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SMOKE SIGNAL

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



VVMCCSA members gathering at Gumeracha Reserve

Our Club Proudly Supported by



October 6th—VVMCCSA swap meet
Volunteer are urgently required on the day for 1 hour.
Please enquire with Bill Lorimer and volunteer your time

October 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;	Neil CAUST 2013;	

2011-2012 Committee.

PRESIDENT.
VICE PRESIDENT.
SECRETARY.

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Bob Gill
Bill Lorimer

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CLUB Run Coordinator.
LIBRARIAN.
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COMMITTEE.

Terry Rowe
Brian Forth
Philip Holmes
Paul Knapp
Daryl Rosser
Ray Collins
Les Jolly
Ian Hese

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 and Bill Lorimer.

CLUB PUBLICITY

Brian Forth mobile 0409 514213 forthy@picknowl.com.au

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MOTOR TRADE ASSOCIATION
SOUTH AUSTRALIA

This magazine is printed by

Presidents report.

Members must be prepared for inspection occurring every 3 years. Your motorcycles are now due for inspection and the logbook will be endorsed accordingly. In the old book there is no provision to record the inspection so the 4th entry will be stamped indicating inspection completed. If you have any enquiries about this inspection, please make contact with Bob Gill or Phil Jenner.

Log books and Statuary declarations up-dating 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***

Christmas Dinner—10th December. Members, as per last year, the Club is hiring a professional caterer to provide the meal on this occasion. The cost is approx \$24 and members are asked to contribute \$10 and the Club will subsidise any amount above this. As per previous years, free drinks tickets will be given to all people attending, including wives, partners and girlfriends etc.

A booking list will be handled by Daryl Rosser at each meeting and you are asked to put down your name and pay the \$10, if you are unable to attend meetings please forward payment to the secretary.

Brian Forth.
President.

Motorcycle Inspections.

As of the start of July 2012, the new historic vehicle regulations came into force which stated that we had three years for inspections to be completed on your registered historic vehicles, and that a Statuary Declarations is be submitted each year in relation to your vehicles.

Because it has taken so long for the members to understand to the requirement of Statuary Declarations each year, I have decided to hold off on the inspections process. We still have to get Stat Dec's for the 2013-2014 season. When some of the dates for rides and events are finalized we can then nominate days for inspection days which will be in the Smoke Signal and on the club web site.

The first inspection date could be 1st December 2013 at Scarpantoni's winery.

Please make contact with Bob Gill or Phil Jenner if you have further enquiries.



2014 All British Day -Echunga Oval—Sunday 9th Feb 2014

The VVMCCSA will again host a display of members British made motorcycles. This year we had 28 plus motorcycles on display and 'won' the motorcycle display, can we do it again?

Entry form for the 2014 All British Day are now out and need to be returned by **15th November 2013.**

Entry form are located on home page of the club web site.
OR email me for one to be sent. **Brian Forth.**



VVMCCSA club display 2013

Power of the Past day at Mt Barker Oval.

2nd Feb 2014.

The Power of the Past will feature **Triumph motorcycles**. I urge all members with any model of Triumph to volunteer there time and motorcycles and hope we can break the record of the most number of Triumphs on display at one time which was 9 T100's at Birdwood figure 8 day about 7 years ago.

Expressions of interest to be registered with **Brian Kuerschner 83903990** for instructions on how to enter for 2014 allowing the VVMCCSA to put on worthy display.

VVMCCSA Committee Meeting held 23rd Sept 2013 held at Goodwood Community Centre.

In Attendance, Brian Forth, Bob Gill, Paul Knapp, Daryl Rosser, Bill Lorimer, Ian Hese.

Apologies from Terry Rowe and Les Jolly. Visitors- None.

Minutes of August meeting presented as published in the Smoke Signal , No discussion, Acceptance moved Daryl Rosser, seconded Bob Gill, Carried.

Treasurers Report. No report as the treasurer was not present.

New members.

Applications tabled from Adrian Browne and Francis James Black were ratified as new members. New applications received from Harold Bell and Peter Mc Donnell tabled.

Correspondence In.

- 1 Renewal for Business insurance policy.
- 2 Account from MTA for printing of Smoke Signal.
- 3 Cheque from Paradise Motors for advertising.
- 4 Cheque from Ridgehaven Auto Painters for advertising.
- 5 Request from Goodwood Community Centre for meeting dates for 2014.
- 6 Account from Aust. Post for supposedly underpaid postage (to be investigated).

Correspondence Out.

- 1 Letter to All British Day Committee re. Club site request for 2014 event Publications Received.
- 1 The Bulbhorn from Mildura Vintage Vehicles Club.
- 2 Maps Review from Maitland APS.
- 3 Restore and Ride from Coffs Harbour & Districts MCC.
- 4 The Vintage Motorcycle from the UK.

Emails In and Out.

- 1 From Bay to Birdwood committee re change of route.
- 2 To and from Peter Yates re. Swapmeet.
- 3 From Maquires real estate re auction of vintage cars and bikes in Qld.
- 4 To and from Doc Robinson confirming a talk to the club of his exploits during his recent travels in the US requesting he be a guest speaker November meeting?
- 5 To the Power of the Past committee requesting entry forms for 2014 event, Triumph is the featured motorcycle.
- 6 From NZBSAOC, copy of the Southern Star.
Acceptance of the correspondence moved Ian Hese, Seconded Paul Knapp, Carried.

Rides Runs and Events.

- 15th Sept, Northeast area Williamstown-Birdwood etc. Members reported a good ride, good weather.
29th Sept Bay to Birdwood Classic.
6th Oct. Swapmeet Balhannah (don't forget Daylight Saving).
27th Oct, Morality's Annual Eastern hills ride, Dan Moriarty organizer.
24th Nov. Scarpantoni Southern Vales Ride and BBQ lunch.
10th Dec. Xmas Dinner & meeting. See Daryl Rosser to get your name on the list and pay your. **\$10 per head**, Club will pay balance of cost
15th Dec. Annual Xmas Hills Ride.

General Business.

