



SMOKE SIGNAL

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SOUTH AUST. 5112

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



This is Cockington in Devon England, see page 3 for today's view

Our Club Proudly Supported by

**PARADISE
MOTORS** 
MAZDA

Trophy presentation night— 10th June—Basket supper night

AGM & General meeting night—9th July

Special General Meetings—Proposed changes to
Constitution from FHMV and Dept of Consumer & Busi-
ness Affairs—1st reading July 9th—AGM

May 2014

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;	

2013-2014 Committee.

PRESIDENT.
VICE PRESIDENT.
SECRETARY.

Brian Forth
Bob Gill
Bill Lorimer

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TREASURER.
CLUB Run Coordinator.
LIBRARIAN.
RECORDS OFFICE.
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 - forth@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 forth@picknowl.com.au

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Presidents report.

Members.

The committee has arranged for the following venues to be available for the payment of subscriptions and annual Log book endorsements.

They will be the **18th May Payneham RSL clubrooms 0930-12 noon**, and **1st June CCC Clarke Avenue Glandore 0930—12 noon**. These were the only days available for this purpose.

Members are to use the appropriate car parks.

See page 15 for the information of what you are required to bring on those days.

There will be **NO club run on Sunday 18th May**, there is nothing stopping members from riding to Payneham then going on a ride afterwards.

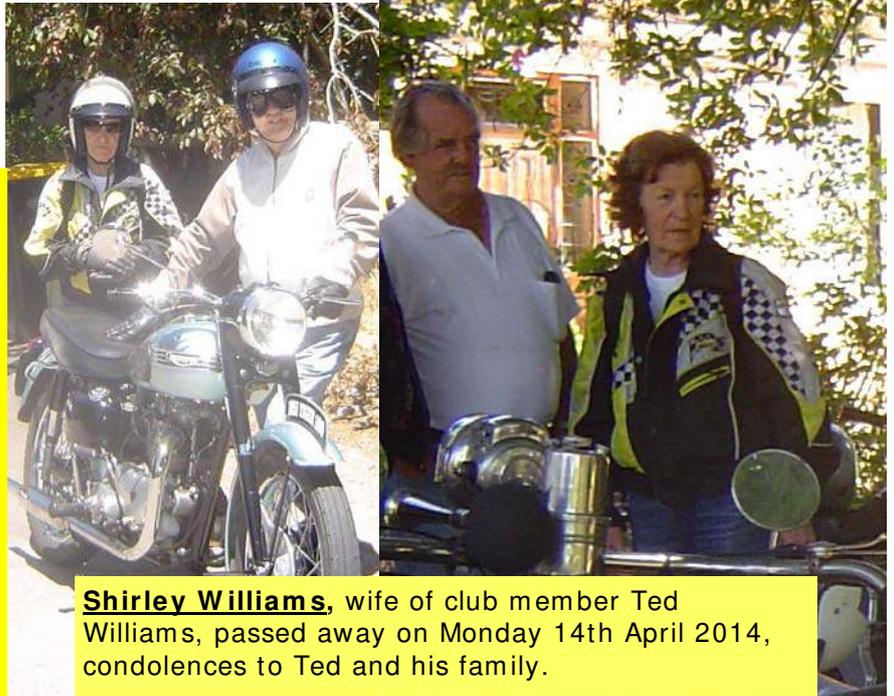
60th rally committee has had it first meeting and is now working on the program for this event.

Brian Forth. President.

AJS & Matchless Owners Club Jampot Rally.

To all V&V Club Members. Most of you will be aware by now of the up coming AJS & Matchless Owners Club Jampot Rally in the Barossa Valley toward the end of October this year. As some of our Members kindly obliged in 2003 for this event we are again seeking the assistance of Members who might like to provide a loan machine to interstate and international entrants who for some reason may not be able to bring with them a machine to ride. If you could oblige please contact me -Brian Kuerschner if you think you might like to assist in this way. As has been done in the past every care will be taken. Any questions can be directed to **Brian K at 0418854565** or nipper@nipper.net.au

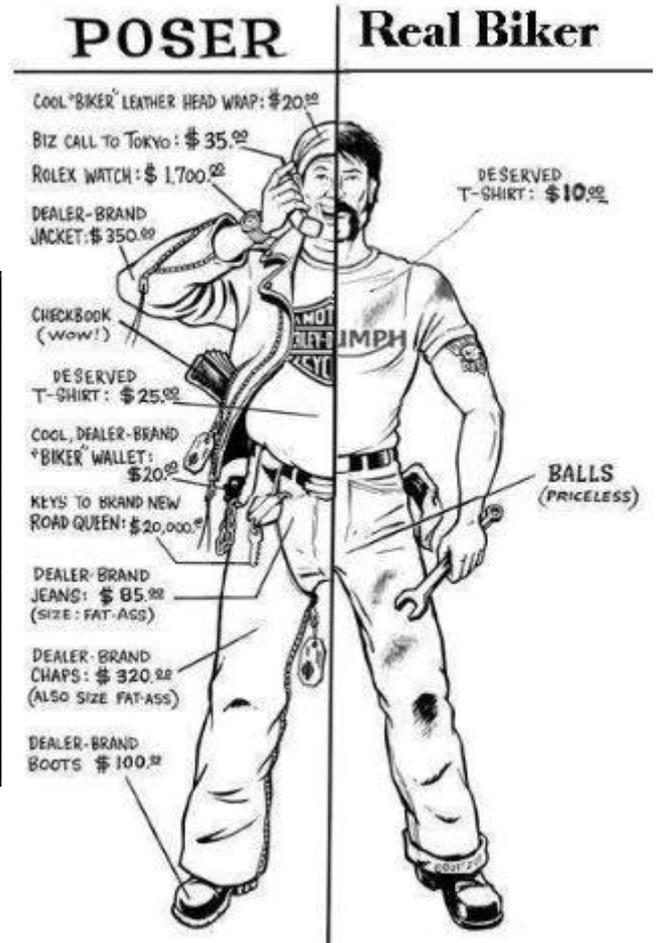
**Brian Kuerschner
Rally Coordinator.**



Shirley Williams, wife of club member Ted Williams, passed away on Monday 14th April 2014, condolences to Ted and his family.



**From the front cover photo -
This is Cockington Devon today**



VMCCSA Committee Meeting 28th April 2014 at Goodwood rooms.

In Attendance. Brian Forth, Bob Gill, Paul Knapp, Daryl Rosser, Ray Collins, Ian Hese, Les Jolly and Bill Lorimer.

Apology from Terry Rowe.

Minutes of March meeting presented as published in the Smoke Signal. No discussion. Acceptance moved Ray Collins, Seconded Ian Hese Carried.

Treasurers Report. Presented by Bill Lorimer. No discussion Acceptance Moved Paul Knapp, Seconded Daryl Rosser.

New Members. New application received from Garnet Beresford. Memberships for Peter Noskovic and Jake Bonnici ratified.

Correspondence In.

- 1 Numerous subs renewals.
- 2 Account from MTA for printing of Smoke Signal.
- 3 Letter from DPTI , Registration & Licensing re their errors in dating three machines.

Correspondence out. Sympathy card sent to Ted Williams at the death of his wife Shirley.

Emails In and Out.

