



# 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

Neil Caust.  
new Life Member of VVMCCSA



Our Club Proudly Supported by



August 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;	Neil CAUST 2013;	

## 2011-2012 Committee.

<b>PRESIDENT.</b>	<b>Brian Forth</b>	<b>8251 4213 Mobile 0409 514213</b>
<b>VICE PRESIDENT.</b>	<b>Bob Gill</b>	<b>8258 4982</b>
<b>SECRETARY.</b>	<b>Bill Lorimer</b>	<b>8265 6468 Mobile 0411544353</b> <a href="mailto:redpanther@dodo.com.au">redpanther@dodo.com.au</a>
<b>TREASURER.</b>	<b>Terry Rowe</b>	<b>8332 5907 <a href="mailto:terryfrowe@gmail.com">terryfrowe@gmail.com</a></b>
<b>CLUB Run Coordinator.</b>	<b>Brian Forth</b>	<b>0409 514213</b>
<b>LIBRARIAN.</b>	<b>Philip Holmes</b>	<b>8564 0227</b>
<b>RECORDS OFFICE.</b>	<b>Paul Knapp</b>	<b>8243 0130 <a href="mailto:paulschnapp@hotmail.com">paulschnapp@hotmail.com</a></b>
<b>COMMITTEE.</b>	<b>Daryl Rosser</b>	<b>8326 0658</b>
	<b>Ray Collins</b>	<b>8278 4066</b>
	<b>Less Jolly</b>	<b>0408285038</b>
	<b>Ian Hese</b>	<b>0409 083436</b>
<b>MAGAZINE EDITOR.</b>	<b>Brian Forth, 19 Condada Drive, Banksia Park 5091</b>	
	<b>Email - <a href="mailto:forthypicknowl.com.au">forthypicknowl.com.au</a></b>	
<b>MACHINE REGISTRARS</b>	<b>1. Bob Gill (North)</b>	<b>8258 4982</b>
	<b>2. Phil Jenner (South)</b>	<b>8370 6664</b>
<b>CLUB REGALIA OFFICER</b>	<b>Carolyn Jenner</b>	<b>8370 6664</b>
<b>SMOKE SIGNAL DISTRIBUTORS</b>	<b>Brian Forth, Bob Gill, Bill Lorimer &amp; Barry Carlisle</b>	
<b>CLUB PUBLICITY</b>	<b>Brian Forth mobile 0409 514213 <a href="mailto:forthypicknowl.com.au">forthypicknowl.com.au</a></b>	

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## Presidents report.

The 2013 Annual General meeting resulted in the same committee being re-elected with the inclusion of Les Jolly and Ian Hese, this is the first time in a year all positions have been filled.

VVMCCSA committee is seeking a person to be **Club Captain**—rally and run coordinator—please consider.

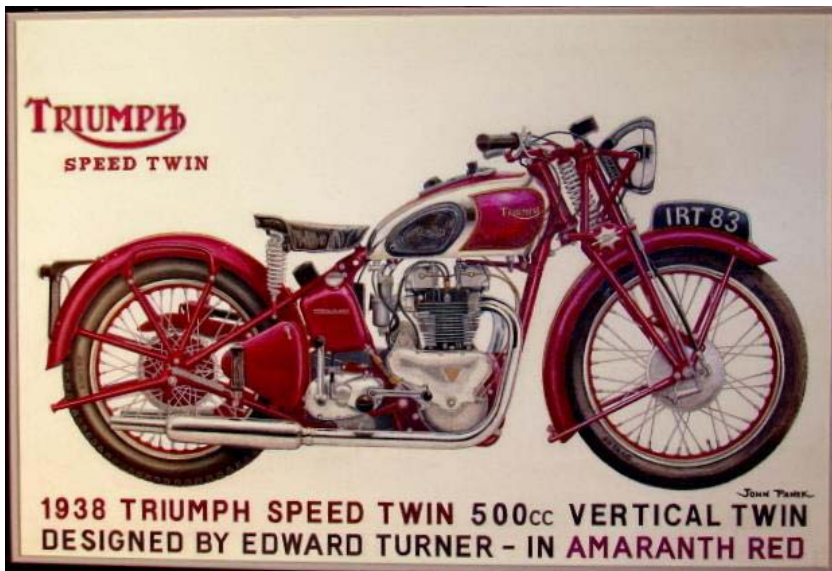
It is now August 2013 and if you have not paid your membership subscriptions of **\$35**, you are un-financial if you have a motorcycle or vehicle on **historic registration**. In this case, by putting off the paying of subs for some months means your historic vehicle is now classified as 'un-registered & un-insured'. Riding your historic vehicle on a road will incur heavy fines of \$1000 just for being unregistered and a further amount for being uninsured.

**Log books and Statuary declarations** when up-dated MUST be submitted to either **Bob Gill or Phil Jenner** before a general meeting, or by arrangement or POST your log book including membership card, registration papers and statutory declarations to **VVMCCSA at PO box 1006 Elizabeth Vale 5112** including a stamped return envelope. **\*NO log books will be endorsed after a general meeting\***

VVMCCSA has been invited to the **National Railway Museum at Port Adelaide 18th August** to display our motorcycles as part of the Heritage Transport weekend. Display is from 10am to 4pm, if any one is Interested please advise me.

I must apologies for not publishing Laurie Leibhardt's auction in the last magazine, please see it on page 10.

**Brian Forth, President**



This is how you take home your dinner



Greg Kennedy is a Member of the Historic Road Racing Club of SA.

Greg will attend the August meeting with the G80 McIntyre Matchless plus engine and chassis components and talk about the motorcycle.