Discussed details of Swapmeet and the volunteer coverage appears to be adequate.

Discussed Christmas dinner and selection of menu complete.

Moved Paul Knapp that \$1000 donation be made to the Prostate Cancer Research Foundation, this was seconded by Daryl Rosser and Carried.

Meeting Closed 9.15pm.

This is a Trescowthick Tricycle.
Any members know anything about them?



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Minutes of VVMCCSA General Meeting '682' 10th Sept. 2013 held at Payneham RSL clubrooms.

_Brian Forth chaired the Meeting, opened at 8-00 pm.

Visitors-None.

Minutes of August meeting presented as printed in the Smoke Signal, no discussion
Acceptance moved Philip Holmes, seconded Stephen Hooper Carried.

Treasurers report presented by Terry Rowe, Acceptance moved Daryl Rosser, seconded Ian Baldock, Carried.

Who Are We- Sept issue Eric and Paul Jenner, Leon Mitchell in background.

New Members. Membership for Ron Frost—not present. New applications received from Peter Mc Donnell and Harold Bell read to members.

Correspondence In.

1. 2 membership applications
2. Westpac cheque account statement
3. Letter and Flyer re British Classics Tour at Victor Harbor 4th May 2014. Hosted by the Historic Motor Vehicles Club, Victor Harbor
4. Letter and Flyer re. Clayton Bay Old Fashioned Picnic to be held 24th Nov. 2013. No entry forms, just a phone call or email to say you are attending to Historic Motor Vehicles Club at Victor Harbor.

Correspondence Out -Nil.

Emails In and Out.

- 1 From Just Bikes ,offering discount to members for annual subscriptions.
- 2 Confirmation of booking for Xmas Dinner, 10th December.
- 3 From Brian Forth to SA Police Historical Scty re their 175th year celebrations.
- 4 From Mara Bendo at Goodwood community Centre re their Arts Project 26th Sept to 9th Oct.
- 5 Request to Advertiser about why "club notes " were not printed as usual.

Publications Received.

- 1 Kickback from British Singles Motorcycle Club QLD.
 - 2 Classic Vibrations from Indian Harley Club WA.
 - 3 The Throttle Lever from Newcastle VMCC.
 - 4 The Radiator from Riverland V&CC.
 - 5 Vintage Chatter from VMCCWA.
- Acceptance moved Pud Freeman, Seconded Paul Knapp, Carried.

Runs Rides and Events.

- 15th Sept Northeast Hills area, Dave Holbrook organiser, 9-30AM Pelican Plaza29th Sept.
29th Sept 'Bay to Birdwood' classic run.
6th Oct VVMCCSA Club Swapmeet, Balhannah.
27th Oct Annual Eastern Hills Ride, Dan Moriarty organiser.
NOTE—this run was changed due to the Strathalbyn swapmeet on the 20th September.
24th Nov. Scarpantoni Southern Vales Ride, BBQ lunch \$2, Toni Morrisset organiser.

General Business.

1. The committee made a final/desperate plea for volunteers for the Swapmeet, Some more names on the list please.
2. Some discussion re Club finances and the amount held. Dean Govan moved a motion that the Club donate \$1000-00 to a worthy cause such as Men's Health or Prostate Cancer research. The motion was seconded by Philip Holmes and Carried.
3. Members seem uncertain about procedures for Bike Inspections as required by DPTI and Colin Pauley asked for explanation, Bob Gill explained what is intended. More information will be printed in the Smoke Signal.
4. Query re the operation of the Club Website, members mentioned some frustrations. Brian Forth explained his frustration with the management of data, photos etc slowly being resolved.
5. Leon Mitchell asked members about a Flywheel Alignment Jig and described the peculiar aspects of the Small End of a 1909 P&M motor.
6. Brian Kuerschner reported that the Power of The Past is on again in March next year and the featured motorcycle for the event is Triumph. Also that the book Transmatilda, describing the circumnavigation of Aust. in the 50s. Book is now in the library.

Buy Swap and Sell read to the meeting.

Meeting Closed.



The is a rear photo of a Falcon caught up in a tree

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; (Oct13);

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 (Sept13).

300 litre wines barrels (un-fortunately they are empty) - \$50; Jim 0421830593 (Oct13).

1938 Triumph 500cc OHV 5H Deluxe up for sale, "The bike is completely original, has always been in SA and runs beautifully. Engine number is 5H-38-5996. Asking price is \$15,000 o.n.o. Ring Eric Roberts (past member) on 0417 818482.

Wanted.

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

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

Norton gearbox dolls head type; Reg Hancock 8570 8125 (Oct 13)

Velocette 500 1939—wanted any bits to make up steering damper mechanism to suit; Richard Kretschmer 8353 7898 0407744066 (Oct13)

1929-1930 BSA Sloper, wanted parts or complete bike, I have 2 1/2 motors; also—**1923-1926 Raleigh** patrts any size—anything; Dean Schubert 88424317, 04188306686 (Oct113).

1969 Triumph T150, wanted gauge binnacle to suit, twin gauge type with amp meter; Steve 0418 592868 (Oct13).

Bike hoist—to beg—borrow or steal—URGENT; Paul Wilksch 0431 953010 (Oct13).



**New Hudson project—
the owner is looking for parts, contact
Editor if you can help**



1938 Triumph 500cc OHV 5H Deluxe up for sale.

"The bike is completely original, has always been in SA and runs beautifully," Engine number is 5H-38-5996. Asking price is \$15,000 o.n.o. Ring Eric Roberts (past member) on 0417 818482.

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).

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.

October 2013

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

20th Oct Strathalbyn swap meet.

**** denotes club point s****

**** 27th Oct Annual eastern hills ride**— Dan Moriarty organizer.

November 2013

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

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

December 2013

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

Christmas Dinner- \$10 per member & partner

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

2014 events

January 2013

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

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

February 2013

2nd Feb **Mt Barker—Power of the Past**—"Triumph motorcycle is the display make".

