



# SMOKE SIGNAL

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1006 ELIZABETH VALE  
SOUTH AUST. 5112

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

Our Club Now Proudly Supported by

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MOTORS**   
**MAZDA**

March 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 1<sup>st</sup> 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 30<sup>th</sup> 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](http://www.vvmccsa.org.au) email [secretary@vvmccsa.org.au](mailto: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.

<b>PRESIDENT.</b>	Brian Forth	8251 4213 Mobile 0409 514213
<b>VICE PRESIDENT.</b>	Bob Gill	8258 4982
<b>SECRETARY.</b>	Bill Lorimer	8265 6468 Mobile 0411544353
		<a href="mailto:redpanther@dodo.com.au">redpanther@dodo.com.au</a>
<b>TREASURER.</b>	Terry Rowe	8332 5907 <a href="mailto:terryrowe@gmail.com">terryrowe@gmail.com</a>
<b>CLUB Run Coordinator.</b>	Brian Forth	0409 514213
<b>LIBRARIAN.</b>	Philip Holmes	8564 0227
<b>RECORDS OFFICE.</b>	Paul Knapp	8243 0130 <a href="mailto:paulschnapp@hotmail.com">paulschnapp@hotmail.com</a>
<b>COMMITTEE.</b>	Daryl Rosser	8326 0658
	Ray Collins	8278 4066
	Barry Carlisle	8264 5517
<b>MAGAZINE EDITOR.</b>	Brian Forth, 19 Condada Drive, Banksia Park 5091	
	Email - <a href="mailto:forthy@picknowl.com.au">forthy@picknowl.com.au</a>	
<b>MACHINE REGISTRARS</b>	1. Bob Gill (North)	8258 4982
	2. Phil Jenner (South)	8370 6664
<b>CLUB REGALIA OFFICER</b>	Carolyn Jenner	8370 6664
<b>SMOKE SIGNAL DISTRIBUTORS</b>	Brian Forth, Bob Gill, Bill Lorimer & Barry Carlisle	
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This magazine is printed by

**MOTOR TRADE ASSOCIATION  
SOUTH AUSTRALIA**

# Presidents report.

Members.

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

DON'T FORGET to lodge a signed **Statutory declaration** on our web site here - <http://vwmccsa.org.au/wp-content/uploads/2013/01/club-stat-dec-2012.pdf> for you bikes on Historic Registration before renewing your log books, for further information contact either Bob Gill or Phill Jenner.

**Clubs runs** need to be balanced between the north, east and south in fairness to all members. I need assistance from members in coordinating and leading a ride. Runs need not be complicated, just enjoyable, about 100km and veteran and vintage friendly and designed for anyone on any size and shape of motorcycle to enjoy and make it to the end.

**Back-up trailer** is slowly being sorted with some members volunteering their services. Remember there is a club reimbursement of \$60 for petrol money on the day. We need every ride covered for the year, so please contact me and nominate a ride as back-up trailer.

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

Ross Weymouth has proposed the following for the Victor Harbor 2 day rally. HQ will be at the **Victor Harbor Holiday & Caravan Park** (10% discount offered) so we need to know numbers.

**Saturday's run** will commence at 9am from the caravan park, **follow the blue line** and travel the ring road around VH to the Waterport Rd, by-passing Pt Elliott to Middleton turn left onto the Mt Compass Road take the Airport Road by-passing Goolwa, to the Currency Creek Winery for a morning tea break. We travel to Finnis, Milang, Langhorne Creek and Strathalbyn for lunch (purchase you own). We return back via Ashborne to Airport Rd Goolwa, main road to Westport Road and back the caravan park for afternoon tea distance is about 90km.

**Saturday night** will be at **Middleton Tavern** because they offer a better deal, *members purchase their own meal.*

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

**Sunday run** (**follow the blue line**) 9am start is a straight run from the caravan park to Normanville for a morning tea and back, via the motor museum if you wish and then back to caravan park ending the 2 day rally. Distance of about 60km.

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





## VVMCCSA Committee Meeting 25th Feb. 2013 held at Goodwood Community Centre

In Attendance, Brian Forth, Bob Gill, Paul Knapp, Barry Carlisle, Ray Collins, Daryl Rosser & Bill Lorimer.

**Minutes of January meeting** presented as printed in the Smoke Signal, no discussion. Acceptance moved Bob Gill, Seconded Paul Knapp Carried.

**New Members.** Membership applications received from John Lilley, Ivan Margatich, John Brophy were ratified. New membership received from Sebastian and Wolf Carius were read to committee. Treasurers report unavailable as the treasurer was not in attendance.

### **Correspondence In.**

1 Letter and flyer received from Victor Harbor Motor Vehicle Club re their coming event, British classics Tour to be held in the Southern Fleurieu Peninsula on the 5th May

2 Letter from Mayor of Unley together with a questionnaire to garner info to assist planning for Unley Oval and precincts master plan.