Photo is of Brendan Roberts riding G80 Macintyre Matchless, taking it to second place 2012 Phillip Island.





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

In Attendance; Brian Forth, Bob Gill, Ray Collins, Bill Lorimer, Paul Knapp, Terry Rowe, Ian Hese. Apologies—Daryl Rosser and Les Jolly. Visitors none.

**Minutes of the June meeting** presented as printed in the Smoke Signal. Acceptance moved Bob Gill Seconded Ray Collins. Business arising—Nil.

**Treasurers report** presented by Terry Rowe together with the Auditors report, there was some general discussion but no motions moved. Acceptance moved Ray Collins, Seconded Paul Knapp.

**New Membership** application received from Robert Frost, together with appropriate fees.

### Correspondence In.

- 1 Letter from the Federation requesting update of committee members and historic rego details.
- 2 Numerous subs renewals.
- 3 Westpac Bank Statement of earnings for last financial year.
- 4 Flyer from All Makes Swap Meet Committee re swapmeet 28th July 2013.
- 5 Flyer from Adler Australia Rally Committee 16th-17th Nov. 2013 at Tanunda.
- 6 Letter, Poster and flyers from Gary Smith re Broken Hill Classic Motorcycle Show 12th-15th Sept 2013.

### Emails.

- 1 To and from David Burnett re proposed display at the Railway Museum 17th-18th August.

### Publications received.

- 1 Kickback from British Singles MCC.
  - 2 The Bulbhorn from Mildura Vintage Vehicles club.
  - 3 The Radiator from Riverland VCCC.
  - 4 Maps Review from Maitland APS.
- Acceptance moved Terry Rowe, Seconded Ian Hese.

### Club Runs Rides and Events.

Discussion re Visit to Maritime Museum, 23 members attended, it seems that all who attended had a good time and found it very interesting.

18th August Railway Museum, Lipson St, Port Adelaide, see Brian Forth for details 10am to 4pm display

25th August Southern Vales tiddlers run, Tony Morrisset organiser, \$2-00 BBQ Lunch.

15th Sept North East Hills Ride David Holbrook organiser.

### General Business.

Swapmeet was discussed and it was decided that some help was required for publicity and of course more volunteers required for the day.

Xmas Meeting Dinner was discussed and was decided that we engage the same caterers that we used last year. Moved Brian Forth, Seconded Pau Knapp.

Ian Hesevis now in possession of the Club Assets Register compiled by Rob Smyth over the last couple of years. All efforts to be made to verify, collect and dispose of unnecessary and surplus items .

Bob Gill advised that some items in the Club First Aid Kits are probably now passed the specified use-by date .

Bill Lorimer will investigate purchase of items required .

Meeting Closed 9.15pm.

### AGM minutes continued from page5:

NOTE: Brian Forth asked for help in running events and co-ordinating the runs

**Life membership** – Neil Caust was awarded Life Membership of VVMCCSA for service over the ;last 15 years. Toni Caust awarded Life Horary Membership also for 15 years of club service. Both joined the VVMCCSA in 1992 and have been tireless workers in many aspects, in particular the regular provision of suppers at meetings and on runs.

**WALLY WOOLLATT AWARD** – For Meritorious Service was awarded to Bob Tilbrook for his efforts in the collection of prizes for raffles and other work.

**RAFFLE** – a free raffle was conducted with everyone present being given a ticket and the draw took place for recipients of the many prizes.

**RALLY ENTRY FORMS** – reminder that they are to be filled out for runs and numbers for the Maritime Museum were needed.

**BUY, SWAP AND SELL** board was circularised during the meeting and read out.

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**Minutes of VVMCCSA General Meeting '680' 11th June 2013 held at Payneham RSL clubrooms.**

**WELCOME** – Brian Forth welcomed those present and acknowledged visitors Jason Mahoney, Les and Warren Whennen, Rob Perrotti; Attendance & Apologies of members & visitors were recorded in the attendance book.

**NEW MEMBERS** – Steven Hausler, Doug Norris, and 'Doc' Robinson only one present for presentation of membership.

**MINUTES OF THE JUNE MEETING.** accepted as printed in Smoke Signal Lesley Jones, David Radloff carried.

**WHO ARE WE.** top outfit of John & Paul Cribb early 90's in Hallelujah Hills with Fred Kryzuki and Laurie Leibhardt with Lew Kennewell; Bottom right outfit is Jeff Schaeffer and Andrew Gill; Tony Morrisset's father at a rally down the south coast.

**TREASURER**, Terry Rowe gave a comprehensive report to the meeting. Accepted Peter Grace, Pud Freeman and carried.

**CORRESPONDENCE.** Bob Gill; In, resignation from Ted Bachmann and Tony Bilton, 8 publications received, e-mail rec'd for the 3<sup>rd</sup> Adler Rally, Nov 16/17. Basic Cost \$70 for the weekend fee. Out – nil. Report accepted by Philip Holmes, Brian Kuerschner carried.

**CLUB RUNS:** 5<sup>th</sup> Potato Day at Lobethal, report in Smoke Signal. Stories of malfunctioning bikes related by members!.

July 21 to the Maritime Museum Pt Adelaide. \$2 per person, Club will subsidise the entry cost difference.

National Railway Museum Celebration Day 18 August, display from 10 am to 4 pm.

August 24 Southern Vales Tiddlers Run, BBQ lunch for \$2 after ride.

September 15th a Northern run organised by David Holbrook.

September 29 Bay to Birdwood Classic.

Volunteers always needed to do a run and make suggestions.

