

May 2016  
Number 562

# SMOKE SIGNAL



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



12th July 2016.  
Annual General Meeting

14th June 2016  
Trophy Presentation night & Basket Supper

Daryl Rosser peddling his 1924 AJS;



Ross Weymouth preparing his 1919 Henderson & Bob Gill astride his BMW

Our Club Proudly Supported by



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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;	PAUL KNAPP 2014.

2015-2016 Committee.

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Printer	Trevor Cooke C/ MTA;	0400 447 952.	<a href="mailto:tcooke@mta-sa.asn.au">tcooke@mta-sa.asn.au</a>
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	2. Phil Jenner (South)	<b>0407397445</b>	<a href="mailto:jenset2@internode.on.net">jenset2@internode.on.net</a>
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## Presidents report.

### Members.

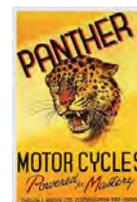
Neil and Tony Caust will not be continuing on with the after meeting supper that members enjoy at each monthly meeting. I have asked members to volunteer their time to organise and provide this service. So far no one has volunteered, so it appears that there will be no after meeting suppers in the foreseeable future. It has been suggested that I just nominate members for each monthly meeting, place their names in the magazine and hope there will be a supper. Honestly, I cannot see that idea working, so it is back to the members to come up with a solution to the supper supply.

Join Colin Behn 0407 070287 on a Sunday morning and talk about VVMCCSA at 88.7 -Coast FM station at 25 Naldera Street Glandore.

60th Rally entry forms are available on the VVMCCSA web site or by emailing the editor or the 60th committee at [vvmcc60th@gmail.com](mailto:vvmcc60th@gmail.com), closing date for entries 15th July 2016.

The National Panther Rally is booked for the weekend of the 15/16 October 2016.

Information regarding accommodation and proposed Rally events have been published in the OZ Panther Magazine. So far we have attracted a lot of interest from Interstate and overseas. The Rally on Saturday 15th will be a local ride in the Southern area for the members who attend the Rally. Of course anybody from the club is welcome to join but we will require confirmation for morning tea and lunch. The Rally route has not yet been confirmed. I will liaise with Ian Hese regarding marshals. As discussed with you previously the Sunday Ride 16th will join the Scarpantoni Rally. My wife Jane Clarke, 0409239076 Email. [mailjc@icloud.com](mailto:mailjc@icloud.com) is coordinating the rally events and entrants. Regards, Michael Clarke



Statutory Declarations are required to be submitted when you have your logbook(s) endorsed.

The Statutory Declaration must be signed by a Justice of the Peace (JsP) or a person authorized to sign such declaration before you attend on Logbook days or at a club meeting night. The committee has arranged for a JsP to be present on logbook days, but to be on the safe please have then signed before attending.

Trophy Presentation and Basket Supper night—Tuesday 14th June where various trophies are presented to members. Members are asked to bring something for the basket supper to share after the meeting.

Annual General meeting is on Tuesday 12th July when all committee positions will become vacant.

Members who would like to nominate another member or themselves for a committee position, please email Bill Lorimer [secretary@vvmccsa.org.au](mailto:secretary@vvmccsa.org.au) or telephone him.

For those member who perform the duties of '**Corner Marshall**', please see the article on page 13 of this magazine. The report will assist you and others in understanding the duties and problems that can happen on a club run.

Brian Forth. President VVMCCSA.

ABC 1920 398 cc OHV transverse twin frame & engine # 1232; For sale Euro 17,950

The ABC, designed by engineering genius Granville Bradshaw, was definitely years ahead of its time at its birth in 1919: transverse ohv twin, four speed gearbox, cradle frame, front and rear springing, **drum brakes and incorporated leg shields are a number of the machine's modern features.**

A kick-starter, however, was seen as surplus to requirements because the machine was easily push-started.

Bradshaw produced a prototype of the machine within 3 weeks; the Sopwith aviation company produced the machine in an effort to keep the 3,500 strong workforce employed when the need for aircraft had diminished strongly after the end of the war in 1918.

Originally the selling price was set to £70, soon a price of £160 became realistic and later it turned out that any price under £300 was bringing a loss to the manufacturer.

So the price had to become too high, customers turned away and in 1921 the Sopwith factory closed down, after about 3,300 machines had been made. The machine is fitted with CAV magneto, Claudel carburettor, Brooks B 220 saddle and 26 x 2 ½ tyres.

This innovative ABC has been restored with care and is in excellent condition. Price is Euro 17,950 at [www.yesterdays.nl](http://www.yesterdays.nl)



# VVMCCSA General Meeting 715, 12th April 2016 at Payneham RSL

Brian Forth chaired the meeting.

Visitors- William Farmer and Robert Clark.

Who Are We- David Radloff recognised the person as Ern Bradford from Victoria at the 20th rally with his motorcycle and side car, and said that the person with their back to the camera was Ray Mann.

Minutes of last meeting were presented as printed in the Smoke Signal. No Discussion. Acceptance Moved Philip Holmes Seconded Brian Kuerschner Carried.

Treasurers Report.

Terry Rowe presented the report, no discussion. Acceptance, moved Bob Mather Seconded Richard Kretschmer Carried.

New Members.

Presentation to Craig Kirton & Brian Gray. Brenton Adams application read to the members.

Correspondence In and Out.

In- Minutes of Federation meeting 20th Feb 2016.

Two Bank statements from Westpac Bank.

Four member subs. renewals

Out—Letter re. nomination of another Approved Person to the Registrar to DPTI.

Emails In and Out.

1 Email from Luke Webb-Sear in Sydney with praise for our Moseley Sq. Display.

2 Emails to and from JsP for Logbook Days.

3 From Austin at T-Racking re. portable motorcycle tents/sheds.

4 To Members re. Display at Military Historic Vehicles Club.

**5 From Jeff Hughes, new Business Development Manager at Shannon's, reply sent.**

6 From Alan Pickering re. stolen Delage car at Tullamarine, now recovered.

Publications Received.