- 1 From Westpac Bank re account.
- 2 From Paul Blank re Celebration of the Motor car on 27th April.
- 3 From Northern Drag and Motorsport Assoc re their next Muscle Car Sprints 4th May at Kadina.
- 4 From Steve O describing his reprints of Vintage Motorcycling books.
- 5 From Peter Mount expressing thanks from the MRA for the donation of our tent.

Publications Received.

- 1 MAPS Review from Maitland.
- 2 The Throttle Lever from Newcastle VMCC.
- 3 Energette from Norton MCCSA.
- 4 The Vintage Motorcycle from the UK.

Runs Rides and Events

Brian Forth and Paul Knapp gave an overview of the Easter Sunday Eastern Hills Ride, report in magazine.
18th May Log book day at Payneham RSL, 9-30am to 12-00 noon—no club ride.
1st June Log book day at CCC Clubrooms at Clarke Ave. Glandore 9-30am to 12-00 noon.
15th June Potato Day at Bushland Park Lobethal, Malcolm Gray organiser. Ride to leave from Pelican plaza.
20th July Museum ride in, no destination finalised yet.

General Business.

Paul Knapp provided a list of FTO recipients and other trophy winners and there was some discussion re eligibility criteria.
Bill Lorimer moved a motion that the rules applicable to club rides/runs for trophy eligibility to be decided by the committee and be printed as part of the Club Rules, Seconded Ray Collins, Carried.
Ray Collins recounted the problems encountered with the Tilbrook kick-start lever and the eventual fix, hence no-show at Moseley Square display.
Daryl Rosser reported on his attendance at the All British Rally at Newstead in Victoria.
Bob Gill spoke in detail about Historic Rego, the annual requirement of statutory declaration and when inspections will be completed.
Meeting Closed 9.15pm.

*Don't worry about the world coming to an end today.
It's already tomorrow in Australia!"*



'In search of'.

An acquaintance by the name of John Fisher is looking to re-establish contact with a chap he met at the recent Mt. Barker 'Power of the Past' event. Their topic of discussion was in reference to a 1913 BSA motorcycle. If this unknown person recognizes this notice could be in touch with John at Second Valley by phoning 85984035 John would be most grateful. From Brian Kuerschner

Minutes of VVMCCSA General Meeting 690, at Payneham RSL, 8th April 2014.

Meeting opened at 8:00 pm, Brian Forth chaired the meeting

Visitors-Garnet Beresford and Stephen Kelly (TRISPARK).

Who are We. David and Marge Hooper and little one is Stephen.

Minutes of March meeting presented as printed in the Smoke Signal, Acceptance moved by Marie Hurley and seconded by Dean Govan, Carried.

Treasurers Report presented by Terry Rowe Acceptance moved by Barry Carlisle and Seconded by Ray Collins, Carried.

New Members. Membership presented to Ian Knowles, Bradley Jones and Wayne Lawson. New application read out Jake Bonnici and Peter Noskovic.

Correspondence In.

1 Cheque Account statement from Westpac.

2 Flyers from Strathalbyn Swapmeet.

3 Donation request from Salvation Army Red Shield Appeal.

Emails In and Out.

1 Wayne of Tassie Tourist Options offering organised Motorcycling tours in Tasmania.

2 From Ron Flack who has a Ariel Leader 1962 for sale.

3 From Mathew Croucher re 1920's party at the Rendevous Hotel 10th April , reply sent.

4 SA Community re updating of Club Data.

5 From Denis B re Moseley Sq. Display.

6 To Payneham RSL re Log Book Day booking (18th May).

7 From Craig Andrews with image of cast figure requesting identification.

8 From Phil Jenner re. membership list information.

9 From and to Dean Govan re proposal for possible constitution changes.

Publications Received.

1 The Throttle Lever from Newcastle VMCC; 2 The Bulletin from Veteran Car Club SA.

3 Exhaust Notes from VMCC Vic; 4 Vintage Chatter from VMCCWA;

5 The Radiator from Riverland V&CCC; Acceptance Moved Peter Grace , seconded Brian Kuerschner, Carried.

Runs, Rides and Events.

20th April Eastern Hills Ride, Depart Feathers Hotel 9:30 am, to Balhannah and Birdwood, 78kms.

18th May Log Book Day at Payneham RSL;

1st June Log Book Day at Triple CCC Clubrooms at Glandore.

15th June Potato Day at Bushland Park , Lobethal , Ride from Pelican Plaza.

General Business.

Robert (Pud) Freeman outlined activities of Classic Owners Club.

John Byles spoke on behalf of the Ariel Club recent rally.

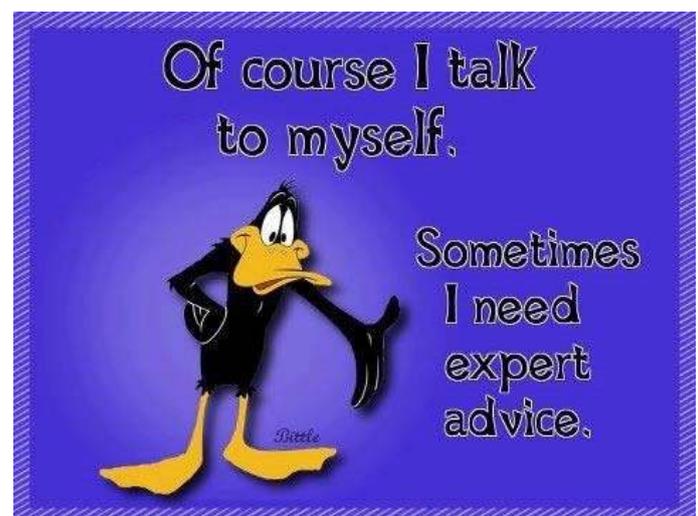
Rob Bergin spoke re 60th Anniversary Rally Committee.

Rob Smyth spoke some anecdotal words re his recent law enforcement experiences.

Stephen Kelly from TRISPARK gave a presentation re his Solid State Ignition system, very informative and generated considerable interest amongst the members, his company is based here and the units are made here, for any further info contact him, he will be pleased to hear from you.

Buy Swap and Sell read to the members.

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; 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

1996 Kawasaki KLR250, 25000km, new tyres, kick start only; \$2100 ono; Colin Behn 0407070287 (Feb14)

Swastika tanks transfers—two (2) pair of \$40; Jim Spratt 82764349 (April4).

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; (May 14);

1937 Motorcycle Club of South Australia year book by Wal J Murphy, 65 pages good condition, Jim Spratt 892764349 (April14)

Whitworth Spanners, 10 sockets, 3/16 to 9/16. 4 rings, 1/4 to 9/16. \$60. Peter Wilksch. 0431 53010 82696894 (Mar14).

AJS 1950 competition 350CC, alloy motor, eng nr G1052 50/16m, 1954 frame, dismantled, comp magneto, no generator \$2800 Ono; Don Raethal 0402 355 799 (April14)

2007 Triumph Bonneville, 31,500km, S/A YZR034, lots of extras \$10,500 ono. Paul Wallis 0449737945

Harley Davidson WLA clutch hub wrench, new production \$130; Paul Wallis 0449737945

Honda motorcycle—give away front plastic mudguard; Bob Tilbrook 82618808 (May14)

Engineers work bench. 1800 X 770 X 950 high with shelf underneath. Heavy 2" angle iron construction with sheet steel covered top and shelf. Bargain \$175. Enq. Paul Knapp 82430130 (May14)

Avon Safety mileage Mk2 400x19 tyre/tube (brand new) normally \$210—sale \$170 Brian Forth 0409514213

Wanted.