11th Jan **General meeting 689**, Payneham RSL clubrooms

9th Feb **All British day**—club display of British motorcycle only **at Echunga Oval.**

**** 16th Feb Kersbrook Tiddlers** run for veteran, vintage & under powered machines – BBQ lunch \$2. Ballarat swap meet

March 2013.

11th March **General meeting 690**, Payneham RSL clubrooms.

**** 16th March Birdwood figure 8**, at National Motor Museum event, 2 rides interrupted by lunch.

**** 23rd March Moseley Square display**, a club display only 10am to 12 noon.

Campbell town swap; Clare swap meet; Mt Barker swap;

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

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,

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.**

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- 19th January 2014

BALLARAT – February 2014

CLARE– 16th March 2014

NARACOORTE 3-4-5TH May 2014;

KAPUNDA- 25th May 2014;

WILLUNGA – 17th August 2014;

VVMCC MOTORCYCLE ONLY 6th Oct 2013.

BENDIGO – 17-18th Nov 2013;

REGENCY PARK - February 2014

CAMPBELLTOWN – 9th March 2014

MOUNT BARKER – March 2014;

SEDAN – 15th June 2014.

ANGLE PARK/ Dry Creek 27th July 2014;

GAWLER - 21st September 2014;

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).**

No doubt this coming May many Triumph aficionados will be celebrating the 75th anniversary of one of that marque's world records which probably still stands! In May 1937 the late Sid Goodsell with A.C.U. observer Arthur Millard in the sidecar sponsored by Sydney Triumph agents Hazel & Moore & pulled by a lusty model 6S 600cc S.V. Triumph broke the non-stop engine record. This had stood at 5,841 miles. They went for 13 days & 13 nights & clocked up an amazing 9,621 miles. Then when the engine did finally stop some 150 miles out from Melbourne, it was the new type of platinum electrode plug that was the cause of the stop. Incidentally during the run the primary chain was replaced without stopping the engine!! After the event there was a great deal of disbelief about this, so Hazel & Moore had Sid Goodsell repeat this feat three times in front of a large audience that had gathered one evening at the shop to see how it was done.

Now to Pilgrim pumps: As mechanical oil pumps became more common on machines after the WWI with manufacturers such as Pilgrim, Enots, Best & Lloyd being the most common supplying numerous manufacturers. These pump suppliers had of course subtle variations of their basic models to suit the end clients' design. In this synopsis I will only deal with probably the most common being the Pilgrim. It outlasted most other manufacturers, staying in production over 50 years. Its main component is of a rotational & oscillating plunger. All pumps, gear or plunger, rely on well fitting parts. As they wear, the pressures & quantity delivered will drop off. Dealing with the Pilgrim version with sight glass to observe the size of drop & its correct function, the plunger rotates & ports at both ends of the plunger & the body aligns. This allows the oil to either enter the pump cavity & is forced through the non-return valve via the beak or to enter the outlet end & is forced through to the engine after the port has closed. This is where it is important to have the correct plunger otherwise the porting will be out of phase. The plunger is infinitely adjustable from zero to about 2.5mm stroke.

There were a number of variations of the Pilgrim pump. Both single & duplex version with the most well known of the duplex versions for speedway engines such as J.A.P. In this case one pump supplied oil to the big end & the other to the rocker gear. And of course Scott used a duplex right to the end of production with the Birmingham models. Probably the majority of the sight-type Pilgrims were used in a total loss design of lubrication. However some exceptions like early 30s New Imperials did scavenge from an oil reservoir within the crank case, similar to some Royal Enfield's & of course the B.S.A. Sloper.

The "PILGRIM"

Sight Mechanical Oil Pumps



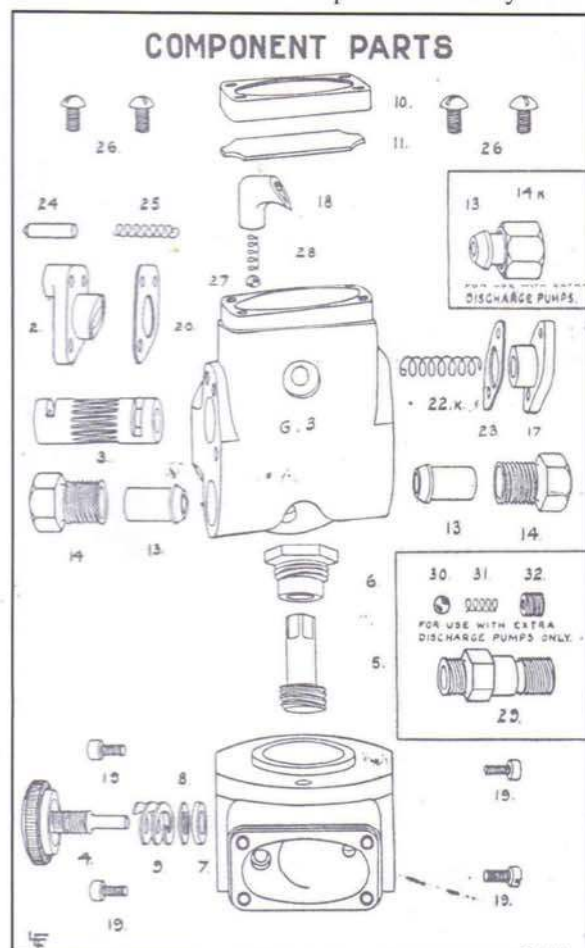
Patent No. 252215

THE PILGRIMS WAY MOTOR CO., Ltd.
FARNHAM, SURREY

SPECIFICATION	
PART NO.	NAME
G 3	Body
2	End Cam
3	Plunger
4	Control Spindle
5	Driving Worm
6	Bush
7	Fibre Washer
8	Steel Washer
9	Spring Washer
10	Window Frame
11	Window
13	Nipple
14	Gland for Nipple
17	End Plate
18	Beak
19	Cam and End Plate Screw
20	Cam Washer
22K	Spring
23	End Plate Washer
24	Ratchet
25	Ratchet Spring
26	Frame Screw
27	Ball Valve
28	Ball Valve Spring