1 The Buzzer Box from Model Ford T Club

2 The Bulletin of Veteran Car Club SA

3 Exhaust Notes from VMCC Vic.

4 Vintage Chatter from VMCCWA

5 The Throttle Lever from Newcastle. Acceptance moved Paul Knapp & Seconded Pud Freeman. Carried

Club Captain—Runs Rides and Events.

Ian Hese gave an overview of the Birdwood Figure 8 and the Moseley Sq. Display

17th April Southern Hills Ride lead by Dan Moriarty

15th May Balhannah Hills Ride

19th June still working on a destination?

General Business.

Brian Forth again made a plea for Volunteers for Supper preparation. Stunned Silence. Looks as if suppers will be off the table in future.

Brian Kuerschner advised that he had spare entry form for Jampot Rally

No general business from the members.

Buy Swap and Sell was read to the meeting.

Leon Mitchell had been waiting in the wings and gave a very interesting and informative presentation on the Racing Ridges. He had also brought in his own machine, one of the three that came to Australia. Obviously Leon had done an enormous amount of research. He took questions from members and was thanked in the usual way.

Meeting Closed

Bill Lorimer, VMCCSA Secretary



Members direct debit to VVMCCSA subscriptions  
WestPac Bank            BSB 735 006  
Account number        071368  
State your Name and membership Number  
Mention subscriptions when paying.

# VVMCCSA Committee Meeting 25th April 2016 at Goodwood Community Centre

In Attendance- Brian Forth, Bob Gill, Bill Lorimer, Ian Hese, Paul Knapp and Colin Behn.

Apologies---Terry Rowe, Daryl Rosser and Wayne Lawson.

Minutes of last meeting presented by Bill Lorimer as printed in the Smoke Signal, no discussion Acceptance moved Ian Hese Seconded Bob Gill.

Treasurers Report--- Presented by Bill Lorimer from report compiled by Terry Rowe, no discussion Acceptance Moved Colin Behn Seconded Paul Knapp.

New Members. No new applications.

Correspondence.

1 Received Account from MTA for printing of Smoke Signal.

2 Received numerous Subs. Renewals.

Emails In and Out.

1 From Scammell's Auctions re. their auto collectibles and motorcycle auction 7th May.

2 NZ VCC Magazine.

3 From 60th Anniversary Committee advising of an accommodation cancelation, sleeps four, looking for someone to take over the booking.

4 South African Triumph Magazine.

Publications received.

The Radiator from the Riverland Acceptance moved Bob Gill Seconded Colin Behn.

Club Captain - Runs Rides and Events.

Ian Hese gave a rundown on the Open Day and Display at the Military Vehicle Museum, not many Bikes, quite a lot of Cars, The museum were happy, a successful fund raiser for them.

The Southern Vales ride conducted by Dan Moriarty was enjoyed by most attendees, 25 Bikes.

15th May—Balhannah Hills Ride.

19th June—Rocking Horse Ride, starting at Pelican Plaza 9-30 am for a 10 am departure.

17th July Ride—In to the Port Adelaide Railway Museum

21st August Oxenberry Winery Ride

17th-22nd Sept. 60th Anniversary Rally, Clare and District.

16th Oct. Scarpantoni Winery Ride in conjunction with the \*\*\*National Panther Rally 15th and 16th Oct.\*\*\*

General Business

Logbook days discussed, JsP organised, plea for members to ensure that they have all the appropriate paperwork with them.

Ian Hese reported that the order for Marshall Vests has been placed and delivery will be soon.

No other business from those present.

Meeting Closed

Bill Lorimer. Secretary



## Wanted

Members, we are seeking volunteers who are prepared to arrange and supply a supper after each monthly meeting.

All costs will be covered by the club.



Contact Neil & Tony Caust if require information on these duties.

**No volunteers = no supper**

VVMCCSA committee



Above—Random breath station—Box Yards Road between Ivanhoe and Booligal (about 100km north west of Hay in New South Wales)

## 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: sizes—24 x 2 1/4'; 26 x 2 1/2' 26 x 3 and 28 x 3; replica Chatter-Lea hubs, spokes and rims; Brian Forth 0409 514213;

Bridgestone 165/70 X R13 tubeless radial, brand new. OFFERS. Paul Knapp 82430130 (April16).

Ariel Arrow, 1963 250cc, \$5,000 new pistons, electrics ect & parts; Rego S76A0I Eng No T33621B. Daryl Rosser 0419817745. (May16)

Puch Alpine SR150, disassembled with restoration of rolling chassis, nuts/bolts zinc plated, comes with all internals from spare engine, manuals and parts book included—easy jigsaw puzzle—\$1,400 o.n.o Brett Mitchell 0438 379 788 (April16)

Rhino bars (roof rack) from my Ford Falcon, good as new, inc front cross bar, make me a reasonable offer; Richard Kretschmer 83537898, 0407 744 066 (April16)

James 98cc partly restored, rebored, piston, rings, etc. complete bike. Good Project. \$900 SA SA69.600 engine no. 79714237. Peter Wilksch. 0431 953 010. (May16)

Doherty clutch and brake and choke levers, (pair) with ball end with adjusters, near new, \$85 ono; Paul Knapp 8243 0130 (April16)



### Wanted.

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

Harley Davidson—1919-1923 flat twin kick starter assembly wanted or parts thereof; wanted cylinders and any other parts including a magneto Colin Behn 0407072287 Colin Behn 0407070287 (May16).