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

1929 Douglas—headlight brackets to suit; Garry Harding 0448644999 (May14)

BSA 1937 350cc Empire Star HB24—wanted 20 inch front rim; Simon Mussared 0422090701 (May14)

AJS 1929 M4 350cc s/ v—wanted any parts for AJS please; Jim Mottillo 0412830593 (May14)

BSA m20, rear wheel assembly, Mike Schell 0403 250 505 (April14)

Triumph 1960-62 duplex, wanted oil tank and tool box; also set of alternator crankcases; also alternator chain case for same; John Williams 0477879515—82664352 (May14)

1954 Excelsior Roadmaster—still looking for a sleeve nut for the front axle; Doug Norrie 0405 207100 (May14)

This mascot was emailed to the club, enquiring if any member knew what it might be.

Bill Giamos replied— *I can identify that this quite worn item is in fact a depiction of "Hermes" a Greek mythological god, that had a helmet with wings and wings on his sandals. I have no idea what it came off of, did the Greeks ever manufacture motorbikes? It may just be a desk ornament or some kind of trophy or award.*

Any further ideas please, it appears of have a spike at the bottom for mounting.

Some say on a Mercedes car?



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.

2014 events.

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

May

13th **General Meeting 691** Payneham RSL.

**** 18** **Payneham RSL clubrooms**—log book and subscription day—**NO CLUB RIDE**

June

1st **CCC clubrooms Clarke Ave Glandore**—log book and inspection day

10th **General Meeting 692** Payneham RSL Clubrooms. **Trophy Presentation & basket supper**

**** 15** **Bushland Park—Lobethal potato day.** Malcolm Gray organizer. Menu TBA

July

8th **General Meeting 693** Payneham RSL clubrooms + **Annual General Meeting.**

**** 20** **Museum or ride**—depending on the weather conditions.

August.

12th **General meeting 694.** Payneham RSL Clubrooms.

**** 24th** **Southern Vales—Tiddler run** with a **Southern style BBQ** afterwards

September

9th **General Meeting 694.** Payneham RSL Clubrooms.

**** 21st** **North or North East ride**, unknown destination.

October

14th **General meeting 695,** Payneham RSL clubrooms

**** 19th** **Dan Moriarty annual eastern hills ride.** Starting from Feathers Hotel

24-25-26th—Down Under Jampot Rally based at Caravan Park in Nuriootpa— Brian Kuerschner organiser

2014- Invitational Events –too numerous to mention, see Committee and General meeting minutes for information. (**Not club runs, but members are welcome to join them**)



Down Under Jampot Rally on 24th, 25th and 26th October 2014 .



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, check this site - <http://www.bevenyoung.com.au/car.htm>

HAHNDORF-	19th January 2014	Victor Harbor	2nd February
Lockleys school	2nd February 2014	BALLARAT –	22-23 February 2014
CAMPBELLTOWN –	9th Mach 2014	CLARE–	16th March 2014
WOODSIDE –	30th March 2014;	NARACOORTE	3-4-5TH May 2014;
SEDAN –	15th June 2014.	KAPUNDA-	25th May 2014;
ANGLE PARK/ Dry Creek	27th July 2014;	WILLUNGA –	17th August 2014;
GAWLER -	21st September 2014;	VVMCC MOTORCYCLE ONLY	5th Oct 2014.
STRATHALBYN –	19th Oct 2014;	BENDIGO –	17-18th Nov 2014;
GAWLER Motorcycle expo	- 18 Nov 2014		