**Correspondence Out,** Nil

### **Emails In and Out.**

1 Reply to Festival of History Committee at Reynella with a Negative response from members but we asked them to consider us again next time.

2 Reply sent to Sebastian and Wolf re membership applications.

3 To Ross Weymouth re Two Day rally at Victor Harbor in May.

4 From Richard Payne re membership and historic rego for 1970's Triumph Chopper he was proposing to buy ,reply sent explaining club policy.

5 From State Library of SA for permission to archive our website and information on their data base for public access.

6 From Chris Magor with change of address details.

7 From Brian Kuerschner re visitor from UK late last year, gave a talk on Brough Superior motorcycles, if known to any members can they contact Nipper.

8 From Albert St Cafe, Gumeracha re advertising in the Smoke Signal, reply sent.

9 From City of Unley re discussion paper and workshop about Goodwood Community Centre.

Acceptance of correspondence moved Ray Collins , Seconded Bob Gill Carried

### **Publications Received.**

1 Bore and Stroke from Matchless AJS group.

2 MAPS Review from Maitland Auto Preservation Society.

3 The Vintage Motorcycle from the UK.

### **Runs, Rides and Events.**

17th March, Birdwood Figure 8, details and map inside back page.

24th March, Moseley Square Display, Stephen Hooper organiser, do not forget a cardboard drip tray.

21st April, Tiddlers run, BBQ lunch Kersbrook cost \$2, Bob Gill organiser— this was postponed because of ***excessive heat*** on last Sunday.

18th & 19th May Two Day Rally at Victor Harbor, details in this issue—**numbers required.**

### **General business.**

Discussion and planning for Victor Harbor rally. Brian Forth to continue with Ross Weymouth and Rein Gerritsen on the details. Committee to cover the cost of 2 morning and 1 afternoon tea breaks.

Bill Lorimer moved that the club introduce new rally entry forms to give better legal protection to the Club in the event of an incident, members agreed and Bill will get them produced. A new layout and wording has had legal perusal and approval.

Meeting Closed at 8.45pm.



## Minutes of VVMCCSA General Meeting '676' 12th February 2013 held at Payneham RSL clubrooms.

Brian Forth opened the meeting opened 8-00 pm

Visitors, Wolf and Sebastian Carius.

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**Minutes of January meeting** presented as published in the Smoke Signal. Acceptance moved Peter Grace, Seconded Brian Kuerschner carried. No business arising.

**Treasurers report.** Presented by Terry Rowe, Acceptance moved Bob Whitehead, seconded Paul Knapp . No business arising.

### Correspondence In.

1 Minutes of last Federation meeting .

2 Account from MTA for printing of Smoke Signal.

3 Account from Smartprint for printing of Club Flyers.

4 Statement from Westpac bank.

5 Flyer from Copper Coast Cornish Festival, Cavalcade of Cars is Sunday 26th May 2013.

6 Invitation and flyer from Mildura Vintage Vehicle Club for members to attend their 2 day rally for special interest vehicles , 29th Mar to 1st April 2013.

### Correspondence Out.

1 Letter to Unley City Council re bookings for hire of meeting room at Goodwood community Centre.

### Emails In and Out.

1 From Salisbury Rotary Club, letter of thanks to members that displayed their bikes and attended their Australia Day Family Picnic at Carisbrook Reserve.

2 Request from City of Unley for confirmation of Public Liability Insurance.

3 From and to Phil Jenner re Suggestion that a Stat. Dec. Be included with forthcoming Smoke Signal edition.

### Publications Received.

1 Classic Vibrations from Indian Harley club WA; 2 The Bulbhorn from Mildura VVClub; 3 Vintage Chatter from VMCCWA; 4 Beesa Journal from BSA Owners Club SA; 5 Energette from Norton Owners Club SA;

6 The Radiator from the Riverland V&CCC; 7 The Throttle Lever from the Newcastle MCC; 8 Acceptance Moved Brian Kuerschner, seconded Ian Baldock Carried.

### Runs , Rides and Events.

Brian Forth reported on All British Day and our Club's success, winning the trophy for best motorcycle club display

17th Feb Tiddlers Run, meeting at Kersbrook oval and leaving at 9-30 am, returning for a BBQ lunch, cost to members \$2-00.

17th Mar Figure 8 ride Meeting and leaving from Birdwood Mill Museum.

24th Mar Moseley Sq bike display, Stephen Hooper organiser.

21st April Leon Mitchell organiser.

**21st April—Stop Press**—Due to Tiddlers run having to be cancelled due to the heat it will now be run on this date, Bob Gill organiser, a short ride and BBQ lunch for \$2.

18th and 19th May Victor Harbor 2 Day rally, details in March magazine.