**CLUB REPORTS:** Vincent Club annual lunch, 23 attended. Renmark run July 20/21 including meeting with Mildura people. Runs around the area. Sunday am visit to Paul Dempsey's motorbike collection.

Velocette, one run down south. Pt Pirie run – wet but good time around mid north areas.

No reports from BSA, Ariel, Classic Owners, Norton and Veterans – too cold and wet for them.

Matchless/AJS talk next meeting Greg Kennedy with his replica.

**GENERAL BUSINESS**

Swap Meet October 6 Balhannah Oval, the roster still requiring volunteers to fill in spots.

Historic Registration, remember Stat Dec required when doing log books etc. located on website.

Colin Behn presented with the Editor's Award.

Richard Kretschmer handed over three books from Gill Lever. Letter of thanks to be sent.

Richard also requested information on a piece of 'stuff' which he showed.

Broken Hill Veteran & Vint Hist Cycles Show September 12-15.

Idea was expressed of donating a sum of money to a charity to be decided each year.

MEETING CLOSED 8.37 pm

\*\*\*\*\*

**Minutes of the ANNUAL GENERAL MEETING – held at the Payneham RSL on July 9 2013.**

PRESENT, APOLOGIES AND VISITORS AS PER ATTENDANCE BOOK and GENERAL MEETING

President Brian Forth declared all positions vacant and asked Ray Collins to take the Chair.

**MINUTES OF THE 2012 AGM** were taken as read moved "Pud" Freeman sec Daryl Rosser carried

**ELECTION OF OFFICE BEARERS** – All positions were declared vacant.

A nomination sheet was available and positions had been nominated, seconded and agreed upon by the nominee, prior to the meeting and the results are thus:

PRESIDENT	Brian Forth	nom by Paul Knapp	sec David Canty	elected
VICE PRESIDENT	Bob Gill	nom by Terry Rowe	sec Lesley Jones	elected
SECRETARY	Bill Lorimer	nom by Terry Rowe	sec Lesley Jones	elected
TREASURER	Terry Rowe	nom by Bill Lorimer	sec ?	elected
RECORDS OFFICER	Paul Knapp	nom by Ray Collins		elected
LIBRARIAN	Philip Holmes	nom by David Radloff		elected
CLUB CAPTAIN	Brian Forth	nom by Paul Knapp		elected
HIST REGISTRAR	Bob Gill	nom by Terry Rowe		elected
	Phil Jenner	nom by Bob Gill		elected
MAGAZINE	Brian Forth	nom by Bob Gill		elected
COMMITTEE	Daryl Rosser	nom by Ray Collins		elected
	Ray Collins	nom by Daryl Rosser		elected
	Les Jolly	nom by Paul Knapp		elected
	Ian Hese	nom by ?		elected

## 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; (July13);

**Electric 12v winch**, boat trailer type with cable & hook and works—\$25; Paul Knapp 8243 0130 (Aug13)  
**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](mailto:mrcollins@internode.on.net) (April13)

**Vintage flying helmet**, gloves, carry bag, goggles, all soft leather in good condition; Neville Osborne 82482284 or 0415098949 (July13).

**BSA m21 Plunger Rear Suspension unit**, Used it for a short period of time about 15 years ago. I went back to a rigid rear. I am happy to give it away to anyone who has a need for it; Richard Engle Williamstown 8524 6113 [rgengel@adam.com.au](mailto:rgengel@adam.com.au)

### Wanted.

**Pre WW1 photographs** of motorcycles and car wanted, can copy and return. Leon Mitchell 8278 5120;  
**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. (July13);

**Suzuki GS500 2005-2008**, wanted a cheap one for wrecking; Pud Freeman 8255 2886 (July13)

**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) (July13)

**1954 Excelsior R4 Roadmaster**— wanted front mudguard and front wheel axle sleeve nut to suit; Doug Norris 0405207100 or Wk **83487208** (July13)

**1935 500cc genuine Rudge gearbox housing**. A person in NZ looking for a genuine housing. Contact Brian Kuerschner on 0418854565 or [nipper@nipper.net.au](mailto:nipper@nipper.net.au)

## MOTORCYCLE ONLY SWAP MEET

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Motorcycle related sites only, strictly NO car or bric-a-brac related sites.

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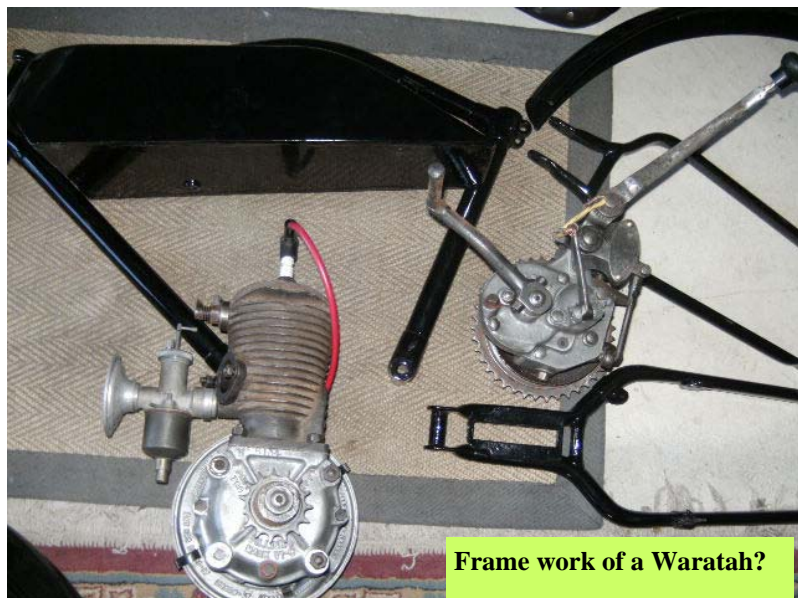
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Site Holders & Buyers all from 7.00 a.m., Sites \$15 on the day, Entry \$5 (under 12 free)

Note: No pre-booking of sites but ample sites available on the day.