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).**

Geoff Thompson, 'Chook', Pud Freeman and Roger O'Loughlin

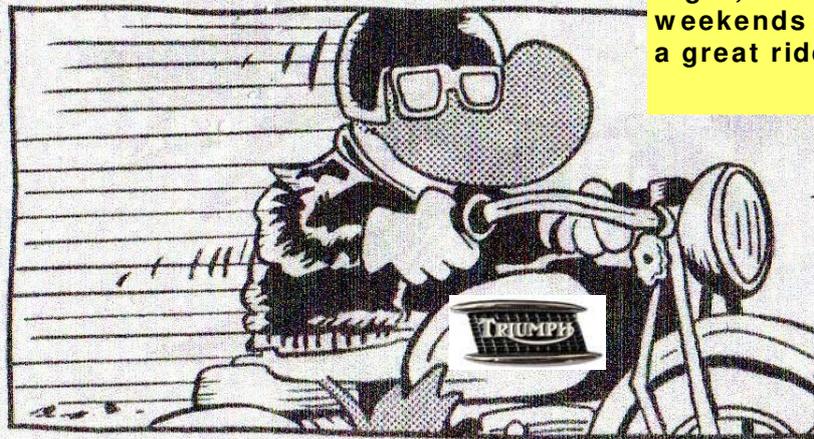


Paul Knapp and

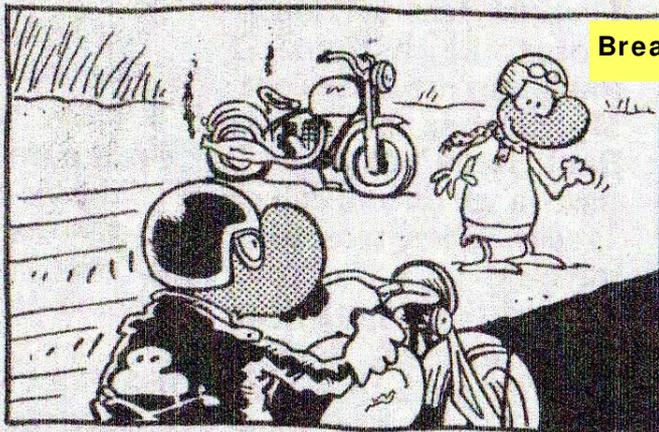


SWAMP

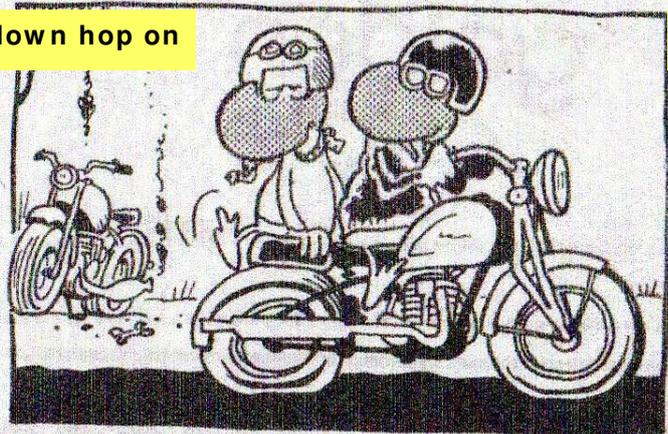
By—Paul Knapp



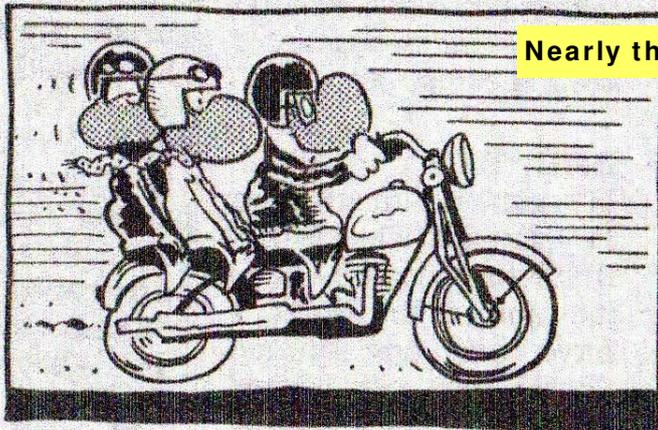
Right, we a weekends a great ride



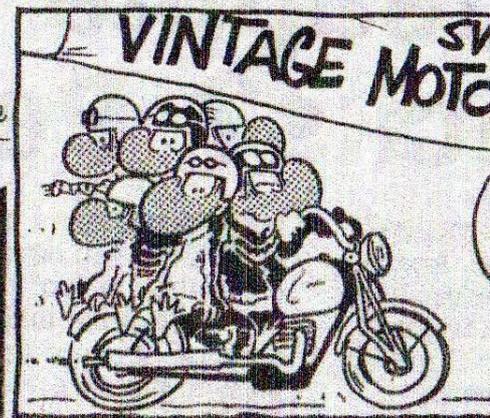
Breakdown hop on



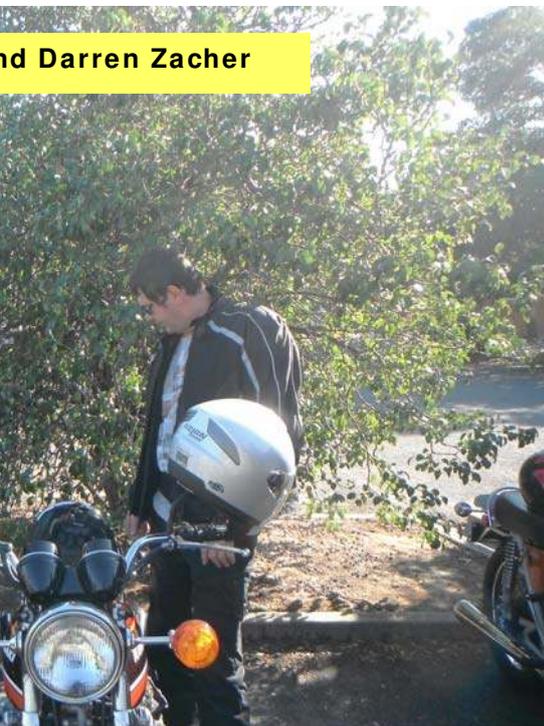
What ano



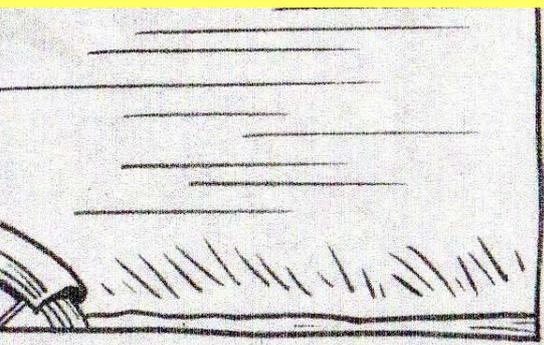
Nearly there



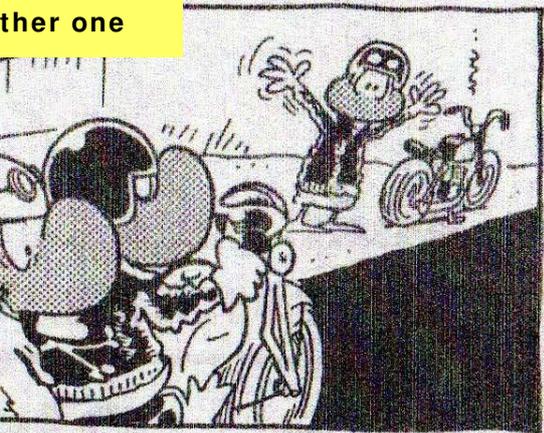
and Darren Zacher



are off to the starting place for this VVMCCSA rally, gee it is going to be— what's it that up in front of me?

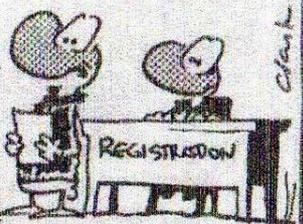


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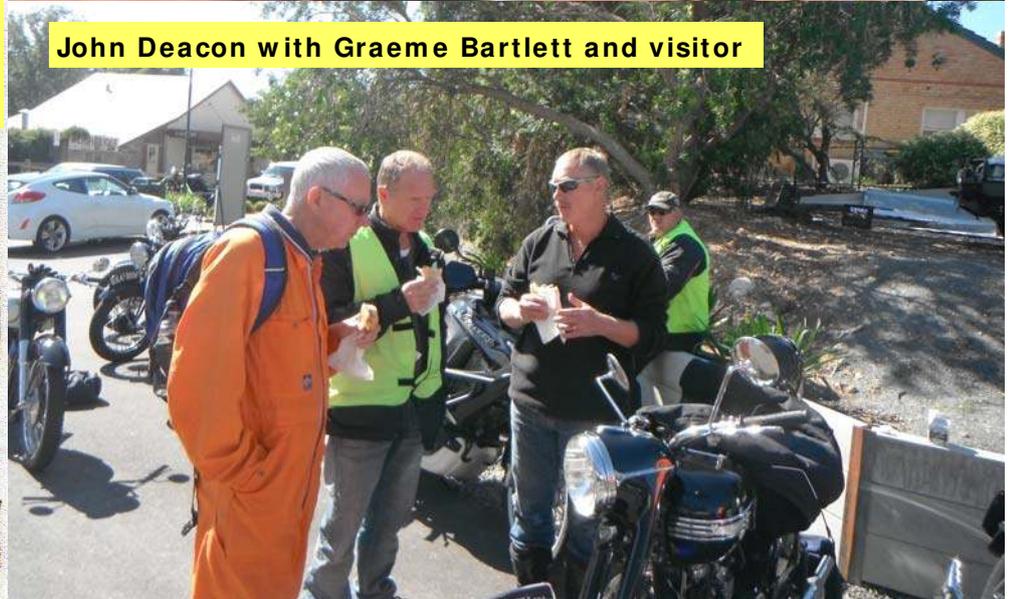


WAMP
OR CYCLE RALLY

HERE
THEY
COME!



Roger O'Loughlin with Lynn and Darren Zacher



John Deacon with Graeme Bartlett and visitor



Eric Harrison somewhere in South Australia 1934

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

Who are we?



April magazine.
The photograph is of David and Margery Hooper - and a very young Stephen Hoper.