Brooks pan saddle for a veteran motorcycle wanted. Arnold DeGroot 82662564, 0418 849 831 (March16)

Wanted—1927 HD J model parts to complete my restoration: Gearbox thrust race Timing distributor Timing distributor cover, Ignition and light switch including the mounting panel, Front wheel hub Rear wheel hub, Front engine cylinder, Rear engine cylinder, Engine external valve rockers; -Phone Kim Kendall on 0427 585 903 via Rob Elliott (April16)

Triumph twin front 'crash' bar for mid 1950's models wanted, as seen on Police motorcycles; Paul Knapp 8243 0130 (April16)

Wanted - 1927 HD J model parts to complete my restoration: Gearbox thrust race Timing distributor; Timing distributor cover; Ignition and light switch including the mounting panel; Front wheel hub ; Rear wheel hub; Front engine cylinder Rear engine cylinder; Engine external valve rockers ; Phone Kim Kendall (*non-member*) on 0427 585 903 -add via Rob Elliott (Member VVMCCSA) (May16)

Wanted. Preferred late 1950ish AJS or Matchless 600cc G11 or 650cc G12 solo suited for sidecar work. Neat appearance ready to ride and under \$10,000. Contact Brian Kuerschner 0418854565 or [nipper@nipper.net.au](mailto:nipper@nipper.net.au).

Panther M100 1935-1951 wanted Warren Farmer (*non-member*) 0407071630 (May16)

Triumph rigid heavy weight rear frame section wanted, have a rear section to swap or trade; John Booker 0419849934 (May16)

BSA sloper 1926-1930, seeking an unrestored BSA or parts to suit, I have 2 motors need the rest.

Raleigh parts 1923-1926 also wanted Dean Schubert 0487 830 686 (May16)

BSA sloper any parts wanted, Reg Hancock 8570 8125 (May16)

B.S.A. 1912 3 1/2 H.p. Special Colonial Model: Does anyone have info on these unusual motorcycles? There was one in W.A. which went East then to the U.K.

Neil Bromilow Phone: 08 9844 6275

Email: [r.bromilow@westnet.com.au](mailto:r.bromilow@westnet.com.au)

Amal 274 Carby (Small mounting flange with 1/4 inch holes)

Wanted For 1936 bike, 7/8 inch Bore or throat size, Complete or almost so OK-Phone Bill Lorimer 82656468 or 0411544353



Motorcycle wrecking yard somewhere in Europe—your elusive part could be there?

## 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 Club Captain—Ian Hese 0409083436 [ibhese@bigpond.com](mailto:ibhese@bigpond.com) or Brian Forth –President.

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.

2016.

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

May.

10th General meeting 716, Payneham RSL clubrooms

15th\*\* Club ride—Balhannah and eastern hills area. Map page 15.

29th Log book day -10am to 12 noon Payneham RSL Clubrooms

30th Committee meeting Goodwood community center

June

12th Log book day—10am to 12 noon CCC Clubrooms at Glandore

14th General meeting 717, Payneham RSL clubrooms—Trophy Presentation & Basket Supper

19th\*\* Club ride— the annual - **"Rocking Horse ride"**

27th Committee meeting—Goodwood Community Centre

July

12th General Meeting 718 & Annual General Meeting, Payneham RSL Clubrooms

17th\*\* Club Ride. Port Adelaide railway museum.

25th Committee meeting, Goodwood Community Centre

August

9th General meeting 719, Payneham RSL clubrooms.

21st\*\* Club ride = Oxenberry winery ride in the Southern Vales

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

The National Panther Rally—15th and 16 October 2016

Contact—Jane Clarke. 0409239076 Email [mailjc@icloud.com](mailto:mailjc@icloud.com)

60th Anniversary rally will be held at Clare using the Clare Caravan Park as the rally centre. The dates are Saturday September 17 to Friday 23, 2016. David Cant, Chairperson.

<http://vmmccsa.org.au/60th-anniversary-rally/>



National Veteran Motorcycle Rally—Sunday 17 September 2017 to Friday 22 September 2017. Will be based at the Barossa Valley Tourist Park, Nuriootpa



The Ariel group invite those interested in the marque to join us on the 1st Sunday of the month morning rides—starting 9.00am, contact Dave 82635562 or John 82623965



**SWAP MEETS** - Any new dates or swap meets please advise editor, check this site - <http://www.bevenyoung.com.au/car.htm>

HAHNDORF-	17th January 2016	Victor Harbor	7th February 2016
Lockleys school	7th February 2016	BALLARAT -	25-26-27 February 2016
CAMPBELLTOWN -	March 2016	CLARE-	20th March 2016
WOODSIDE -	27th March 2016;	NARACOORTE	30 April & 1st May 2016;
SEDAN -	12th June 2016.	KAPUNDA-	22nd May 2016;
Globe Derby	?? July 2016;	WILLUNGA -	21th August 2016;
GAWLER -	11 September 2016;	VMMCC MOTORCYCLE ONLY	2nd Oct 2016.
STRATHALBYN -	16 Oct 2016;	BENDIGO -	12-13th Nov 2016;
GAWLER Motorcycle expo	- ?? Nov 2016	** plus many more	check the web site**

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) - Paul Knapp 82430130 (west)-

Phil Jenner 0407397445 (south)- Brett Mitchell (East) 0438379788

Eddie Carrison and his Carrison motorcycle.

It was built in South Australia c1910, has a Minerva motor, Chater Lea frame fittings, registration number 1101 was ridden by the maker, E. J. Carrison, Port MacDonnell.

Regards Terry Parker.

G'day Brian. Just replying to your question regarding the Carrison motor cycle. I am afraid I cannot give you any more that what I found in the James Flood Book of Motor Cycling.

I know the Carrison family and when they gave me the photos of the bike (one with Carrison alongside and the other with Mac Brown sitting on it).

Eddie's grandson Chris said the only thing he had heard about the motor cycle, was that it had supposedly been found in a mine shaft at Kingaroy and was reportedly being Restored?

You have no doubt seen the James Flood reference.