Contact: Peter Yates Ph: 0408 019 950 after 6 pm or email [secretary@vvmccsa.org.au](mailto:secretary@vvmccsa.org.au)



Frame work of a Waratah?



## 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).**

**\*\* denotes club points\*\***

### August

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

18th Aug **National Railway Museum**, Lipson St Pt Adelaide— display 10am—4pm

**\*\* 25th Aug Southern Vales Tiddler run**—Tony Morrisset organizer—**BBQ lunch \$2;**

### September

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

**\*\* 15th Sept North East area Williamstown - Birdwood areas**—David Holbrook organizer.

29th Sept **Bay to Birdwood**. See web site for the new proposed run.

### October.

**6th Oct VVMCCSA motorcycle only swap meet—volunteers urgently required**

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.

### December.

10th Dec, **General meeting 686**, Payneham RSL clubrooms, **Christmas Dinner**

15th Dec. **Annual Hills ride**— organizer to be advised.

### January.

14th Jan. **General meeting 687**, Payneham RSL clubrooms.

19th Jan **Breakfast ride to Hahndorf Mill**, includes Hahndorf swap meet

**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 is paid.**

**2013- Invitational Events** – (Not club runs, but members are welcome to join them, enquiry with Secretary in the 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 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 – 17th June 2013.**

**ANGLE PARK – 29th July 2013;**

**GAWLER - 23rd September 2013;**

**STRATHALBYN – 21st 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).**

## **Norton International Model 30**

By Roy Poynting, pics Terry Joslin, published August 2000

1951 Norton International Model 30

Hard and fast, that's just how this ex-racer begs to be ridden. It may be nearly half a century old, but Norton's 500cc International can still quicken the pulse of the most ardent motorcycle speed addict, as Roy Poynting reports...

It's a built up area, so I'm trying hard to keep a low profile on the highly tuned ohc 500cc single. It isn't easy. The slightly crouched riding position is comfortable, but more suited to the open road than suburbia. And a metronome-like tickover is not an option with the track carburettor, so I have to blip the throttle to ensure that the engine stays alive. Each twist of my wrist raises a staccato crackle from the exhaust, and I can imagine anxious eyes peering round the neighbours' curtains to see if some lunatic is running loose with a machine gun.

I ease away from the roadside, and my self-consciousness instantly turns to sheer excitement. The noise is not all for show; this is a dramatically fast motorcycle. The engine produces great dollops of power from quite low revs, and the urban traffic is quickly left far behind. Once I am sure that no harassed sales rep' is going to mount a challenge for my place on the road, I can wind the throttle open and let the motor really show its paces.

In the gears, the revs mount smoothly and quickly, 4000, 5000, 6000rpm. Time to change up, and it happens all over again. No stuttering, no temperament – and seemingly no end to the willingness to rev or to the power available. It just goes on, soaring to a top speed measured in three figures. Even at those speeds, I can hear the Gold Star pattern exhaust blaring its defiance to the convention that we should ride cautiously and quietly.

If you ride a big twin, I bet you think I'm high on Castrol R fumes. Road tests show just how much faster your 650 is, and how its acceleration would leave this 50-year-old single standing on the starting grid. Maybe, but those are just statistics. I'm talking about the experience of riding one of the most charismatic motorcycles ever – the [Norton](#) International.

The fact that this Inter is not restored to concours standard is all part of its appeal, because it is a machine with a history. It has been raced as befits such a glamorous model – and has been owned by famous characters in both motorcycle sport and the vintage movement.

The first owner of any Norton International from the early Fifties is almost certain to have been well known. With production costs reportedly exceeding the list price, the factory would simply not accept orders from any Tom, Dick or Harry. Get an entry confirmed for the Isle of Man, and use that to persuade Bracebridge Street that you could do justice to one of their finest; that was the way it was done.

### **Entered a Triumph**

Vintage personality Willy Wilshere had actually entered a [Triumph](#) Thunderbird for the 1951 1000cc Clubman's TT, but that was cancelled because of lack of entries. Fortunately for him, his local dealers – Lewis, Ellis and Foster of Watford – had ordered the Model 30 International for a customer who subsequently backed out of the 500cc class race. Because of Wilshere's track record, Norton agreed to honour its promise of delivery. That was the week before the race, and with time running short, the recently nationalised rail network managed to lose the Norton! Wilshere finally discovered it standing on a station platform in Buckinghamshire the day before he was due to leave for the Island. He just had time to remove unnecessary weight, such as the battery, before riding it up to Liverpool to catch the ferry.

In the Island, Willy Wilshere found that the Norton's supposedly unapproachable roadholding deteriorated rapidly when he got over 70mph. He only completed one lap before a tank-slapper fetched him off at Parliament Square. With the Inter repaired and more highly tuned, he returned in 1952 and managed three laps before being sidelined by a puncture. Apart from a couple of short circuit races, that was the extent of the Norton's competition history. It then disappeared from sight until the mid-Sixties when it was brought to the attention of none other than Vintage Motor Cycle Club founder Titch Allen.