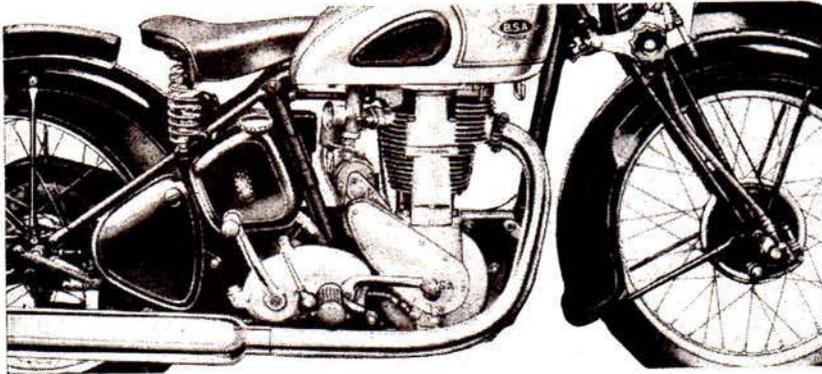
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MOTOR TRADE ASSOCIATION

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SOUTH AUSTRALIA

MOTORCYCLE
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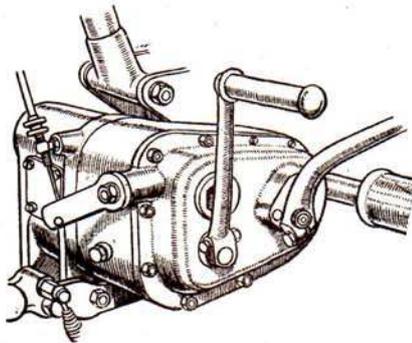
STAND 12: High-performance "Gold Star" the Big Attraction of a Comprehensive Range: Fully Equipped Models for the Sportsman and Tourist: New Inexpensive o.h.v. Two-fifty



An aluminium cylinder and cylinder head are employed on this 500 c.c. "Gold Star" model, which is designed as a fast super-sports mount

B.S.A. CYCLES, LTD., Small Heath, Birmingham, 11.
Model "M24 Gold Star"—496 c.c. single-cyl. o.h.v. B.S.A.; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 4.8, 6.3, 9.9, 14.5, 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), £80.

WITH models from 250 c.c. to 1,000 c.c., and including sports, touring and "competition" types, there is indeed something for everybody in the B.S.A. range. The feature of this range is that



A very neat gear box with enclosed clutch mechanism is now fitted to the light-weight machines

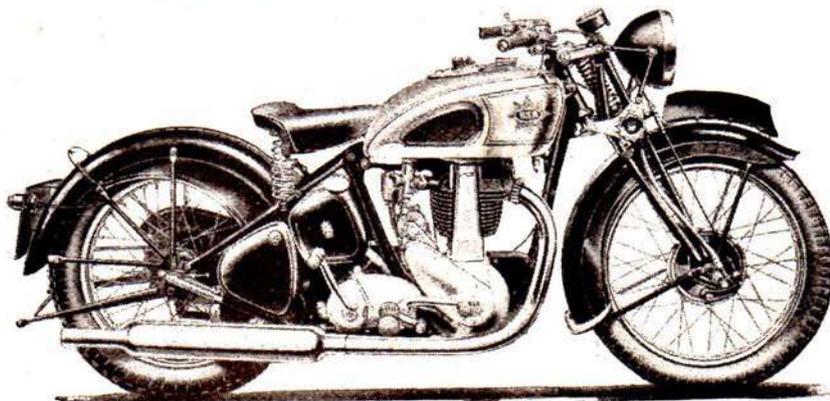


How the overhead-valve gear is arranged on the new, inexpensive 250 c.c. model

there are side-valve examples in each of the sizes, which indicates the growing interest in this type of engine.

The 500 c.c. "Gold Star" is attracting considerable attention. The high-compression engine fitted to this model is a fine example of modern metallurgical progress, with its light-alloy iron-lined cylinder barrel and other "advanced" features. A close-ratio gear box and a smaller tyre section on the front wheel are typical of the sports-type specification. Chromium and silver finish has now displaced the familiar B.S.A. green.

Model "B24 Silver Star"—348 c.c. single-cyl. o.h.v. B.S.A.; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 6.2, 8.1, 12.4, 18.2, with foot control; fuel,

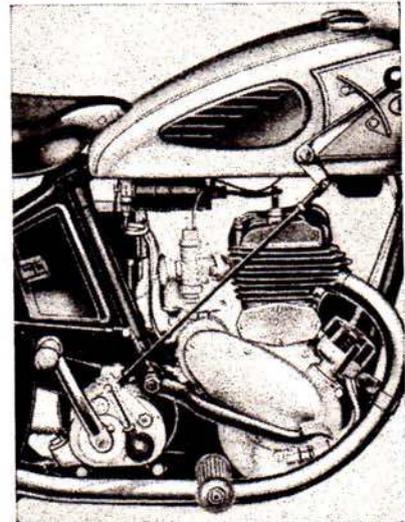


A handsome sporting roadster, the new 500 c.c. "Silver Star"

3 gals.; 3.00—20 front and 3.25—19 rear tyres. Price with lighting, speedometer, horn and licence-holder (solo), £58 5s.

The 350 c.c. "Silver Star," which replaces the "Empire Star," is a well-equipped model with a specification and performance that will appeal to the enthusiastic rider of experience; moreover, the price is very attractive. The cylinder barrel is of the hardened type, designed to resist wear.

Particular attention has been given to



Coil ignition with automatic advance-and-retard mechanism is employed on the side-valve "two-fifties" and on one of the o.h.v. models

the appearance of the "Silver Star"; the tank and wheels have a silver finish, while chromium plating is employed on many of the external parts.

Model "C10 Standard"—249 c.c. single-cyl. side-valve B.S.A.; dry-sump lubrication; coil ignition; all-chain drive; oil-bath primary chain case; gears, 6.6, 9.8, 14.5, with hand control; fuel, 2 gals.; 3.00—19 tyres. Price with lighting, speedometer, horn and licence-holder (solo), £39 10s.

The 250 c.c. side-valve model is a smart little general-purpose mount with a surprising performance. The gear box has been cleaned up externally, and the enclosure of the kick-starter and gear change mechanism has been improved. There is also a slightly more expensive de luxe model of this machine. On similar lines is a new two-fifty with an overhead-valve engine.

A model which has not been previously announced is the M.20, an attractive 500 c.c. side-valve single, selling at the very reasonable price of £58 10s., completely equipped. Single-cylinder side-valve models of 350 c.c. and 600 c.c. are shown, as well as the 1,000 c.c. side-valve twin.

Last year Great Britain exported motor cycles and accessories to the value of over a million pounds. The figures are:—The Dominions and Empire, £620,129; other countries, £106,647.

MY 109 YEAR OLD MOTOR CYCLE.

In May 1968 as a result of an add in the local paper I purchased a motor Cycle in a box, 4ft square and a foot deep. I was very new to old motor cycles and had no idea what it was. I was assured that it was all there even though completely dismantled. It had the name of **Coventry Challenge** on the tank a brand I had never heard of, upon assembly it was an oversized push bike. It took some time to assemble it and finally I had it together.