Typically the plunger has an 11.1mm diameter & has a maximum stroke of 2.5mm. This is achieved by a face cam principle. The stroke is altered by means of an adjustable screw stop on the spring-activated return stroke of the plunger. Most Pilgrims are driven from one of the camshafts at half engine speed. At full stroke on a good pump it will deliver 0.250ml. As a matter of interest my 1938 500cc Levis averages about 1ml per kilometer when the pump is set for normal touring type riding. Depending where the drive is taken from will determine whether the drive worm is a L/H or R/H. A clockwise drive will have a L/H worm & an anti-clock drive will be a R/H worm. Having repaired a few Pilgrims over the years I have found the worm to be half inch B.S.W. L/H or R/H. Most pumps have a directional arrow on the drive side. The reason for left hand or right hand is to ensure the worm thrust is taken against the bronze bush & not the aluminum or Mazak housing. Be careful if you are mixing & matching pump parts to get the correct helix angle on the plunger to match the worm.

The oil delivery to the pump is on the 'Beak' & stroke adjustment end. The outlet can be in a number of different positions, depending on the engine makers' requirement. Some appear to have no outlet (early Matchless) but in fact the oil is



delivered through a small hole near the drive spindle & oil is delivered directly into the timing cover. Four-stroke Levis models have the pump casting with an elongated section at 6 o'clock position that delivers the oil through a quill directly into the main shaft & big end. While probably the most common is that depicted in the drawing where the feed can be taken from the pump & delivered via a copper pipe to wherever the designer required. This is the case in the 1927/8 A.J.S models.

If you are building up a Pilgrim from 'swap meet bits' there are a number of points to look out for & check. Under the beak is a ball & spring non-return valve; this must work well. The beak is delicate & is held in with an interference fit. The return spring inside the plunger has to be capable of returning the plunger rapidly while 'sucking' 50 grade oil. There are several versions of plungers: 2 face cam types & another with a circumferential cam groove where a peg is located in the body to give oscillation.

Some of the problems faced by restorers are things like a wrong rotational pump has been supplied with your box of bits. Sometime they will still work but will cause trouble with the worm trying to wear away at the body. Another is where a previous owner has put a 1/4 " B.S.P. tapered threaded union into pump body causing it to crack or split. This can be repaired on an aluminum body but is nearly impossible to fix on the early Mazak die cast type. The wrong length, diameter or gauge of spring wire for the plunger can either put excessive pressure on cam face & worm, or insufficient pressure will cause the plunger to return too slowly causing insufficient time for the pump to prime or fill for the next stroke. The ball valve spring does not want to be too stiff as it would cause intermittent pumping or none at all.

I have not come across any official drawings with dimensions or technical info so the following is from my own rebuilding of Pilgrims & so far they have all worked well. Incidentally on two of these pumps that had badly worn plungers & plunger bore, I reamed the bore until it was round. This finished at 11.8mm diameter (originally 11.2mm). I then had the plunger hard-chromed & centre-less ground to 11.75mm. These pumps now deliver 11% more oil per pulse. You must make sure if you have work done like this that you mask the gear section of the plunger prior to plating. Regarding the two springs 25 & 28, I found good suppliers are locksmiths; they use springs such as these in lock tumblers. The screws for the end plates or side glass frames - should they be stripped - a M4 seems to be a good substitute. Several of my pumps, both Pilgrim & Best & Lloyd, have 'glass' made from 2 litre rectangular fruit juice bottles which have clear plastic & flattish sides.

Pilgrim Pump Component Dimensions (compiled by D.D.)

- (22k) Spring 0.6mm Gauge Wire, 16mm o/a Length, 2mm Pitch, 5.2mm o/d
- (6) Bush for Worm Spindle, Pb Bronze, 5/8"x26 tpi, 0.720" A/F hex.
- (28) Ball Valve Spring, 0.22mm Gauge Wire, 6.2mm o/a length, 1mm pitch, 2.8mm o/d
- (4) Control Spindle, 1/4"x26 tpi
- (5) Worm Driving Shaft, 5/16" (0.312") dia. Sslver steel, either 1/4" sq. or 3/16"x 2 flats
- (26) Frame Screws 1/8" B.S.W. or alternative M4
- (19) End Plate Screws 4 B.A. or alternative M4
- (25) Ratchet Spring 0.3mm Gauge Wire, 9mm o/a length, 1.2mm pitch, 3mm o/d
- (5) Worm 1/2 " B.S.W. (12 tpi) L/H or R/H
- (9) Spring Washer, *have used a number of "0" rings to replace this washer*



Can you identify this motorcycle?

PARADISE MOTORS



MAZDA

MAZDA

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Who are we?



1902 Norton Energette

You've probably seen plenty of Norton motorcycles from the 1970s, 60s and 50s; even from the 1940s and 30s. But now the National Motorcycle Museum can show you the oldest Norton of all...

The first powered two-wheeler to carry the legendary Norton name is now on display at the National Motorcycle Museum near Birmingham, England. The Norton Energette, a pedal cycle with a small engine attached, was launched late in 1902 by James Lansdowne Norton's Birmingham-based manufacturing company.



1902 Norton Energette

James Norton was born in Birmingham in 1869, and at the age of ten he first ventured into an automotive endeavour when he built a model steam engine. Norton was initially apprenticed into the jewellery trade but in 1898 he saw an opportunity in the growing popularity of the bicycle. He set up the Norton Manufacturing Company and operated as a supplier of parts and fittings to the cycle trade. This logically led to building motorcycles when engines were first bolted to cycle frames, and soon the Energette was born.



1902 Norton Energette



The Energette's power unit is a 55mm x 60mm, 145cc four-stroke single with an automatic inlet valve and mechanical exhaust valve, manufactured by Clément in France. A belt takes drive directly from the crankshaft to the rear wheel while pedals, chain drive and a free-wheel hub are provided for starting and assistance on hills. An accumulator carried in a wooden box on the seat tube provides ignition power, while the small petrol tank was suspended beneath the top frame rail. The whole machine weighed about 70lb. The 20mph machine was advertised as being 'for business, touring or racing'.