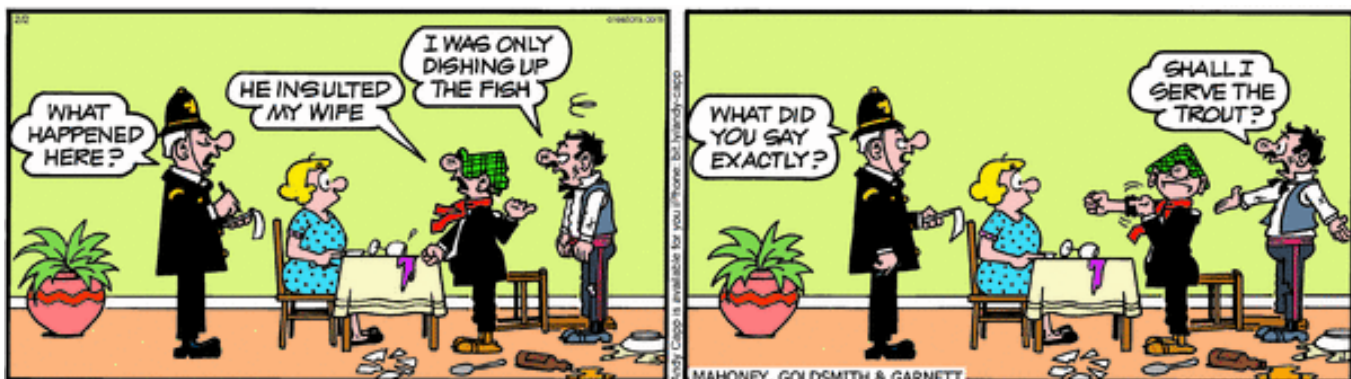
Don't forget Lobethal potato day, Malcolm Gray

### General Business-

John Byles reported for Ariel club. Robert Freeman reported for Classic owners and Vincent owners and Velocette owners, Velocette owners national rally in Victoria in March.

Brian Kuerschner made a plea for more Matchless entries for Power of the Past on 3rd Mar. Matchless is the featured brand for 2013.

No further business , Buy Swap and Sell read , meeting closed 9.15pm.



## 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](mailto:radloff@chariot.net.au)*

**1958 Triumph 3TA bathtub**, partly rebuilt, frame cleaned & painted; new stanchions, complete bath tub and valance, wheels 18 inch; bike is about 80% complete Engine/Frame nr 4989, \$2750 and a

**1967 Yamaha L2**, basically complete Engine nr # L2-553867 \$800 ono; *Tom 0400119937 (Feb13)*

**New old stock Tyres** in good condition. Just unwrapped; 3x Olympic Speedster 3.00x20 inch, rib front. 1x Avon Racing 3.50x19 inch; 1 x Dunlop Racing 3.50x20 inch; 1 x Olympic Patrol 3.50x20 inch; 1 x Olympic gripster 3.25x19 inch; 1x Firestone 3.50x20 inch; Offers. *Chris Harley 83446120 Mar13*

**Bike trailer**, flat floor, 3 channels, suitable for solos or outfits, stone deflector, spare wheel and cover, jockey wheel, \$600 neg; *Colin Pauley 82613673 [coljoypaul@optusnet.com.au](mailto:coljoypaul@optusnet.com.au) (Mar13)*

**Lathe LC1340G** 240 volt, 340mm diam swing over bed 1000mm between centres foot brake Light digital readout 2-160mm 3 jaw chucks 1 200mm 4 jaw chuck travel and fixed steadys quick change tool holder \$4200 ono; 3 phase power Bridgeport style Turrant Mill Euro-source 2VS variable speed head table travel 740mm x 330mm 4 axis digital readouts power feed X and Z Clamp set \$4300 ono; Metal Guillotine A P Lever Mascot Sydney 6 foot cut 5 hp 3ph elect motor driving crank I have used for 1.2 metal and 2mm aluminium \$2600 ono; *Colin Behn 0407070287 (Mar13)*.

**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;

**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)*

### Wanted.

**Complete set of Teledraulic front forks**, Wanted:- suitable for restoration To suit a **1949 AJS or Matchless** motorcycle. Must be correct for 1949. *Brian Kuerschner on 08 83903990 or 0418854565*

**1950's BSA A10 or A7** in any condition; *Bob Whitehead 83965148—0412 033913 (Jan13)*

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

**Smiths 80mph Speedo** to suit front braking plate mounted with cable for AJS 1938 350cc Model 16; *Brian Kuerschner 8390 39900 or 0488545565 [nipper@nipper.net.au](mailto:nipper@nipper.net.au) (Jan13)*.