He sold it to his friend, Cyril Ayton, who was then editor of *Motorcycle Sport*. Ayton was more impressed, but eventually the Inter dropped back into obscurity until 1991, when it surfaced – neglected all over again – in a Midland dealer's. This time, it was purchased by an enthusiast who truly appreciated it. David Downer from Hampshire restored the Inter, not to concours road trim, but in the style of an active campaigner in the Isle of Man.

And that is where he used it. A row of scrutineering stickers on the front mudguard testify to its many romps around the Island in the VMCC's Manx GP Rally. One of David's friends – Goff Woolford – accompanied him on these annual pilgrimages across the Irish Sea. Despite owning a series of attractive machines of his own – his [BSA Super Rocket](#) was featured in *The Classic Motorcycle* in January 1996 – he became besotted with the International. If you could ride alongside it and see and hear how it goes, I guarantee that you would feel the same way.

### Take over ownership

Eventually, Goff was given the chance to take over ownership, and he didn't need to be asked twice. He even sold two other Nortons to finance the deal. One of them was an ES2, tricked up to look like an Inter with a bolt-through tank and other goodies. "I thought that the ES2 went well," he says, "I'd overbored it to increase the capacity by 45cc, and had the crank balanced, but the Inter was a revelation in the way it would produce power throughout the rev range."

He is so right. It is even mechanically quiet, or at least it is compared with the bellow from the Gold Star style silencer. And it doesn't splash out oil like cammy Nortons are supposed to. What little there is gets soaked up by pieces of sponge strategically tucked into the hairpin valve springs.

All long stroke Nortons are reputed to vibrate. When Titch Allen bought this one, it had a broken frame tube, which he blamed on the vibes. What has happened in the meantime I don't know, but apart from a slight roughness at about 3000rpm, this one is like silk. At double that engine speed, the only sensation is of the landscape sliding past in an eye-watering blur.

What about the reportedly dubious handling though? Comedians used to say that Norton's Garden Gate frame deserved its 'Unapproachable' trade name because other competitors would not dare ride too close to one. Well, I'm no fan of plunger suspension, but it gave me no qualms whatsoever. Owner Goff says that; "it weaves a bit on bends at over 90." I'm not totally surprised by that revelation.

### Remarkably docile

One thing on which all observers agree is that the International motor is remarkably docile. I initially thought that its good behaviour would not extend to easy starting, though. The kickstart swing is restricted by the rear-set footrest, even though that can be hinged up, and the gaping Amal TT carburettor is not noted for anything other than top end performance. But once I discover the throttle needs to be completely closed to get enough suck on the idle jet, a single lazy prod usually has the motor throbbing away.

The manual ignition can immediately be advanced and then forgotten, as long as the revs are kept above 1000rpm. With the ignition retarded, the Norton will tick-tock along at little more than walking pace in first, even on its close ratio TT gears.

Goff Woolford is in the familiar dilemma of owners of well-used machines like this – to restore or not to restore. He has almost decided to stick at replacing the lining on the oil tank. And he will correct a slightly dragging clutch. I'm sure that not overdoing the restoration is the right decision. In fact, I suggest that it might be an idea to take some of the shine off the silencer to blend it in with the rest of the machine.

Of course, a Goldie silencer is not the right wear for an Inter, but it doesn't stifle performance, looks good, and sounds marvellous. In contrast, an open pipe which would release all of the available power is clearly not a good idea for road use, while the standard roadster item reduces the top speed by about 15mph.

What Goff doesn't need to do is touch the motor. It is obviously in excellent nick and is as mechanically quiet as anybody could expect of a device whose origins lie way back in the early Thirties.

I don't know why simply moving the cam from the side to the top of a venerable engine design should make such a difference, but believe me it does. In one of his more benign moments, past owner Titch Allen wrote that his old International provided "...a ride with the gods." I cannot better that.

### Norton International Model 30

**Engine type:** ohc single cylinder

**Bore x stroke:** 79mm x 100mm

**Capacity:** 490cc

**Carburettor:** Amal TT9

**Ignition:** Lucas magneto

**Gearbox:** Norton four-speed

**Suspension:** Norton long Roadholder telescopic front forks, plunger rear

**Tyres:** 3.00in x 20in front, 3.25 x 19in rear

**Brakes:** 8in drum front, 7in drum rear

**Seat height:** 30in

**Wheelbase:** 56in

**Price new:** £265

Ref <http://www.classicmotorcycle.co.uk/articles/2012-01/norton-international-model-30#.UdlhwYHpPYz>



# PARADISE MOTORS



# MAZDA

## 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)

A black and white photograph of two motorcyclists on a track. The rider in the foreground is wearing a white helmet and a dark jacket, riding a motorcycle with the number 172 on the front fairing. The second rider is also wearing a white helmet and a dark jacket, sitting on the ground next to the first rider, looking towards the camera. The background shows a rocky, hilly landscape.

Who are we?

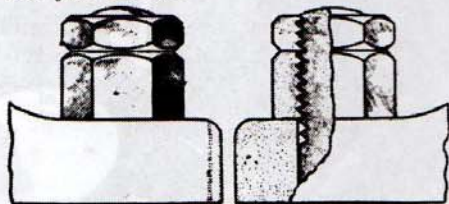


# Jottings from a Designer's Notebook

WE have all seen thin lock-nuts neatly arranged like those in the drawing, especially in heavy engineering, but how many of us take the trouble to analyse what really happens?

The large main nut first tightens up the bolt and the thin lock-nut is supposed to secure it, but it does just the opposite. If you look at the sectional drawing which shows the lock-nut tightened right up, you will see that the thin lock-nut has pulled the bolt a shade farther than before, and the main nut is now quite clear of the threads; therefore the lock-nut is taking all the load and the main nut is merely acting as a washer.