Both he and I are doubtful as to the authenticity of the story and he has never heard back from the contact and that was probably 8 years ago at least. However sometimes truth is stranger than fiction, so I suppose you can't write it off!

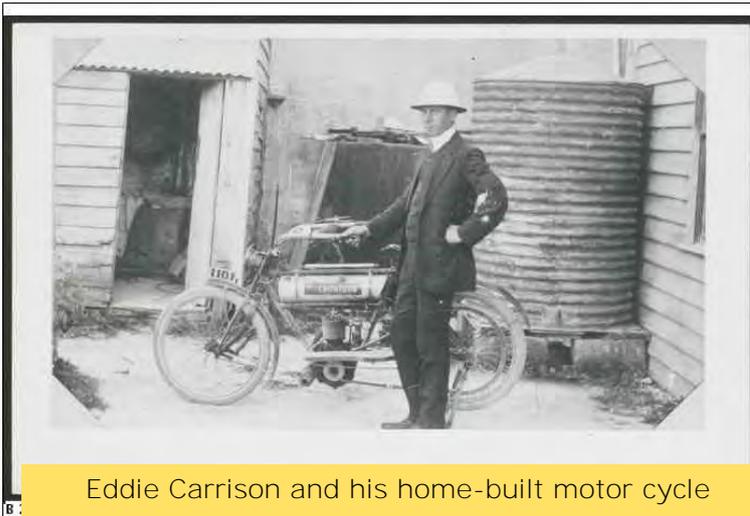
I again thoroughly searched the local newspapers and found no mention of the bike and only a couple of references to Eddie Carrison. One that he had a blacksmith shop in Port MacDonnell and two, that he and another man had brought the results of voting from Port Mac to Mount Gambier in 1910.

I have attached the articles for your information. Eddie was also an actor and appeared in a few local productions.

I am also writing a book - on the history of motor cycling in this area from 1902-1962. sorry I can be of no more assistance.

Colin Thompson of Mt Gambier. [colvis2@gmail.com](mailto:colvis2@gmail.com)

\*\*\* Photos from SA State library archives.

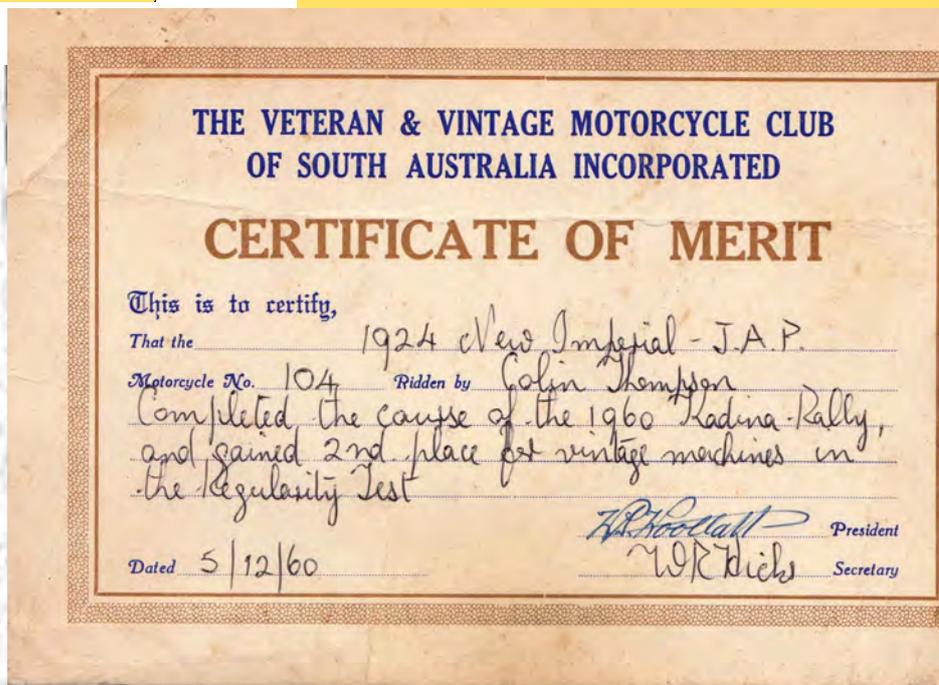


Eddie Carrison and his home-built motor cycle



Mr. MacBrown at Mount Gambier on a motorcycle built by E. Carrison of Port MacDonnell

Port MacDonnell, April 15.  
(From our own Correspondent.)  
The polling at Port MacDonnell for the Federal elections was very heavy, beating the State poll by 7 votes and making a record. A further record was established by the buses with papers being delivered to the assistant returning-officer at Mount Gambier at 4.55 p.m., or some two hours earlier than usual. This was accomplished by the aid of motor cycles. The riders, Messrs. E. J. Carrison and N. P. O. Thomas, left Port MacDonnell at 8 p.m., and arrived at the Mount Gambier Town Hall 55 minutes later—good time, considering the darkness of the night and the atrocious state of the roads, caused through the dry weather.



## CENTENARY TOWER CLIMB CELEBRATION HIGHLY SUCCESSFUL.

I wish to thank members of our Veteran and Vintage Car Club for their interest and support when we celebrated the 100 year anniversary of the remarkable climb to the Mount Gambier Centenary Tower by an Adelaide made Lewis motorcycle in 1911 on August 27<sup>th</sup> 2011.

It was a pleasant surprise to see the number of members and other enthusiasts who were assembled at our Clubrooms ready for the ride to the Tower Car Park. A range of motorcycles and cars were waiting and there were some interesting vehicles taking part. Whilst at the Clubrooms, I received a phone call from someone at the Tower saying I was in trouble, as there were a lot of spectators at the site and the Car Park was

absolutely full and there would be little room for our planned display. Brian Bennett came back and confirmed this was the case, so it would have to be park where we could.