**Ariel 500cc twin -Burman gearbox G107 F50** wanted a Kick starter gear quadrant—*Paul Wilksch 0431953010 or 82696894 (Jan13)*

**Triumph speed twin** with sprung hub in good condition—*Bill Browne 0429169798 (Jan13)*

**BSA A7 1953**, wanted 7" headlight with switch & amp gauge and 120mph Speedo, *Rob Whitehead 83965748 (Mar13)*.



### 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\*\***

### March

12th                    General Meeting 677, Payneham RSL clubrooms.

**\*\* 17th March**, Birdwood figure 8— Organizer Dan Moriarty; Rides before and after a lunch break.

24<sup>th</sup> Match, Moseley Square display—Stephen Hooper (**free ice creams & coffee**)

### April

9h April,            General meeting 678 Payneham RSL clubrooms.

**\*\* 21st April**, Tiddler Kersbrook ride—Bob Gill organizer; BBQ lunch \$2; **\*\* replacement ride\*\***

### 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, Ross Weymouth & Rein Gerritsen organizer.

Rally HQ at Victor Harbor caravan park, 2 ride plus morning teas.

26th May,           Logbook day—at CCC clubrooms, Clarke Tce Glandore — **Bob Gill & Phil Jenner.**

**Statuary Declarations required, bring Log book and Registration papers**

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

11th June           **\*\* 16th June   Lobethal Potato Day**—Bushland Park, Malcolm Gray organizer.

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

**\*\* 21st July        Clarendon South-eastern ride**—Phil Jenner organizer hopefully.

### August

13th Aug           General meeting 682, Payneham RSL clubrooms.

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

**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).**





many machines would do facing the other way. Yet is tractable enough on full retard for the rider to hop off and walk alongside, without a trace of snatch from the silk-smooth transmission. In bottom gear, of course.

Yes, the Interceptor is a roadburner of the aristocratic type—disdaining noise and fuss. However exuberantly the machine was ridden the baritone exhaust was never obtrusive. Nor was there much mechanical noise.

### Use of Gears

It took a combination of gradient and stiff headwind to pull the cruising speed down below 90 m.p.h. It was in such circumstances that a higher third gear would have been a boon. At 36 per cent, the drop from top gear is much above average.

If the Interceptor's phenomenal pulling power was used to the full, the engine asked for the best grade of petrol to subdue pinking. On that diet, only a few mild tinkles could be provoked by slamming

# 736 c.c. Royal Enfield

## BIGGEST HOME-MARKET PARALLEL TWIN SETS VERY HIGH

**WITH** the six-nine-two Constellation recognized as approaching nearest the overwhelming effortlessness of yesteryear's 1,000 c.c. vee-twins, Royal Enfields might well have been content with the biggest and beefiest of their parallel twins. Instead, by cultivating its virtues and attacking its vices, they have produced in the Interceptor one of the most endearing twins of all—bigger, and more thrilling than any of its ancestors.

First, bore and stroke have been pushed to the limit of the layout (71×93mm) thus boosting engine capacity to 736 c.c. To make good use of the extra punch, overall gearing is stepped up 5 per cent.

In a wholehearted assault on the problem of subduing engine vibration, the crankshaft balance factor is lowered to 75 per cent and the power unit tied to the frame at an additional point behind the gear box.

To improve engine cleanliness, modifications to the oiling system include better sealing of the pushrod tunnels at the cylinder-head joint.

The net result? One of the smoothest, quietest, cleanest parallel twins ever. A machine that will show 105 m.p.h. on the speedometer with the rider sitting upright. That will not only cruise indefinitely at 90 to 95 m.p.h. but make it seem easy. (Speedo flattery, by the way, grew from 1 m.p.h. at 30 m.p.h. to 6 m.p.h. at top speed.)

A machine that, at a twist of the grip, gobbles distance with the utmost deception. That gets off the mark on a 1 in 3 climb as smartly as

the throttles wide at speeds below 50 m.p.h. in top gear.

But, in fact, to treat the machine as a side-valve thousand and hang on to top gear was not to do it full justice. Pleasant, yes. But even more pleasant to use the gear box normally and let the revs surge sweetly up the scale.

The gear change had the short, stiffish movement typical of Royal Enfields. But metal had to be filed from the underside of the pedal and top of the footrest hanger before the pedal could be set low enough for operation without lifting the foot from the rest.