THE position is much worse when the nuts are hardened, as some are on motor cycles, since the two hardened smooth surfaces have less friction to prevent them shaking loose. The only time when lock-nuts are any good is when the bolt has to be free to rotate and the nuts can be locked one against the other. In that case a splitpin will usually do the job better!



"The lock-nut is taking all the load . . ."

## OUR APPRENTICE

WE have a blue-eyed, fair-haired youngster of fifteen who stands about 3ft. 10in., wears glasses with large round lenses, and is a veritable glutton for information. He is called "Young Joey," and is popular with everybody because he is so willing and cheerful.

You are likely to hear a lot about him, because I once promised him that I would be pleased to explain anything that he could not understand. This has produced so many questions that I have set myself the problem of answering them with the fewest words possible, but in such a way that he fully understands in his own young mind and does not have to come back again for further explanation.

## Some Points on Design that Provoke Thought

"YOUNG JOEY" undoubtedly has designs on the Senior T.T., and is working out that last ounce of speed, but is not at all happy yet on what he is going to do about head resistance.

"What is all this bother about air resistance and the square of the speed?" he asked one day. "If three horse-power will drive you through the air at 30 m.p.h. why won't nine horse-power do 90 m.p.h.?" My answer satisfied him immediately. "If you do three times the speed," I said, "you hit three times as much air and you hit it three times as hard; therefore, you will need nine times the power."

## HIGH-TENSILE STEEL BOLTS

NEARLY all ordinary bolts are made of what is called mild steel—a very old name to distinguish it from brittle steel or cast steel or wrought iron. Mild steel usually has a breaking stress of about 30 tons to the square inch, and, being soft and easily bent, it was found the best for all kinds of bolts.

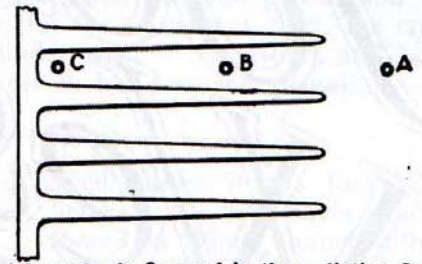
Aviation for a time went nap on what is called high-tensile steel, which is almost the same as mild steel, but metals like nickel, chromium, vanadium are added in small quantities because these greatly increase the tensile strength—sometimes to well over 100 tons to the square inch.

WITH this increase, however, comes a drawback: the steel loses some of its ability to stretch before breaking, especially where there is a sharp corner such as in a screw thread.

Thus we found that when we replaced existing mild steel bolts with high-tensile ones they would break off like a carrot for no apparent reason, and most of us returned to mild steel.

NOWADAYS, for highly stressed parts, a medium steel of about 40 tons to the square inch is used, and very wisely. If, therefore, you

have a bolt break and some friend offers you a piece of special "unbreakable" steel, do not use it unless you know a great deal about its characteristics.



The average fin used in the radiating fin tests

## RADIATING FINS

YEARS ago we used to contrive to make all cylinder and head fins parallel to the line of travel, so as to get the maximum cooling, and inclined engines had fins cast at an awkward angle. This has been found to be entirely unnecessary.

Many years ago I carried out tests on some aero engine steel fins to see the effect.



Testing air-cooling with a scoop:

THE air current was blown on artificially at 100 m.p.h., and the speed was read on special air-speed indicators at the points A, B and C. We had rather a shock when we found that even with thin steel machined fins the air currents were: A, 100 m.p.h.; B, 60 m.p.h.; and C, 15 m.p.h. We also found that a single bar or strut in the path would alter the whole problem, as the air completely changed its direction.

WITH all the eddy currents from the front wheel, mudguard, forks, etc., we do not need to think that the air will impinge on our cylinders in the direction of travel. In fact, that is probably the one thing we may be certain the air will not do.

The old idea of the scoop is useless, of course. We tested it out by blowing at 100 m.p.h. into a funnel, and we read the pressure at B. It was actually less with the funnel in position than with no funnel at all.



## The Laurie Leibhardt Memorabilia and Paraphernalia Auction

11<sup>th</sup> May 2013 at 22 Burton Ave., Park Holme.

As was reported by Brian 'Nipper' Kuerschner at last Club May General meeting the subsequent beneath is a follow up in the interest for those Members who were unable to attend that May Meeting.

Following several weeks and the immediate days prior to the occasion the handful of enthusiastic volunteers set about carefully collating to display those many intended items unearthed for auction. Rummaging and sifting through the many layers of dust and grime settled over the years on the bench tops and beneath then located within lockers and cupboards were found many trinkets of specific and particular interest.

Prior to the event, a morning was arranged whereby several pieces of machinery and the motorcycle collection were assigned to those generous offers made for the benefit of the Leibhardt Family.

Thanks must be imparted for their support before and during the morning of the event to Dean Govan, David Conway, Jean and Philip Holmes, Maureen Kuerschner, and in particular David Radloff who managed on the morning to interpret a swift and accurate example of auctioneering. The Leibhardt Family of Daughter Kay, Son Bruce and Daughter-in Law Janette can I imagine be well pleased with the overall outcome. The many lots on offer, all ticketed numbering in excess of 270 were swiftly moved along rapidly with very negligible delay. Unable to assume accurately just how many interested parties might join us we catered for 70 interested persons amounting to just 48 registrations on the morning however we were more than delighted with that encouraging number.



On our arrival at 8.00am at Park Holme, we were greeted by the first persons of interest itching to have the entrance gates unlocked for first hand scrutiny. Again our neatly arranged rows of items made light work for positive and thorough inspection for all articles.