Led by the 1908 Precision of the Hutchesson Family ridden by **Clem Hutchesson and John Hill's K model Levis 2 stroke** (last ridden in a Club event in 1982) and including motorcycles representing the 100 year development of the machine and cars of various ages proceeded to the area.

At the Car Park, local photographer Fay Barrington photographed a large group of enthusiasts who wished to be included in the commemoration and then began the task of getting bikes and people to the Tower.

The Precision and a 1909 and two 1911 Lewis motorcycles owned by Adelaide enthusiast Dean Smallecombe were transported to the top, whilst a 2009 model Harley Davidson was ridden to up the steep incline by Tyrone Mustey to enable photographs with the bikes side by side depicting the changes over the 100 year period.



Visiting Lewis historian Leon Mitchell and owner of the 1909 Lewis, was impressed by the magnitude of the task successfully completed by the Lewis 3.5hp belt driven single speed motorcycle on August 27<sup>th</sup> 1911, given the severity of the climb. At the time of the event the rider, Mr. Garnet Gilbert, was Workshop Manager for Vivian Lewis in Mount Gambier and some Lewis motorcycles were assembled at their premises.

Thought I would send you a part of the article I had published in Australasian Old Bike in relation to the Centenary Tower re-enactment for your information. Regards Colin Thompson.



# 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**  
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You can reach Steve by phoning **83373377**, fax **8337 1393** or by emailing [steve.truscott@paradisemotors.com.au](mailto:steve.truscott@paradisemotors.com.au)

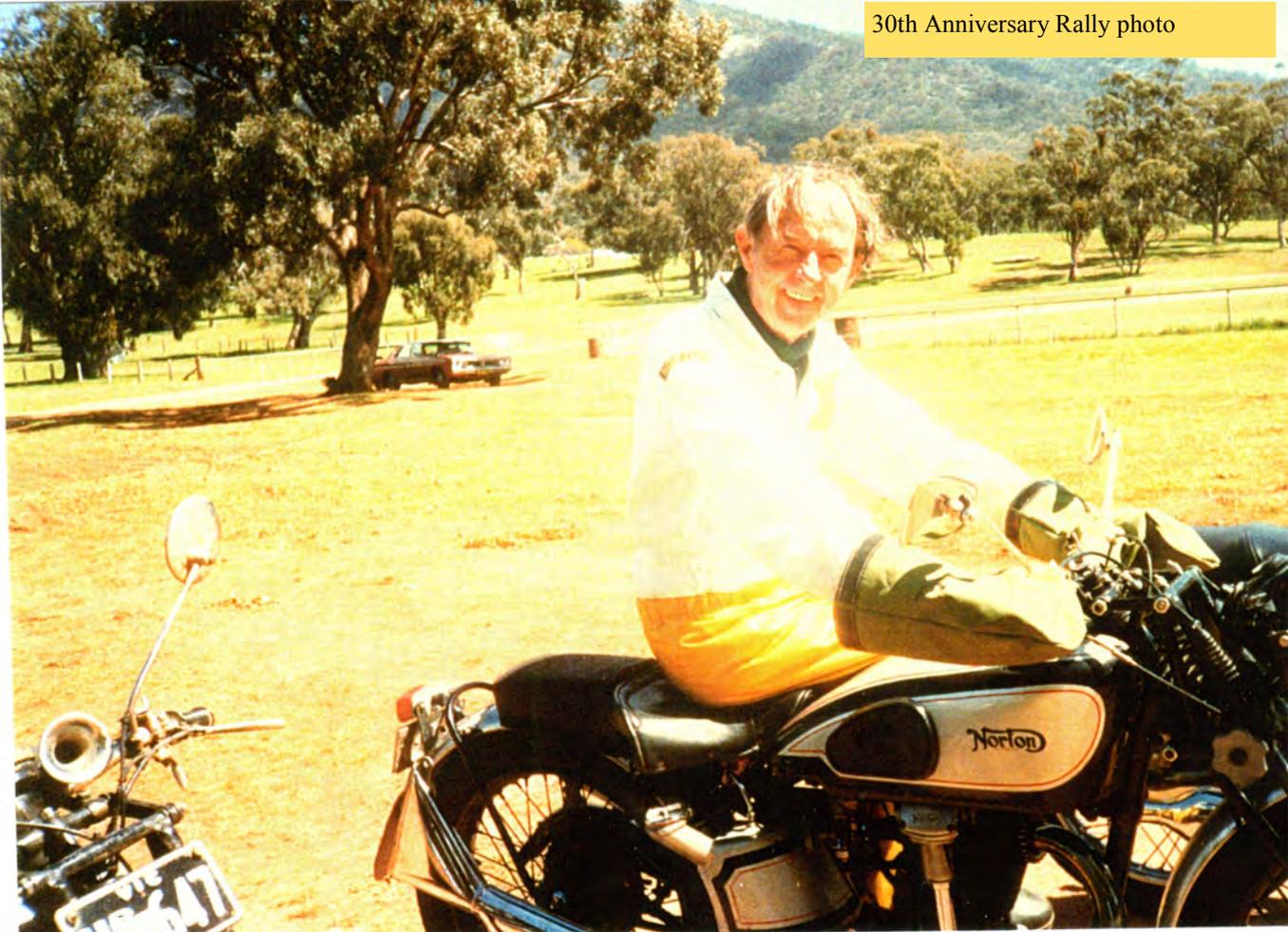
## Who are we?