'We have owned the oldest Norton in existence for a long time', said NMM owner Roy Richards, 'but it was in a very poor state. I am delighted that we have recently had it fully restored by Dr George Cohen, an early Norton specialist, to join our large and ever-growing display.'

Norton concentrated on building its own motorcycles from 1904 and first came to prominence when Rem Fowler won the multi-cylinder class of the 1907 Isle of Man Tourist Trophy race on a Peugeot-Norton V-twin. The marque went on to win another 42 TT races, the most recent in 1992 with a rotary engine.

See The World's Oldest Norton

If you'd like to look at the 1902 Norton then you'll find the National Motorcycle Museum one mile east of Birmingham International Airport at the intersection of the A45 Birmingham-Coventry road and the M42 motorway. It is open every day from 10am to 6pm (except over the Christmas holiday from 24-26 December inclusive). Admission charges: Adults £6.95, Senior Citizens £4.95, Children (under 15) £4.95, Family Tickets (2 adults and 2 children) £20.

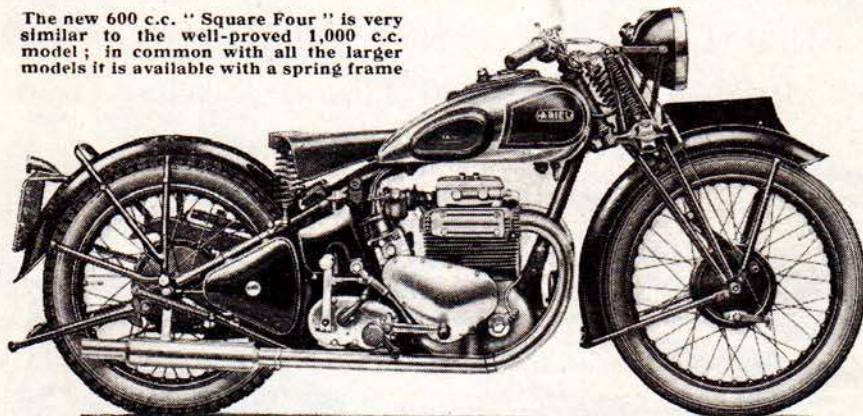
www.nationalmotorcyclemuseum.co.uk

Reference—<http://www.realclassic.co.uk/norton07062800.html>

ARIEL

STAND 29: Square Fours with 600 c.c. and 1,000 c.c. Engines: Modified Standard and "Red Hunter" Singles and a New Side-valve: Models with the New Spring Frame

The new 600 c.c. "Square Four" is very similar to the well-proved 1,000 c.c. model; in common with all the larger models it is available with a spring frame



ARIEL MOTORS, LTD., Selly Oak, Birmingham. 29. Model "4F Square Four."—599 c.c. four-cyl. o.h.v. Ariel; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 5.4, 6.9, 9.5, 14.4, with foot control; fuel, 3½ gals.; 3.00—20 front and 3.25—19 rear tyres. Price with lighting, speedometer, horn and licence-holder (solo), £82 7s. 6d.

THE 600 c.c. Square Four is reintroduced for 1939, and it has an engine layout similar to its 1,000 c.c. brother. The monobloc engine has two geared crankshafts, plain big-end bearings and totally enclosed push-rod-operated valves. A separate compartment adjacent to the crankcase houses the crankshaft gears.

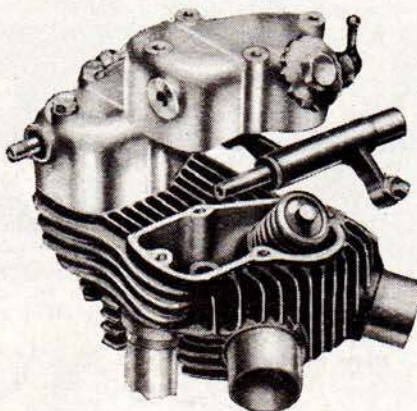
The front forks have auxiliary damping



A new type of rear number plate with a streamlined lamp has been standardised for 1939

3¼ gals.; 3.00—20 front and 3.25—19 rear tyres. Price with lighting, speedometer, horn and licence holder (solo), £71 7s. 6d.

Always popular among sporting riders, the new 500 c.c. "Red Hunter" is now even more attractive. Modifications have been made to the timing gear and piston,



How the valve enclosure is carried out on the o.h.v. singles

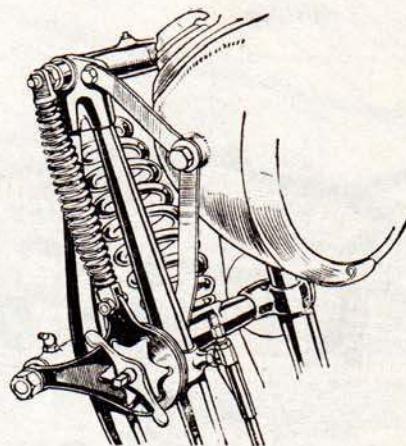
and the new handlebar and front fork springs are fitted. This model has fully enclosed and positively lubricated valve gear with quickly detachable screw-in caps that provide easy access to the rocker adjusters. Another feature, now

springs, and the new tapered handlebars are rubber mounted.

A spring frame of ingenious plunger-cum-link type can be fitted at an extra charge of £10 to this and all other models except the two-fifties. This frame is illustrated on pages 676-677.

Similar in general design, the 1,000 c.c. model can be obtained in standard and de luxe forms. The major difference between these two machines is in the specification. For instance, the de luxe model has a quickly detachable rear wheel, valanced mudguards, a larger tank, a saddle backrest and a prop stand.

Model "VH Red Hunter."—497 c.c. single-cyl. o.h.v. Ariel; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 4.7, 6.0, 8.0, 12.6, with foot control; fuel,



Auxiliary damping springs are now used on the front forks of all machines over 250 c.c.

well known, is the remote clutch housed outside the primary chain case.