Those patrons present were called to order at a few minutes before 10.00am where upon our zealous Auctioneer made clear his intentions and rules of the game to those convened whereupon bidding commenced vibrantly. As could be expected most item went under the knock down hammer relatively cheaply. Mind you again, those items to bring forth generous amounts expected were the older type glass imperial quart and pint size oil bottles complete with funnel type screw on tops and small caps to complete each set. This half dozen collection astoundingly ceased bidding at \$750. Of some other items the fifty and sixty year old two gallon Shell, COR and Plume petrol containers were to fetch no less than \$25 and \$30 each. I might have expected a little more.

Most heaped up lots bought were removed from the premises by around 3.00pm whereupon a very welcome cup of tea was so much appreciated. Midway through the following week those remaining heavier items were collected from within the 'Mans Shed' leaving only a lasting memory of those numerous precious moments in times spent tottering dressed in machinists dust coat and perhaps at times a Tilbury brimmed hat manufacturing all manner of sophisticated creations.

For the benefit of those that may have expressed an interest in the 1929 Essex Super Six Challenger car, you can be advised it was passed in with insufficient bidding to reach the reserve figure.

On behalf of the volunteer crew may I say it was our profound pleasure to act on behalf of the Leibhardt Family on this exclusively special occasion. Brian Kuerschner.







## Neil Raymond Caust

Neil Caust joined the VVMCCSA back in 1992 after having retired with nothing to do reverted back to his second love that of Motorcycles. Apparently Neil had a passion for European motorcycles before joining VVMCCSA.

His passion was for small motorcycles mainly small European 2 strokes. His first bike that needed help was an Adler and a club member Kevin Wilson assisted Neil. Other bikes have been P model Triumph, Slopey BSA.

When it comes to dedication and meritorious service, Neil I believe has gone beyond the requirement of 'meritorious service' aspect of the Life Member requirement.

Neil has not won club trophies, nor served on the committee, nor been club Captain etc BUT he is just there in the background serving the club in the manner he enjoys for the last 15 years continuous.

Neil CAUST and his wife Toni have been a dual act of dedication to club service. They epitomize the meaning of meritorious and long lasting continuous service to the VVMCCSA. Neil has worked in tandem with Toni for the last 15 years in providing supper to members, working behind the scene to ensure members are content after a meeting. If the supper when it was not there, members would be devastated and lost as to what to do next.

When Neil was in poor health he still attended his duties, even volunteering to attend the members house before the meeting to ensure food was correct. When his wife Toni was in poor health, he still attended the meetings. He would demand that the supper be done the right way with sufficient food.

Neil's and Toni have been the recipient of the Wally Woollatt meritorious service to the VVMCCSA.

Other involvements have been -

Looking after the VVMCCSA table at every club swap meet.

Supply of morning and afternoon tets at the 50<sup>th</sup> anniversary rally and other events.

Moseley square day involvement.

Club runs and event regular attendant when health permits.

All British day – is there to support the club.

Neil is a worthy recipient of Life Member.

Toni has been awarded Horary 'Life' Membership of the VVMCCSA



## Port Adelaide Maritime Museum visit. Sunday 21st July.

Having visited the Maritime Museum at Port Adelaide more than 10 years ago, I was looking forward to another visit with the Club. I was watching the weather pattern early in the morning and could see that there were no imminent rain patches coming, so I prodded the AJS into life and headed off. Upon arrival in Lipson Street, there were already several Club members waiting outside the Museum, some having ridden there and some more cautious who had driven. After a while waiting outside, and after more members arrived, we ventured inside as a group where they quickly dispersed to look at the exhibits.

I took this opportunity to go outside and take a few photographs for the Smoke Signal, and upon finding my camera wouldn't work, I realised that the battery was still at home on the charger from the previous day. A phone call to my Son saw him deliver it to me some time later, but unfortunately by this time some members had already left on their motorcycles, leaving big gaps in the line up of bikes parked outside.

Getting back to the Museum, the collection was first established in 1872 in the Port Adelaide Institute as a general collection of maritime artefacts from the Port Adelaide area in the way of charts and relevant salvaged ship equipment, accompanied by many photographs and stories. One exhibit I found of interesting historic significance was the 1500 Kg bower anchor which was cut loose from

H.M. Sloop Investigator in 1802 to stop the ship foundering in a squall off Western Australia while charting the southern Terra Australis coast, and was retrieved in 1973 by using the location as recorded by Flinders in his log at the time. It was also interesting to read that the Investigator had five of these one and a half ton bower anchors on board at the time along with several smaller "river" anchors, one of which he also had to cut loose in the same incident.

After wandering around looking at the exhibits and reading the stories regarding them, I found myself at the section where the shipping passenger lists are kept on computer and are accessible to the public.

I soon managed to find my forbearers names listed when they migrated out to OZ early last century, and also found other relatives names of some of the Club members who stopped to have a look.

Around 2PM, with a couple of other members, I wandered over to the light house, which is part of the Maritime Museum collection, where we took the climb up the steep stairs to the top observation platform next to the lamp. Afterwards we had a wander around the markets in the old dockside shipping shed, looking at the junk, or should I say, "collectables", then we went back to Lipson Street where our bikes were waiting to whisk us home.

Another great day organised by the Club!

**Luap Pank**





# The Southern Vales Tiddler Run—Oxenberry Winery.

The Southern Vales Tiddler Run will be held on Sunday, August 25th commencing at 10.00am.