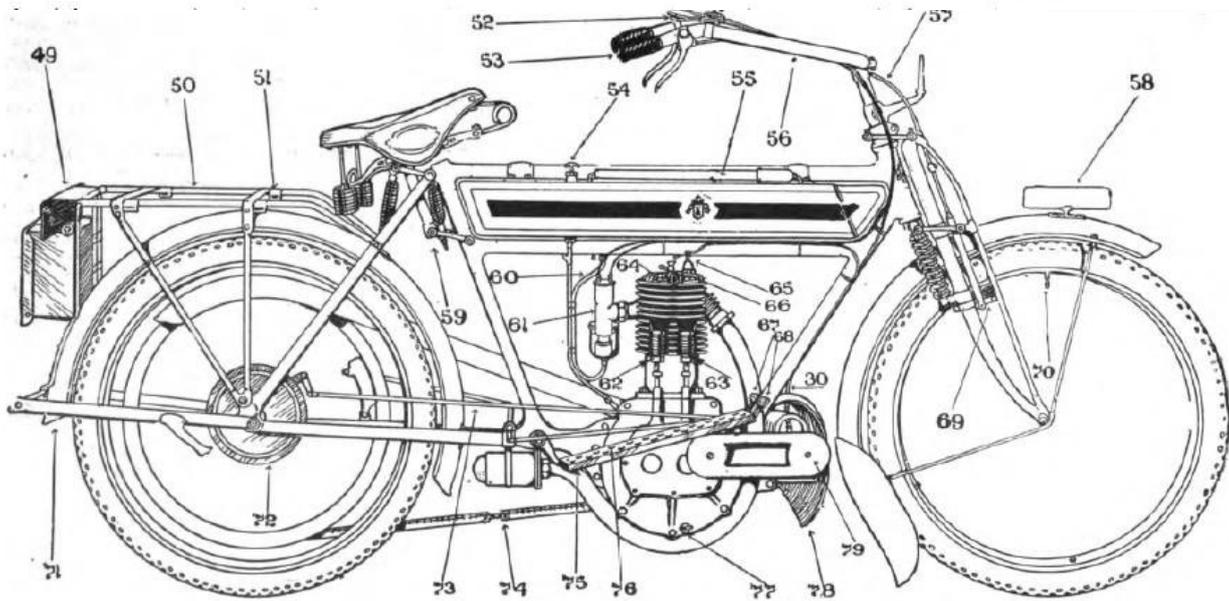
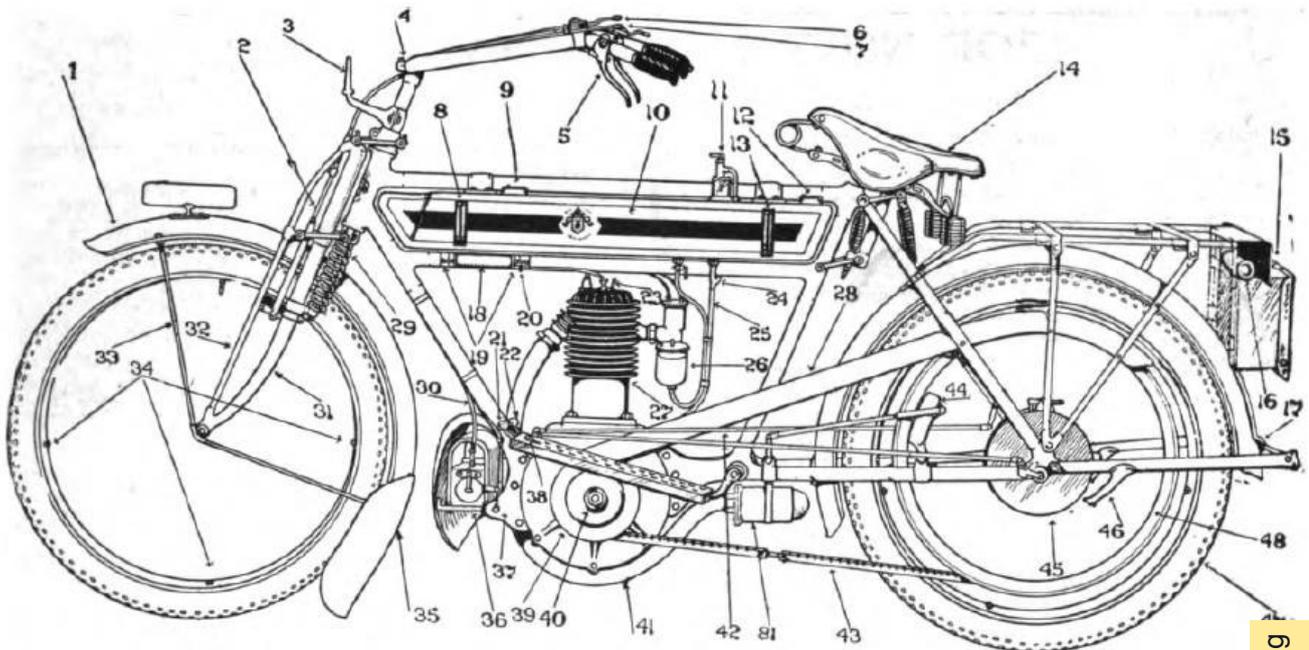
March magazine—  
From Bob Frankham collection.

David Radloff recognised the person as Ern Bradford from Victoria at the 30th rally with his motorcycle and side car, and said that the person with their back to the camera was Ray Mann.



30th Anniversary Rally photo





A sketch from London Motorcycling 1910 illustrating the latest trends in machine design. Not all these features appeared on any one make; this is a composite of what was regarded as state of the art ideas of the time. No information on items indicated

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# STAGG TREE MANAGEMENT

Call Peter

0412 492 378 or 8383 6783

Britax in the UK were manufacturers of motorcycle accessories and in 1953 they brought out an autocyce powered by the Ducati Cucciolo motor. These 48cc engine and two speed gear units were unusual in that the OHV Rockers were pulled down to operate the valves These autocyces were developed to provide the start of 50cc racing in the United Kingdom in about 1954 with the release of the "Britax Hurricane". It used the same Ducati "cucciolo" ("little puppy") 48 cc motor which was the first Ducati engine, designed and sold originally as an bicycle attachment, with two speed gear, (to motorise pedal bicycles). The frames and cycle parts were supplied to Britax by Royal Enfield. The engines produced 1.25hp at 5,200 rpm and were known to be very reliable. At Monza in 1951 a similar Cucciolo powered device covered 1885.5 miles in 48 hours (must have been similar to watching paint drying!).