The 350 c.c. "Red Hunter" is similar in its essentials to the 500 c.c. model, and is priced at £63 2s. 6d. with full equipment. Single- or two-port cylinder heads are optional.

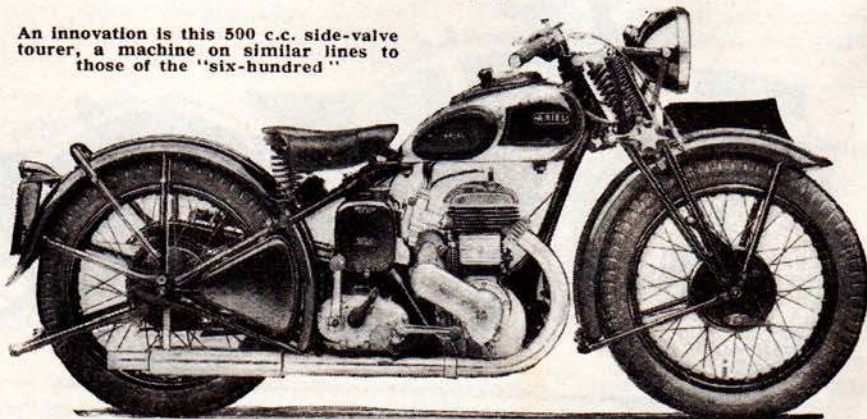
Two standard models in these capacities are available for riders desiring more of a touring-type performance. Both have two-port cylinder heads and an all-black and chromium finish.

Model "OG de Luxe."—249 c.c. single-cyl. o.h.v. Ariel; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 6.5, 9.2, 11.7, 19.4, with foot control; fuel, 2½ gals.; 3.00—20 front and 3.25—19 rear tyres. Price with lighting, speedometer, horn and licence-holder (solo), £51 2s. 6d.

This model in its redesigned form is creating considerable interest. The new frame and forks are lighter than formerly, and the wheelbase is shorter. Outwardly the engine appears similar to last year's edition, but it has greater efficiency. There is also a "Red Hunter" on similar lines, which, with full equipment, costs £56 2s. 6d.

Two side-valve Ariel models are shown, the 600 c.c. at £63 2s. 6d. and a new five-hundred at £60 2s. 6d., fully equipped.

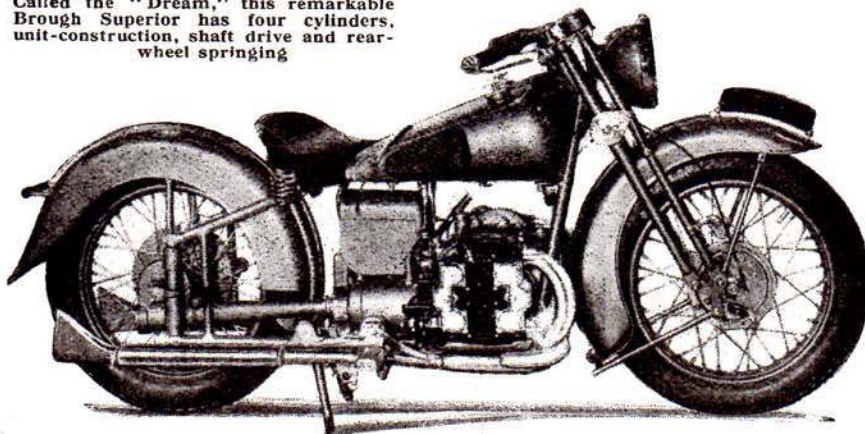
An innovation is this 500 c.c. side-valve tourer, a machine on similar lines to those of the "six-hundred"



BROUGH SUPERIOR

STAND 12a: The Sensation of the Show—The New Spring-frame "Dream" with a Strikingly Original Four-cylinder Engine and Many Interesting Features: Luxurious Side- and Overhead-valve Big-twins

Called the "Dream," this remarkable Brough Superior has four cylinders, unit-construction, shaft drive and rear-wheel springing



GEORGE BROUGH, Haydn Road, Nottingham.
Model "Dream."—996 c.c. four-cyl. o.h.v. Brough Superior, with spring frame; dry-sump lubrication; magneto ignition; shaft drive; gears, 4.2, 6.5, 8.4, 12.6, with foot control; fuel, 4½ gals.; 3.50—19 front and 4.00—19 rear tyres. Price with lighting, speedometer, horn and licence-holder (solo), £185.

ONE has become used to a glittering array of Brough Superior machines, but this year George Brough has surpassed himself. All his famous models are there, just as bright and practical as ever, but their thunder is stolen by the presence of his new four-cylinder model, the "Dream."

It may be true that "all is not gold that glitters," but in this case even the gold finish is matched by the brilliance of a design of absorbing interest. The power unit virtually consists of two engines geared together with their cylinders set across the frame. The engine is admirably cooled and particularly compact, while the arrangement provides an unusual degree of accessibility—the overhead-valve gear, the cylinder heads, the two carburettors, and the Magdyno are easily reached without disturbing any item other than that one wishes to inspect.

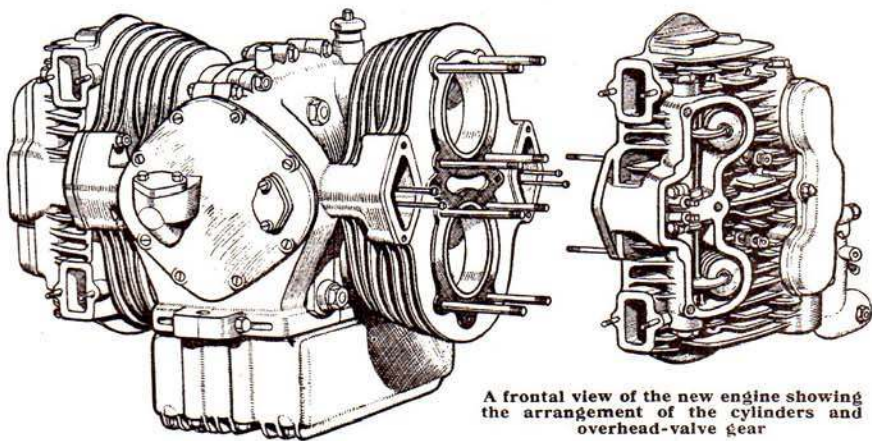
The engine, with its geared crankshafts, bristles with novelty, but interest does not stop here. In unit with the engine is a three- or four-speed gear box from which an enclosed worm shaft is taken to the worm wheel in the rear hub.

