Road to the round-a-about take the Inman Valley Road through to Yankallia then onto Normanville to the **Beachside Caravan Park which is 2Km down Cape Jervis Rd in camp kitchen area** for morning tea break.

We then return home on the Inman Valley Road to Victor Harbor road to the late Dennis Martin museum of Encounter Bay which will be open, entrance is by a donation to go to a charity, or you can continue on back to the caravan park and end the weekend rally. Distance of about 60km.

*****Morning & afternoon tea breaks will be covered by the Committee****

Middleton Tavern, members pay their own meal.





CAUTION....
WHEN SOMEONE TELLS
YOU TO GET A GRIP...
APPARENTLY AROUND THEIR
NECK, IS NOT WHAT THEY
MEANT...WHO KNEW?



Members enjoying a BBQ lunch
at Kersbrook club

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