On no occasion was it necessary to use the auxiliary neutral finder. Even after the

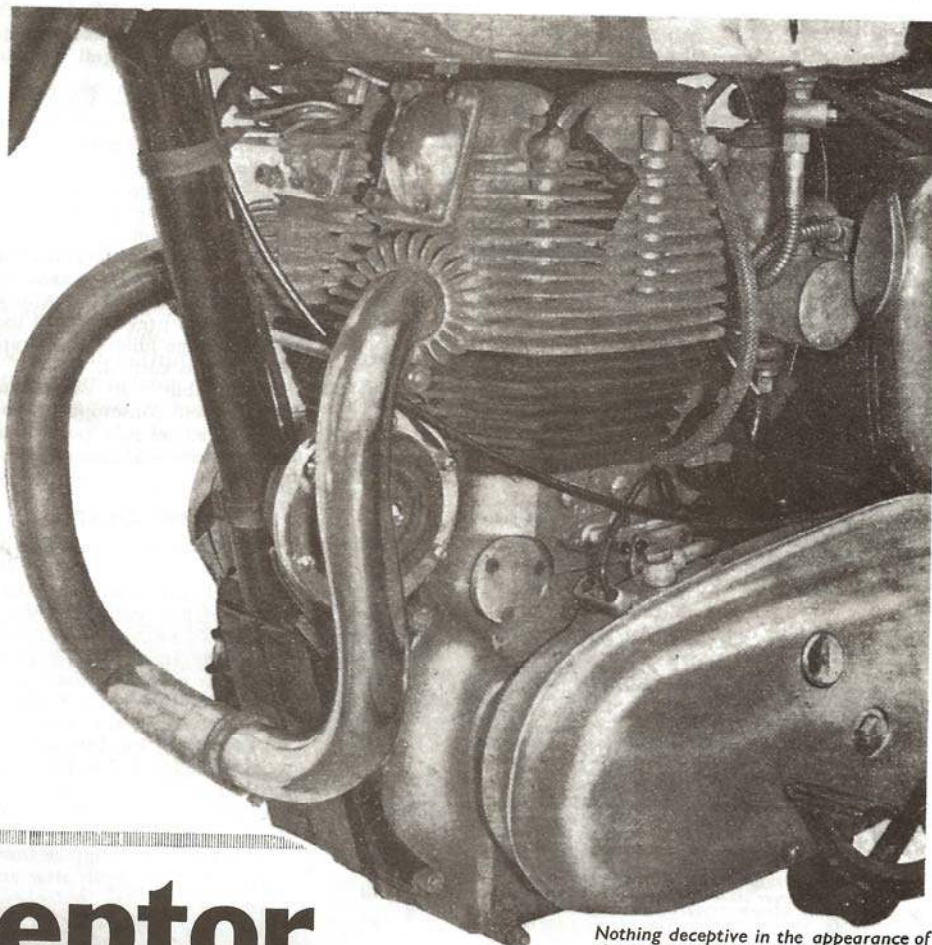


machine had come to rest neutral could easily be selected by a light dab on the gear pedal from bottom or a hook from second. And provided the ignition lever was pulled back to bring idling down to tick-tock speed, bottom gear could be re-engaged with scarcely a click.

### Improved Clutch

All this says much for the freedom of the clutch now that three of the six springs can be adjusted independently so as to get the pressure plate to withdraw squarely. Indeed, the clutch has completely lost the sensitivity to mild abuse that some of its predecessors showed. It is reasonably light to operate, engages the drive smoothly but extremely firmly and stands up as well as any other to deliberate slipping in heavy city traffic.

Not that much slipping was ever called for. And still less would be if the magneto had auto-advance and so relieved the rider of the need to retard the ignition for idling.



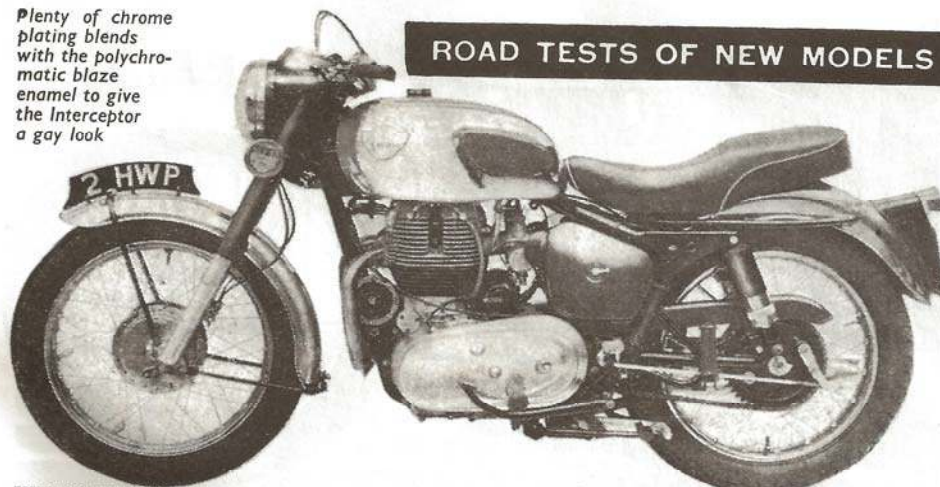
Nothing deceptive in the appearance of this power plant—it is lusty in the extreme. Cover of the primary chaincase is held by a single nut

# Interceptor

STANDARD OF SMOOTHNESS AND SIZZLING PERFORMANCE

Plenty of chrome plating blends with the polychromatic blaze enamel to give the Interceptor a gay look

## ROAD TESTS OF NEW MODELS



Auto-advance would also benefit cold starting—which was rather inconsistent. With the temperature around freezing point, thick oil and the low gearing of the kick-starter made it difficult to spin the engine fast enough to get a really fat spark with the ignition retarded far enough to prevent a kick-back. (Auto-advance, of course, gives optimum spark strength for starting.)