The question was how do I make it go, the Carburettor, made of diecast was broken, so a new manifold was made so a modern stub carby could be fitted. Then there was ignition, it had a wooden box gadget like a Ford T Coil and a set of points. I didn't know what voltage it was so connected it up to a 6 volt motor cycle battery but no luck. So try a 12 volt car battery and lo and behold it fired. I should explain, no gearbox, no kick starter, with the bike on the stand belt from crankshaft pulley to back wheel one pedalled it like a push bike and suddenly with a bang and lots of smoke it fired, WOW? After playing around and a few adjustments it ran nicely. My first ride was in September 1968 when I rode it 63 miles on a club run to Moana.

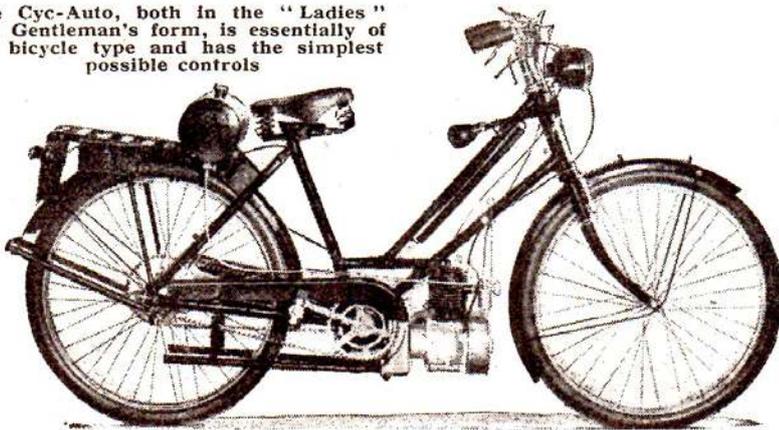
Subsequently I established that it was manufactured by Edmund O'Brien's Challenge Cycle Co in Coventry in about 1905. It has a 500cc side valve Minerva "racing" motor I rode it over 40 times over the following years the last time being in 1998 at the Burra Morgan enactment. **Dean Govan.**



— CYC-AUTO —

STAND 40: Popular Motorised Bicycle Much Improved: Ladies' and Gent's Models with 98 c.c. Scott engine

The Cyc-Auto, both in the "Ladies" and Gentleman's form, is essentially of the bicycle type and has the simplest possible controls



CYC-AUTO WORKS COMPANY, 381, Uxbridge Road, London, W.3.

Model "De Luxe."—98 c.c. single-cyl. two-stroke Cyc-Auto; petrol lubrication; flywheel-magneto ignition; all-chain drive; single speed with hand-controlled clutch; fuel, 5/8 gals.; 2in. tyres. Price with lighting, horn and licence-holder (solo), £18 18s.

ONE of the earliest modern motor-assisted bicycles to be produced, the Cyc-Auto has been steadily improved and is now fitted with a 98 c.c. Scott engine, and for the first time a clutch. In addition, there is a transmission brake which operates when the clutch is disengaged.

Pedalling gear is, of course, retained, and the frame is on pedal-cycle lines. A lady's model is also available.

Both ladies' and gent's models can be obtained with a de luxe specification, which includes a spring front fork and a hub front brake, price £18 18s.

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Police 1957 Triumph motorcycles featuring, Max Arthur Alan Dwyer, Tom South and Gordon Miller

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Old Gold

THE SIDECAR did not miraculously arrive on the side of the motor bicycle. To be accurate, it was the last of a number of experiments towards finding somewhere to carry one's fair lady. When you think about it, a chair stuck on the side of a bicycle is rather ridiculous — at first it was patently obvious that it just could not work at all.

A neat little trailer towed behind the bike was one of the first ideas and it became reasonably popular. The connecting arm caused the demise of many a romance though, because when the arm broke, usually at the swivel link (a frequent occurrence) the unfortunate

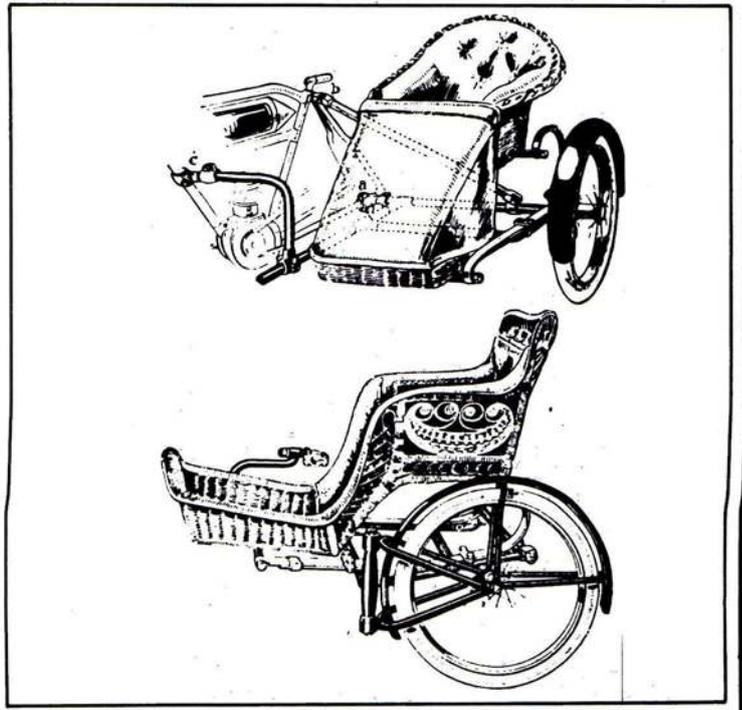
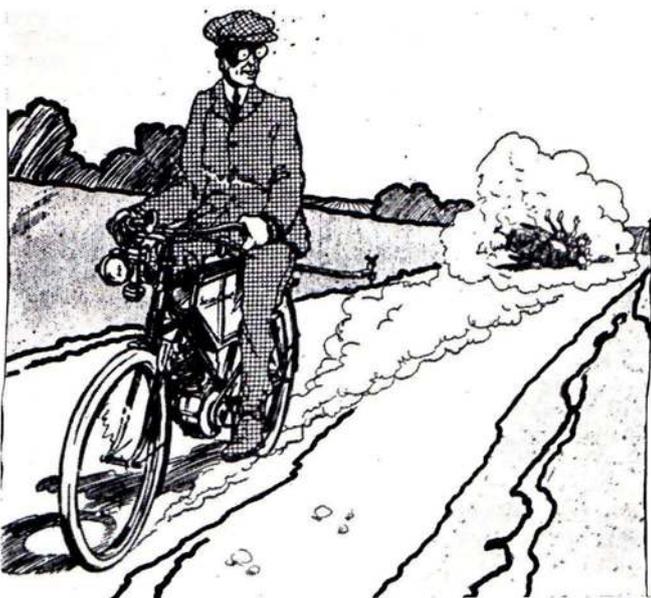
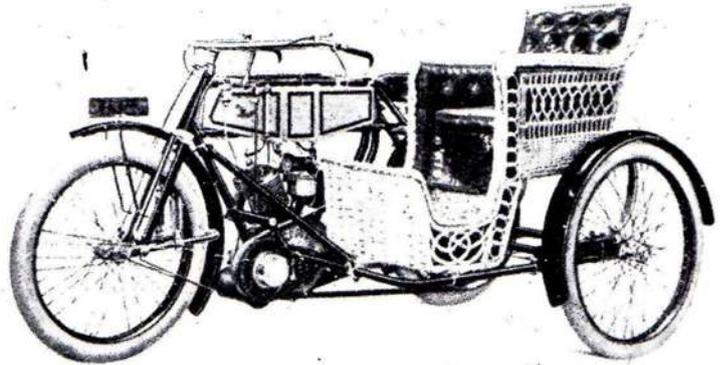
passenger was usually ejected head first into the mud or dust from the open chair. While the young ladies usually survived, the budding romances rarely did!