Other points that are attracting interest

are the rear wheel suspension, the method of removing the rear wheel, the re-designed Castle forks, the ball-mounted head lamp, the concealed tool box, and the special sidecar attachment and chassis designed for this machine.

Model "SS80 Special."—990 c.c. twin-cyl. side-valve J.A.P.; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 4.23, 5.2, 8.23, 11.5, with foot control; fuel, 4 gals.; 3.50—19 front and 4.00—19 rear tyres. Price with lighting, speedometer, horn and licence-holder (solo), £99 15s.

The "SS80 Special" is the lowest-priced machine in the Brough Superior range, but it embodies most of the refinements found on the others. Its engine, although very powerful and capable of a fine performance, is probably one of the most silent on the road. The spring frame and trailing-link forks are not included, but, in common with all Brough Superiors, this model is planned on luxurious lines and is finished in black and chromium. The range is completed by an "SS80" in de luxe form, the famous 990 c.c. overhead-valve "SS100," and the equally well-known 11/50 side-valve.



A frontal view of the new engine showing the arrangement of the cylinders and overhead-valve gear

DAYTON

STAND 49: Robust Motor-assisted Bicycle with Villiers Engine, Large Fuel Tank and Internal-expanding Brakes

DAYTON CYCLE CO., LTD., Dayton Works, Park Royal Road, North Acton, London, N.W.10.

Model Motorised Bicycle.—98 c.c. single-cyl. two-stroke Villiers; petrol lubrication, flywheel-magneto ignition; all-chain drive; 2in. tyres. Price, with lighting, horn and licence-holder, £17 17s.

THE manufacturers of the Dayton have been making various types of motorised bicycle since 1913. The model exhibited is a robust machine embodying the well-known 98 c.c. Villiers unit. Pedalling gear is fitted and the engine is suspended from a sturdy bracket which gives great rigidity to the frame.

In several ways, the Dayton indicates that its designer has realised the desirability of heavier construction than is followed in ordinary cycle practice. A good feature is the use of 2in. section tyres. The tank holds 1½ gallons and both wheels are fitted with cable-operated internal-expanding brakes.



The Dayton motorised bicycle is notable for its sturdy construction

NORTHEAST RIDE 15TH SEPTEMBER

Weather forecast for Sunday-- showers --bugger.

Woke up about 7 -- fine -- good.

7.30 started to rain -- more bugger. Hope it is only a shower!

The rest of the day we managed to miss the heavy showers, only had the odd spot. I didn't do an accurate head count, but just before we left Pelican Plaza there were 16 bikes and we picked up several more at Gumeracha. We didn't have the marshal vests so it was decided that if you didn't want to marshal drop back, this seemed to work OK.

The 9.30 start was a bit earlier than normal, and some thought it was because I would be leading the ride on the New Imp and I wanted to get home before it got dark, but the fact was I thought with old bikes, old bodies, weak bladders and cold weather a number of regroupes would be necessary.

Just before reaching Williamstown the road was very wet and I wondered how Bob Gill had got on with the belt drive, it turned out there wasn't a problem as the road was flat.

This section of the ride wasn't long enough for Bob W. and he rode past our stop in Williamstown and kept on towards Lyndoch, he was rounded up and brought back. We reached Mt Pleasant about midday for a lunch stop, where a few members who couldn't make the start were waiting.

After the lunch stop many went their own way and from Gumeracha only 9 continued on the last leg through Lobethal to Tea Tree Gully. The only problem I heard of was the Velo which had an easy ride back on the backup after running out of fuel, must remember no fuel stations open after Birdwood on this run.

If there were an award for the best machine on the day I would have to vote for the wonderfully presented Pope, what a magnificent bike.

Thank you those who corner marshalled and Daryl who drove the backup.

Hunter S.

Eastern hills ride entrants organised by Dave Holbrook 15-9-13

Name Year Make Solo/Outfit & first time out FTO

Bob Gill 1913 BSA Solo

Charlie Tuckey 1913 Pope

Rob Smyth 1929 AJS

Ed Sanders 1938 Norton

Lyndon Rogers 1948 Vincent F.T.O.

Bruce Lehmann 1948 Ariel

Mal Mackay 1951 BSA F.T.O.

Graeme Bartlett 1952 Norton

Bob Whitehead 1953 BSA

Peter Arriola 1955 AJS

Brian Forth 1957 Triumph

Paul Knapp 1957 Triumph

Dave Holbrook 1958 Ariel

Dave Jackson 1959 Triumph

Andrew Dansie 1960 Velloccette

Les Wilson 19?? Moto Guzzi

Dean Govan 1981 Honda

Roger O'Loughlin 1984 Suzuki

Andrew How 1990 Yamaha

Geoff Anderson 1992 BMW

Ian Hese 1996 BMW

Bob Frankham 2003 Honda

Harry Richards 2008 Yamaha

John Mills 2012 Kawasaki

Pud Freeman 2013 Yang Shen

Daryl Rosser Back-up trailer

Eastern Hills Run - 27th October 2013 – Balhannah Hub Rally

Adelaide riders form up at the Feathers Hotel Greenhill road at 9.00 for a 9.30 depart.