Later in the UK at Thruxton circuit 1265 miles were covered in 32 hours at an average speed of 39.8 mph (hope they used a different colour paint to alleviate boredom). Remember this average would have been very creditable for a BSA Bantam which was more than double the capacity and the 50cc Honda was nearly ten years into the future.

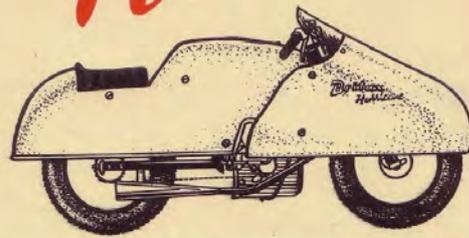
The Britax Hurricane ("the racer") weighed 90 lbs and the front forks were link action with rubber springing. For all out racing the Cucciolo motors were fitted with stronger valve springs and an open megaphone and of course the had the full "dustbin" streamlining. To demonstrate their versatility another Britax autocyce was entered in the Lands End Trial and completed the course successfully and also kept to the strict time schedule which is no small achievement given that it is usually a pretty rugged affair and there were only two gears.

So there you are, Ducati really does have a racing heritage from the very first model and Royal Enfield once built dinkum racers! Peter Allen

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*Hurricane*

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# Corner Marshalling

Corner marshalling is the most important function once the riders hit the road for a run or rally. With a constantly changing membership and frequently new riders on club runs it is imperative that everyone fully understands the system to ensure it works for all. This is a reprint of the corner marshalling guidelines— please ensure you're fully conversant with the system.

Corner marshalling seems to be one of the more contentious issues of motorcycle runs and rallies. I'm sure everyone will agree that rallies are a lot more enjoyable if everyone arrives at the same place at about the same time.

Successful corner marshalling is the secret to this success, as long as all those accepting the role understand what is required of them.

Some of the larger rallies will have specific marshals and this generally works well, the problems seem to arise when the self-marshalling system is necessary.

The system normally used is where the lead rider (who hopefully knows where he is going) directs the rider immediately behind him at the time, to stop and marshal specific corners.

The expectation is that the rider so directed will stop at the corner and give clear, unambiguous directions to all those approaching, to ensure everyone leaves the corner in the same direction. The corner marshal must remain at the corner until the back-up vehicle, or in the absence of one, the last rider clears the intersection..... Seems pretty simple-so where does it go wrong?

Well, there is a number of answers to that question-

- i) the directed rider fails to stop
- ii) the marshal doesn't take up a visible position at the corner
- iii) the marshal doesn't clearly indicate the direction of travel
- iv) the marshal doesn't wait for the back-up/last rider to clear the intersection.

All these actions result in lost riders!!! So, what should the corner marshal do?

Firstly, *if you don't want to marshal- don't ride immediately behind the leader.* Secondly, know who is leading, and who is tailend Charlie...

-If you're directed by the leader to stop and marshal a corner, ensure you stop in a position where you are clearly visible to approaching riders. This is especially important if the corner requires riders to approach in a specific lane.

-Park your bike pointing in the direction of travel, and give clear hand signals to indicate the direction of travel.

*-Remain at the intersection until the back-up vehicle/last rider have arrived (regardless of how long this may be)*

There is also an obligation from other riders— if you see someone fail to stop to marshal then take the initiative and stop.

Remember a chain is only as strong as the weakest link and it only needs one corner marshal to fail to meet the requirements of the position for the ride to end up in chaos. ■



## Meadows Southern Ride Sunday 17th April 2016

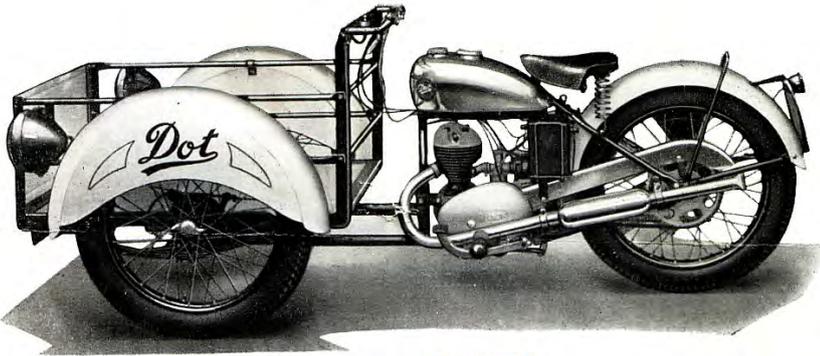
Unfortunately there is no report of this ride. Photographs can be seen on the back page of the carpark where members can be seen loading their motorcycles after their exotic ride. *The Southern Vales ride conducted by Dan Moriarty was enjoyed by most attendees, 25 Bikes.*

## Military Museum display day—Sunday 10th April 2016.

There is no report of this event, but photos of members motorcycle on display can be seen on the back page.