Then some bright lad thought of removing the front wheel from the bicycle, fitting a pair of steerable wheels with a basketwork chair in between — and called it a forecar. It was a definite improvement. Its main drawback was that on downhill stretches (at a time when braking systems consisted of a kind of drum arrangement on the rear wheel, which in any case disintegrated within a few kilometres when the linings overheated — and a pair of trusty

hobnailed boots needed to be thrust firmly into the gravel) the accepted technique for stopping, slowing and making an avoiding manoeuvre was to steer into the nearest ditch or hedge at the side of the road. With a forecar, of course, the driver was well protected from damage . . .

The photos are some examples of the art of the basket weaver in the early part of the century which even today have a certain amount of grace and beauty. The drawing is from Ixion's book *Reminiscences of Motor Cycling*, showing rather well the demise of one trailer.

PETER JONES



Eastern hills ride to Birdwood and return—Sunday 20th April 2014

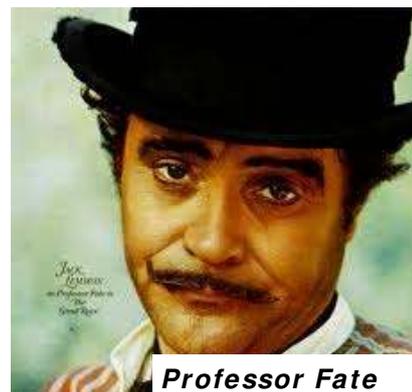
Easter Sunday turned out to be glorious day for a ride through the eastern hills to Balhannah and Birdwood areas.

We gathered at Feathers Hotel car park, had a quick chat about the ride up along Summertown Road to Balhannah oval for a re-group and collection of other members. I lead the way and everything was going fine until 3 kilometers from Balhannah with my Triumph suffered a deflated (ok a flat) rear tyre.

Whilst waiting for Ian Hese back-up trailer, Matthew Croucher on his 1942 BSA wm20 outfit trundled pass and yelled out—'***I have room in the side car***' and laughed loudly as he rode off. On reaching Balhannah, Matt came over to me with that '***Professor Fate from The Great Race***' smile still asked for me to squeeze into his sidecar, I refused because I could not fit. The innuendos continued about my flat tyre and they know a good tyre dealer that could help—referring to my sideline business.

The group rode on while I enjoyed the company of Ian Hese. We noted the large number of campers at Balhannah Oval and other places in the Oakbank racecourse area where the annual Easter horse meeting is held. We rode onto to Birdwood for a stop at the new baker, then along to Cudlee Creek and regroup in Lobethal and finally back to Balhannah. By this time many riders had ventured off home.

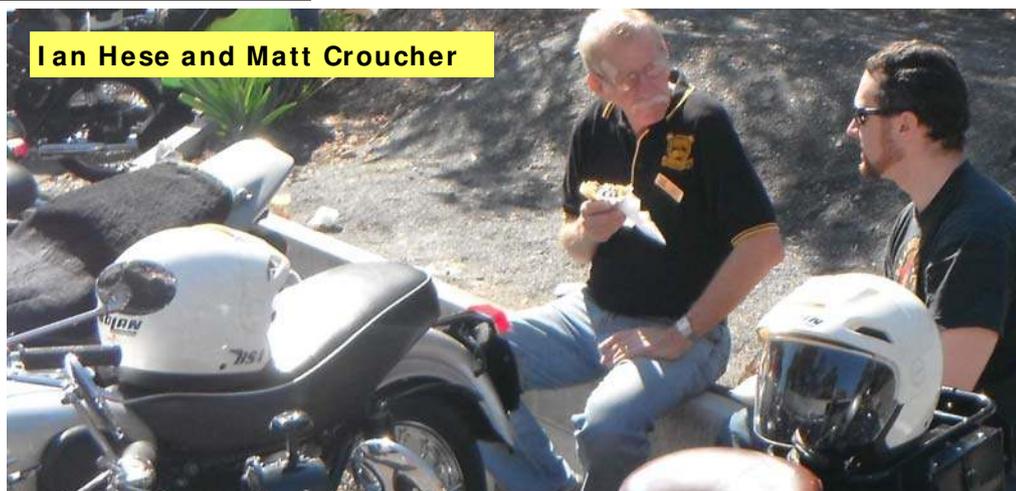
It was an enjoyable ride—drive through the Adelaide Hills, good weather and good company. **Drovers Dog.**



ENTRANTS FOR NORTH EAST RUN TO BIRDWOOD. 20/ 4/ 14

Michael Smyth 1924 AJS
Rob Smyth 1929 AJS
Alf Lear 1948 Ariel O/Fit
Bruce Lehmann 1948 Ariel
Lyndon Rogers 1948 Vincent
Mal Mackay 1936 BSA
Matthew Croucher 1942 BSA O/Fit
Geoff Thompson 1949 Ogar
Paul Knapp 1951 Norton
Graeme Bartlett 1952 Norton
John Deacon 1954 Panther
Peter Arriola 1954 AJS
Kym Moreton 1955 Triumph
Daryl Rosser 1956 Triumph
Brian Forth 1957 Triumph
Denis Smyth 1958 Triumph
John Booker 1958 Triumph
Don Tonkin 1958 Velocette
Dave Jackson 1959 Triumph

Darren Zacher 1974 Kawasaki
Roger O'Loughlin 1989 Suzuki
Pud Freeman 2007 Yongshen
Harry Richards 2008 Yamaha
Ian Rounsevell 1971 BSA -visitor
Ian Hese Back up trailer.



Log book and subscription day—Sunday 18th May.

Members, there is no club run on Sunday because we are having our registration, log book day at the Payneham RSL clubrooms. There is nothing to stop you riding a motorcycle there and heading off for a ride afterwards.

Times - 0930-12noon.