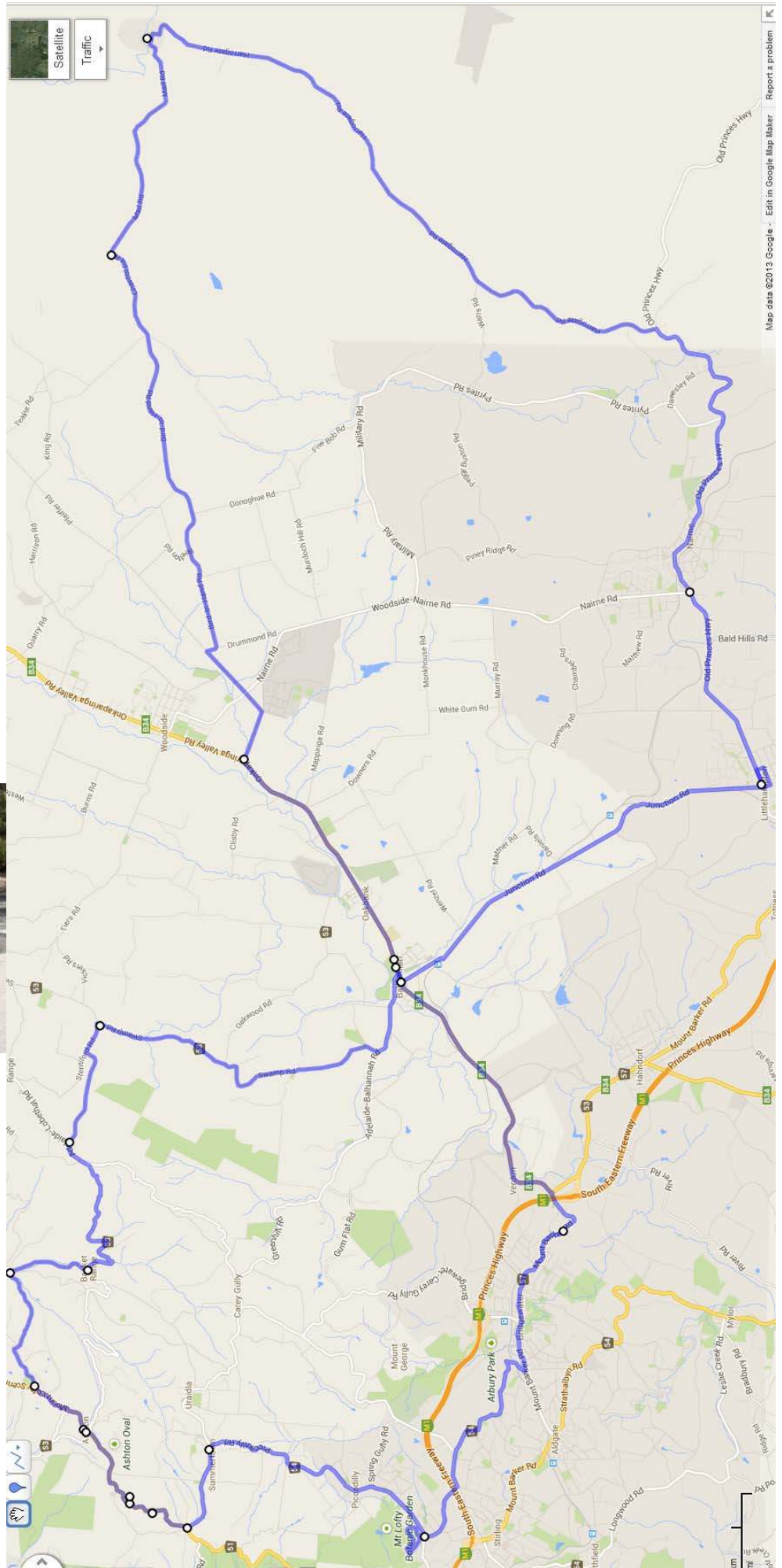
The run, proper departs from Balhannah oval at 10.30 and heads to Summertown for morning tea via the Old Mt Barker and Piccadilly roads.

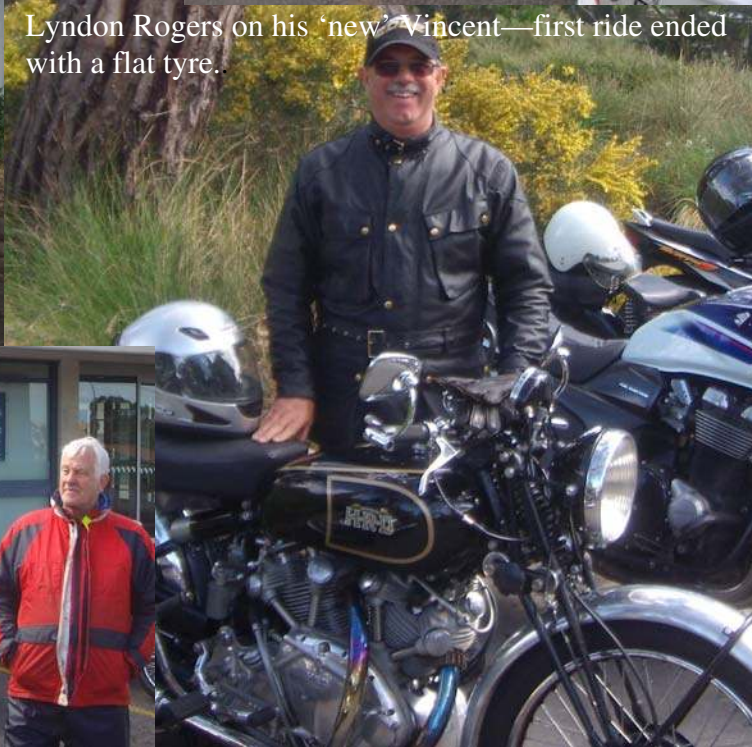
After a sausage roll and a cup of tea we head back to Balhannah via Ashton, Marble Hill, Basket range and Swamp Road. Morning loop around 50 km.

After lunch, those up for an afternoon ride head off at about 1.30 to Harrogate via Woodside. We'll regroup at Harrogate at the usual spot and return to Balhannah via Littlehampton.

Afternoon loop around 50 km.
Hahndorf, Littlehampton ,
Harrogate, Woodside ,
Summertown, Piccadilly,
Balhannah

Dan Moriarty organiser





Lyndon Rogers on his 'new' Vincent—first ride ended with a flat tyre.



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