Moving the starter pedal forward two serrations on its shaft helped by lengthening the swing. Best drill was moderate flooding, half retard, no air and about one-eighth throttle. When least expected the engine sometimes came

# PARADISE MOTORS MAZDA

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## 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](mailto:steve.truscott@paradisemotors.com.au)

### T.E. LAWRENCE and the MOTORCYCLE CRASH HELMET.

I am fairly sure that most of you reading this article will be familiar with the story of how T.E. Lawrence (Lawrence of Arabia) crashed his Brough Superior SS100 in May 1935, whilst swerving to avoid two boys riding bicycles, his view being obscured by a dip in the road. Lawrence was bare headed at the time, suffered severe head injuries which left him in a coma, and succumbed to his injuries 6 days later.

What is perhaps less well known is that during his time in hospital, he was attended amongst others by a neurosurgeon named Hugh William Bell Cairns (later Sir Hugh). Cairns saw Lawrence's death as being avoidable, and as WWII took shape, he was also appalled at the loss of life amongst motorcycle despatch riders as a result of accidents that seemed to go with the job. He then went on to become a leading figure in the development of motorcycle helmets for both military and civilian use, before dying in 1952.

And now for the South Australian connection. Cairns was actually born in Port Pirie on 26th June 1896 and grew up in the town before completing his secondary education at Adelaide High School, and studying Medicine at Adelaide University. He moved to the United Kingdom in 1917 with a Rhodes Scholarship under his belt, to read medicine at the University of Oxford, later becoming a key figure in the development of neurosurgery as a specialty.

Thought you might like to know.

## Your bike. Your bike club. Share your passion with Shannons.



### SHARE THE PASSION

That's why Shannons have Bike, Motor and Home insurance for the real enthusiast, club members just like you. Our Bike insurance policy offers all the features you want;

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**Who are we?**

## **Static Display - Moseley Square, Glenelg.**

### **Sunday 24 March**

As per previous years I am arranging a static display of club member's machines in Moseley Square, Glenelg on **Sunday 24 March (10.00am – 1.00pm)**. To date I have around 15 machines however I have room for more, so please make the effort to dust off your machine and promote your club to the public.

If you are planning on attending and you have not already advised me please see me at the March general meeting or give me a call. I have a couple of parking permits available if you need to trailer your veteran machine, so there are no excuses!

For those attending, access to Moseley Square is **only** available via St Johns Row then via a narrow lane on the southern side of the Grand at **walking pace** into Moseley Square. I will have a marshal in place at the northern end of St Johns Row from around 9.30am to assist with directions. Don't forget your drip tray if your machine leaks oil. See you there.

**Stephen Hooper**

Ph: 8294 0894 or 0424 11 28 62



## 1921 Triumph IR Ricardo

12

When Triumph decided its range needed expanding and an overhead valve model should be added, the firm decided on awarding the task to an 'outside' consultant, Harry Ricardo. Triumph's Ricardo is one of those models many enthusiasts have heard of, but not many have seen them, less have ridden them and even less have owned one. The 'Riccy' is a well-known model, and fans of 1920s machinery are familiar with its specification but it's anything but run-of-the-mill.

This one has been restored by restoration ace John Guy. Many will be familiar with John's work – be it his beautiful [James](#) V-twin, his 16H [Norton](#), his [Sunbeam](#), one of his many [SOSs](#) or his latest penchant, French [Magnat Debons](#) – and as ever, the workmanship on his Ricardo, which he's owned for years, is second to none.



Officially, the Ricardo was the 'Type IR' but to most it was the 'Riccy.' The top end was designed by Harry Ricardo (later Sir Harry, knighted 1948) a well-known and recognised expert on the internal combustion engine –

hence Triumph were plenty keen for the Ricardo link to be well-known. The initial machine appeared in 1921 – it boasted the bore x stroke of 80.5 x 98mm, giving 499cc, had four-valves and also a slipper-type piston, while the sparking plug was side-mounted. A foray to the Isle of Man for the 1921 TT races ended in disappointment, with a best finish of 16th – it was surely one of the few times in those years when Triumph was grateful for the existence of BSA as the boys from Small Heath fared even worse with their new design (all retired on the expensively assembled ohv sloper) which overshadowed the somewhat lacklustre showing of the new Triumph.