You need to bring the following -

- 1/ 2014-2015 Membership card.
- 2/ Log book for each vehicle.
- 3/ Current Registration papers for each vehicle.
- 4/ Statuary declaration completed which covers all of your vehicles

1st June—CCC clubrooms is the next logbook—vehicle inspection day

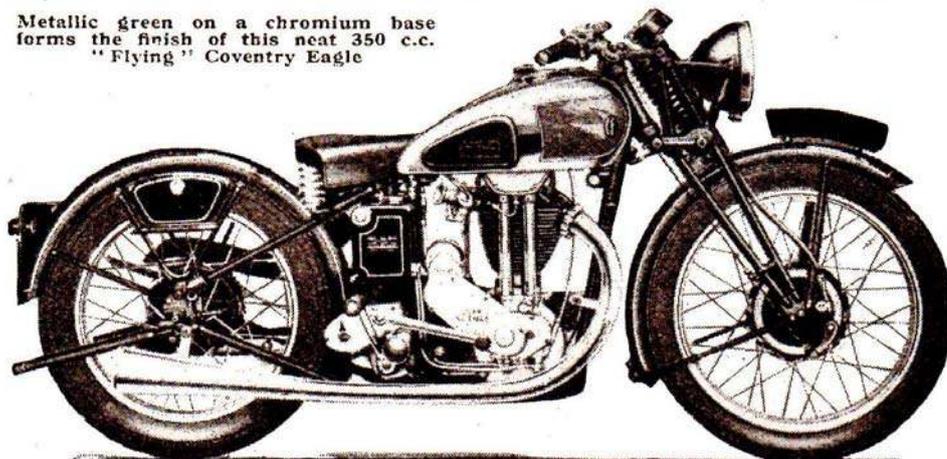
THE MOTORCYCLE

NOVEMBER 10th, 1938

— COVENTRY EAGLE —

STAND 7: Inexpensive Lightweights with Spring Frames and Villiers Engines: Improved "Silent Superbs" and Overhead-valve Sports Models with a Striking New Finish: New Motorised Bicycle

Metallic green on a chromium base forms the finish of this neat 350 c.c. "Flying" Coventry Eagle



COVENTRY EAGLE CYCLE AND MOTOR CO., LTD.,
Bishopgate Green Works, Foleshill Road, Coventry.

Model Q.10—125 c.c. single-cyl. two-stroke Villiers engine-gear unit, with spring frame; petroil lubrication; flywheel-magneto ignition; all-chain drive; gears, 7.8, 12.6, 22.7, with hand control, fuel, 2½ gals.; 2.75—19 tyres. Price, with lighting, speedometer, horn and licence holder (solo), £29 5s.

THE only lightweight machines with spring frames in the Show are to be seen on the Coventry Eagle stand. There are two models, one with a 98 c.c. Villiers engine-gear unit, and the other with the 125 c.c. Villiers unit. Apart from the engines, the machines have similar specifications, which include pressed-steel forks, 2½-gallon petrol tank, legshields, improved silencing, and a larger saddle than before.

The simple spring frame is of the plunger type with a single compression spring on each side of the wheel. Rebound is checked by rubber buffers. For pillion work stronger springs are fitted.

In addition to these two spring-frame models there is a full range of the well-known "Silent Superb" two-stroke models with 98 c.c., 125 c.c., 148 c.c., and 250 c.c. Villiers engines. All have been slightly modified, the chief alterations

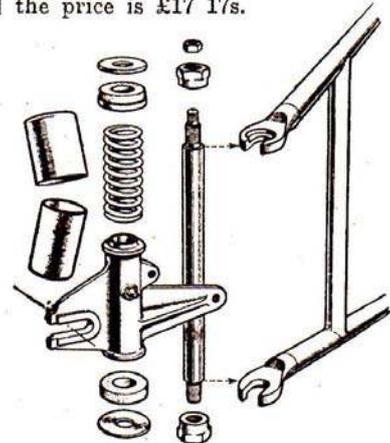
being in the silencing system and the forks.

Model Q.50 "Flying"—500 c.c. single-cyl. o.h.v.; dry sump; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 4.8, 6.5, 8.6, 14, with foot control; fuel, 3 gals.; 3.00—20 front and 3.25—19 rear tyres. Price, with lighting, speedometer, horn and licence holder (solo), £67 17s.

There are also three four-stroke models on the stand, all of which have overhead-valve engines. In specification they are

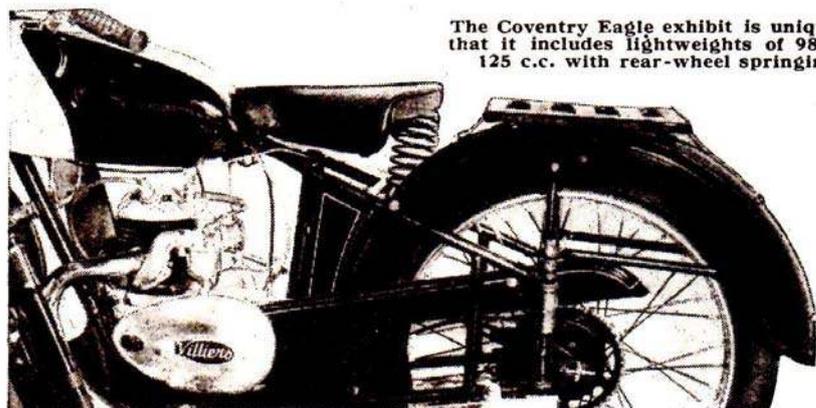
little changed from the "Flying" models of last year, but they have a smart, new finish of metallic green on a chromium base. The two larger models have hair-pin valve springs.

A last-minute surprise is a new motorised bicycle known as the "Autoette." It is fitted with a Villiers unit, and the price is £17 17s.

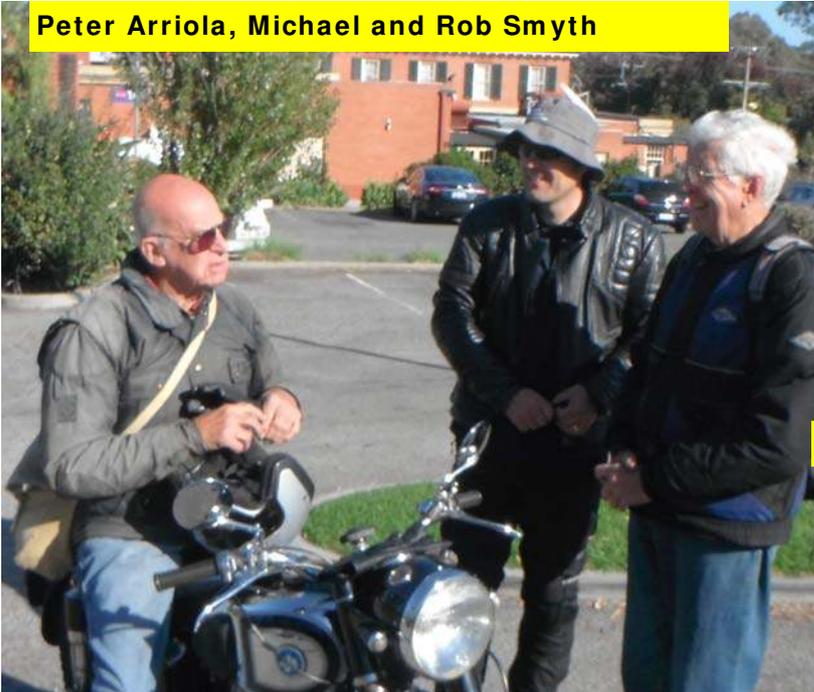


Simple construction of the spring frame that is fitted to the machine illustrated below

The Coventry Eagle exhibit is unique in that it includes lightweights of 98 and 125 c.c. with rear-wheel springing



Peter Arriola, Michael and Rob Smyth



Jim having a meaningful discussion with Beli Benelli

John Booker, Mal MacKay and Russell Sadoroshny



Lyndon Rogers,

Lisa Zacher,

Ian Rounsevell

Kym Moreton

Peter Gouws at Brooklands for a Velocette rally



Ian Hese and Matt Croucher

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