We will gather (once again) at Oxenberry Winery in McLaren Vale. Oxenberry is located on the left hand side of Kangarilla Road about two hundred metres after the turn off from Main Street, McLaren Vale. Please note the rally IS NOT at Scarpantoni Winery as it seems every year we have a few who head direct to McLaren Flat to the wrong location!

There is a large gravel parking area on the left hand side of the Oxenberry property - please leave cars and trailers here so the winery car park remains clear for Sunday customers.

The rally route will suit veterans, vintage and smaller capacity bikes. A few hills are unavoidable (it is called the Southern "Vales" after all!) but we have tried to limit these to a minimum and where possible kept off the very busy roads. Consequently we'd really appreciate volunteer marshals on the day to help out.

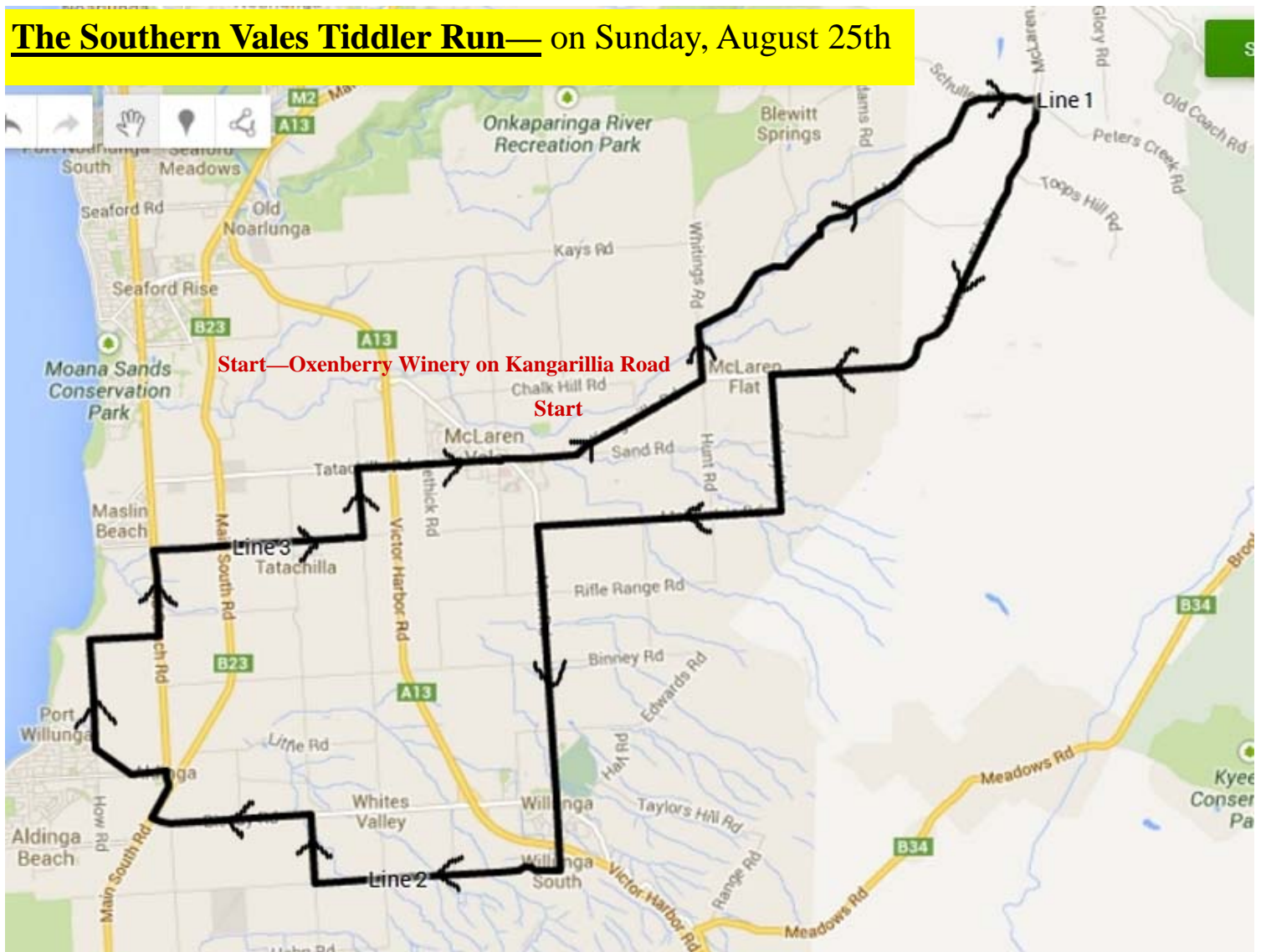
We plan to leave Oxenberry, ride out through the back roads of Blewett Springs and loop back to Willunga along the "McMurtrie Mile" - a popular stretch of wineries and galleries. A regroup will be necessary in Willunga before heading out of the township via the tunnel under the freeway and down Colville Road. This area was planted entirely in almonds just 25 years ago and my family farmed a property along this stretch. Now there are only tiny remnants of the almond industry and plantings of vineyards as far as you can see. We follow the side roads and join the Main South Road only for a few hundred metres until turning into Aldinga township for coffee and cakes at an excellent bakery. There are many parking spots available.

After coffee we will follow the roads to Port Willunga and then back to McLaren Vale keeping off, as far as possible, the busy routes. Total rally distance is about 65km.

Back at Oxenberry hopefully Jim will have prepared a sausage sizzle for our lunch! All motorcycles are welcome of course but please do bring out those small capacity bikes for the run.

Tony Morisset (0411 888313)

## The Southern Vales Tiddler Run— on Sunday, August 25th







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