[Triumph](#) continued to develop the model (with bore and stroke revised to 85x88mm for the works racers) and was met with success, notably at Brooklands with Major Frank Halford in the saddle, plus there was a second place finish in the 1922 Senior TT for Walter Brandish.

Really, though, the Ricardo was to be considered as a refined fast tourer rather than an out-and-out speedster – Ricardo seems to have designed the cylinder head (which features masked inlet valves and small inlet ports) with fuel efficiency in mind and indeed Ricardo's are supposedly capable of plenty more than 100mpg. And rather than a purpose-designed frame, the Ricardo made do with the same chassis as the firm's side-valve (and indeed the bottom end was identical to the side valves too). From the input of Victor Horsman and was considered a 'proper' sportster.

Reference <http://www.classicmotorcycle.co.uk/articles/2011-09/triumph-ir-ricardo>

### 1921 Triumph IR Ricardo continued.

The Type IR survived until 1927 when it was phased out in favour of the two-valve TT Model, which benefited from the input of Victor Horsman and was considered a 'proper' sportster.

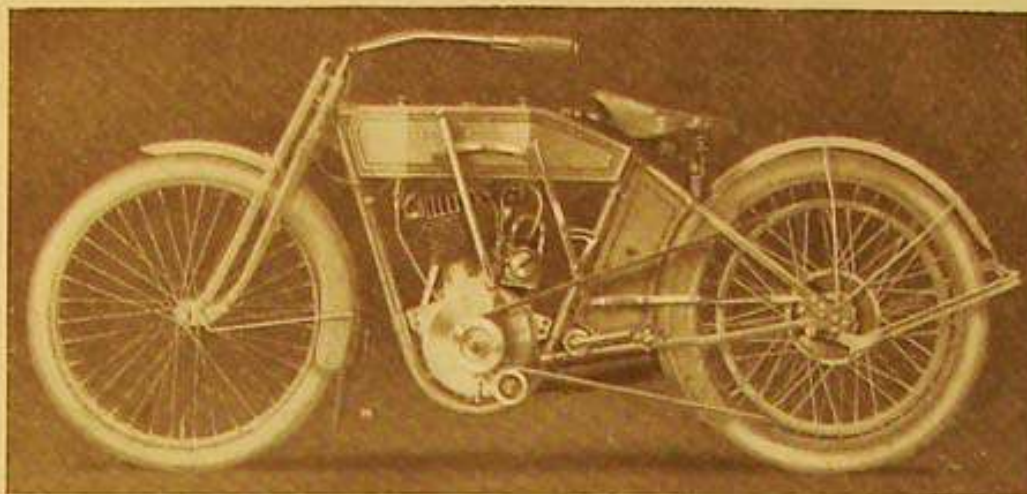
**Year of manufacture:** 1924; **Engine type:** four-stroke ohv single; **Capacity:** 499cc; **Bore and stroke:** 80.5 x 98mm; **Carburettor:** Triumph; **Ignition:** Lucas Magneto; **Gear-box:** Triumph three-speed; **Suspension:** Triumph girder forks; **Frame:** Triumph diamond; **Tyres:** 3 x 26in (beaded edge); **Seat height:** 31in; **Weight:** approx. 250lb; **Brakes:** dummy belt rim rear, front drum.

Reference—<http://www.classicmotorcycle.co.uk/articles/2011-09/triumph-ir-ricardo>



# THE NEW Harley-Davidson

"THE SILENT GREY FELLOW"



## The Motorcycle That Is Not Uncomfortable

The Free-Wheel  
Control permits  
the HARLEY-  
DAVIDSON  
to be started  
like an auto.



Sectional View  
of Ful-Floating Seat

UNTIL the New HARLEY-DAVIDSON was produced motorcycles were more or less uncomfortable. With only the saddle springs and the resiliency of the tires to absorb the jolts, how could they be otherwise? When a motorcycle struck a 3 inch bump the tires and the saddle springs absorbed 1 inch of the shock—the rider got the rest.

Motorcycle manufacturers have long tried in vain to overcome this. They put longer saddle springs on and found that while this eliminated the hard jolts, when the machine struck bumps or crossings it added a "spring board like" action which threw the rider off the seat. This was even more objectionable than the jolts and jars and was actually dangerous. Other experiments were tried, but the problem remained unsolved, until William S. Harley, America's foremost motorcycle designer and engineer suspended or floated the seat between two springs held under heavy compression. Hence the name *Ful-Floating* SEAT.

Jolts and jars were eliminated—it was like riding on air. The "spring board like" action was gone. The rider really floated over bumps and rough roads. The *Ful-Floating* SEAT had solved the problem.

In addition to its comfort, the new Harley-Davidson is clean—all moving parts where oil is used are encased in oil tight cases, and the machine is so silent that it cannot be heard across the street.