*Ian Hese gave a rundown on the Open Day and Display at the Military Vehicle Museum, not many Bikes, quite a lot of Cars. The museum were happy, a successful Fund Raiser for them.*

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**EQUIPMENT** The following items are standard equipment on each machine: Smiths Speedometer mounted full kit of tools, Front and

ENTRANTS FOR THE MEADOWS SOUTHERN RIDE 17.04.16 ORGANISED BY DAN MORIARTY

### Name Year Make Solo/Outfit

Rob Smyth	1929	AJS	Solo
Darren Zacher	1932	BSA	Solo
Brian Norton	1942	Harley Davidson	
Alf Lear	1948	Ariel	O/Fit
David Radloff	1951	Panther	
Paul Knapp	1951	Norton	Solo
Graeme Bartlett	1952	Norton	
John Byles	1954	Ariel	Solo
Peter Arriola	1954	AJS	Solo
Dan Moriarty	1956	Ariel	Solo
Daryl Rosser	1956	Triumph	
Rob Tucker	1956	Norton	Solo
Richard Kretschmer	1956	Norton	O/Fit
Don Tonkin	1957	Triumph	
Dave Holbrook	1958	Ariel	Solo
Wayne Lawson	1965	Triumph	
Brett Mitchell	1971	MZ	Solo
Les Carter	1971	Moto Guzzi	
Roger O'Loughlin	19?	Suzuki	Solo
Bill Turner	1973	Moto Guzzi	
Michael Clarke	1974	Moto Guzzi	
Jane Clarke	1976	Honda	Solo
Alan Martin	2002	Honda	Solo
Pud Freeman	2003	Kawasaki	

People who wonder whether the glass is half empty or half full miss the point. The glass is refillable.

## Balhannah Ride—Sunday 15th May 2016

Members will gather and prepare their machines at the Balhannah Oval for a 10am start.

The ride will travel to Oakbank, turn left and meander through the hills via Basket Range, Ashton, behind Mt Lofty, Bridgewater, Aldgate and stopping at Mylor for a coffee break and stretch the legs.

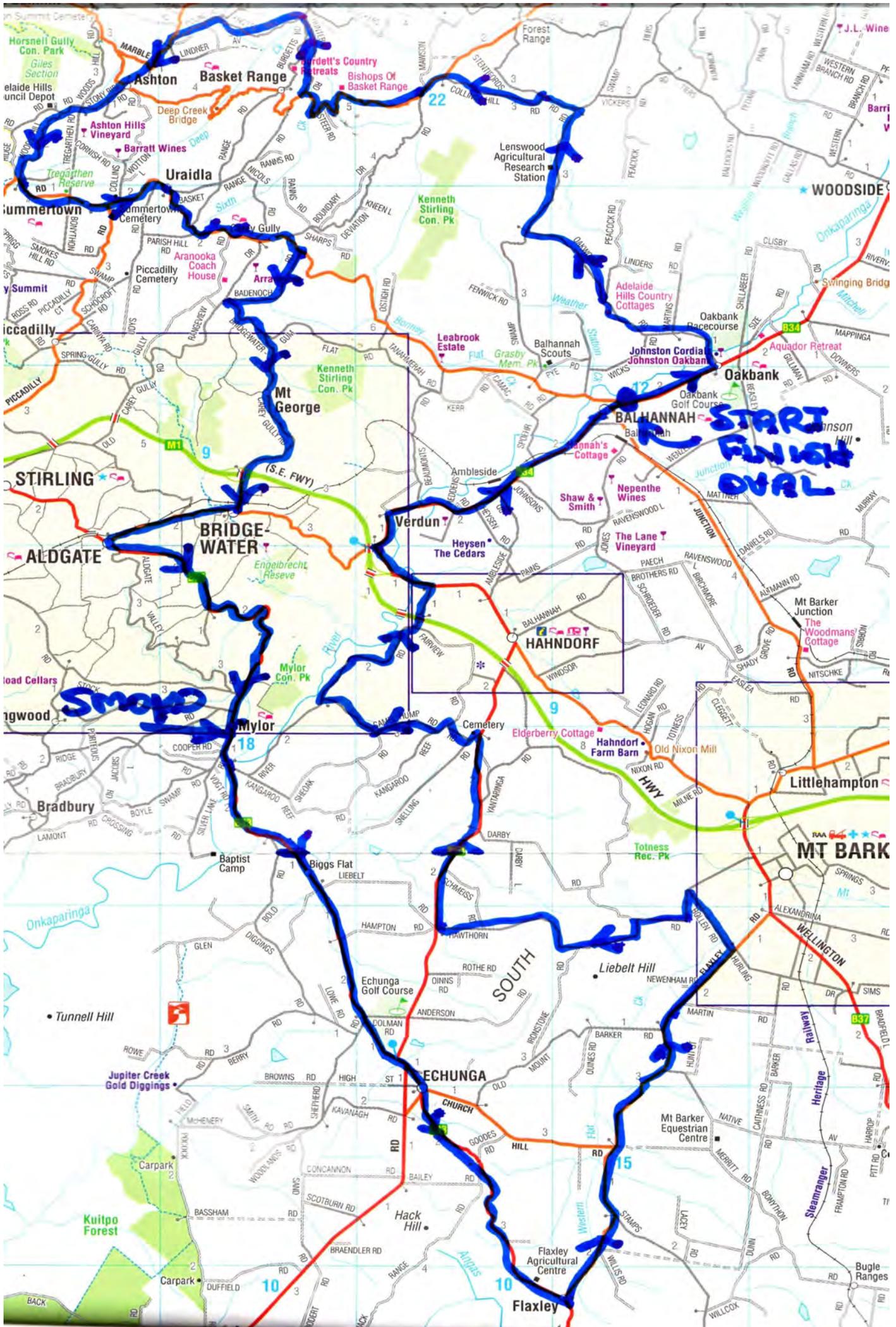
From Mylor we will then go through Echunga, Flaxley, skirting Mt Barker, wind along back roads to Verdun and back to the Balhannah Oval. Distance will be about 90kms.

Being in the hills there will be a few climbs and descents, but nothing too severe. There will be a variety of roads, a twist or two, straighter roads and the occasional main road will be encountered.

Majority of the roads will be "quiet" back roads and all bitumen of course.

Come and enjoy this jaunt through the eastern hills.

Ian Hese. (Tour Operator). 0409 083 436





Top photos at the Military Museum.  
Other photos are at the end of the Meadows ride



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