**HARLEY-DAVIDSON MOTOR CO.**  
225 B Street MILWAUKEE



## Veteran & Vintage Motorcycle Club of South Australia Inc

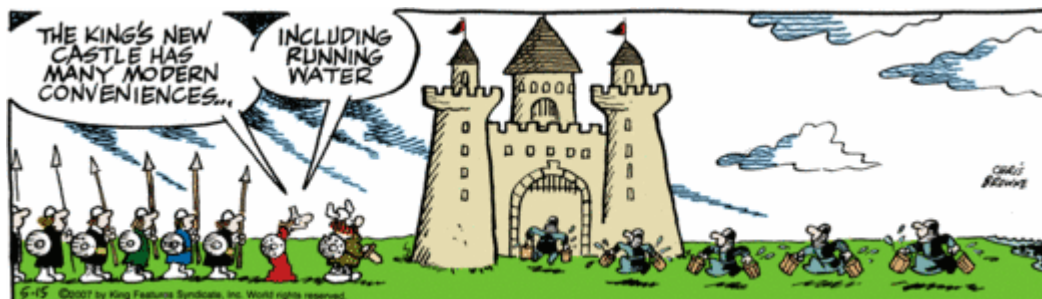
845	B D Forth	1942	BSA	WM20
846	B D Forth	1947	AJS	G18
847	A Brown	2010	Triumph	1960 Bonneville
848	R F Warren	1949	AJS	18C
849	P Scott	1934	Scott	600cc Flying Squirrel
850	S M Cramp	1969	Triumph	T150
851	R R Mather	1932	Scott	Flying Squirrel Delux
852	J J Keay	1956	Matchless	G80CS Scrambler
853	J J Keay	1949	Matchless	G80C Rigid
854	DR Govan	1948	BSA	B31
855	C J Harley	1933	Brough	Superior SS80
856	M J Croucher	1942	BSA	M20
857	M J Croucher	1941	BSA	M20
858	B R Jaensch	1955	AJS	20. twin
859	DR Brown	1969	Velocette	Venom
860	B W Golding	1949	Vincent	Rapide
861	K P Hill	1932	New Hudson	Bronze Wing
862	P J Wahlstedt	1949	Matchless	G80500cc
863	P J Wahlstedt	1955	Matchless	G80CS
864	B L Kuerschner	1951	AJS	500cc 18 S
865	B L Kuerschner	1955	AJS	18 CS
866	B L Kuerschner	1955	Excelsior	S 1
867	B L Kuerschner	1927	AJS	H4
868	B L Kuerschner	1954	AJS	1 OR Replica
869	P Knapp	1957	Triumph	Thunderbird
870	DR Conway	1953	AJS	18 CS
871	DR Conway	1959	Triumph	3TA
872	DR Conway	1958	AJS	16M



## All British Day display

The VVMCCSA had 32 motorcycles on display at the all British Day on Sunday the 10th of February at Echunga Oval. The venue was very impressive allowing all clubs sufficient area to display their vehicles and some room for gazebos etc. The weather was a bit chill in the morning but warmed up to a mild temperature with a westerly wind cooling the area.

The VVMCCSA was awarded the best motorcycle display which included Chris Harley's 1933 Brough Superior SS80 outfit voted as the best motorcycle on the day. I thank every club member that attended for assisting in setting up the display and the manner in which motorcycles were arranged. We sat back and watch numerous people stop and admire our bikes noting that there were so many makes and models to choose from casing many to get down on their knees to investigate and photos bikes from all angles. 3pm came, we dismantled the gazebos, loaded bike and goods into waiting trailers and depart for home after an very successful day.







## **BIRDWOOD Figure 8 - March 17th 2013**

For those riding up Birdwood, assemble at Pelican Plaza 8.30 for 9.00 depart.

**Morning Loop:** 53km. Start 10.30am, ride back to Gumeracha, over to Lobethal and up to Mt Pleasant via Mt Torrens and Tungkillo. Morning tea stop at Mt Pleasant. Back to Birdwood for lunch by 12.15. 6 Marshalls required.

**Afternoon Loop:** 38km. Start 1.30. Back toward Mt Pleasant and take the Williamstown road to Mt Crawford Forest. Turn left in the forest back toward Gumeracha and back up to Birdwood for a 2.30 finish. 4 Marshalls required.

## **Laurie Leibhardt's Auction.**

Veteran and Vintage Club Members are invited to attend the private auction of Laurie Leibhardt's Machines, Memorabilia and Paraphernalia collected over many years. The auction is to take place at Laurie's former address at 22 Burton Ave., Park Holme on Saturday 18th May 2013 to begin at approximately 10.00am.

For any further details and info please contact Brian Kuerschner on this e-mail address or phone 83903990 or mob. 0418854565.





Club members relaxing



Members relaxing; Brian Kuerschner talking; Rob Mather and Chris Harley in discussion; Paul Wahlstedt walking the line.

VVMCCSA winners of the best motorcycle display.



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