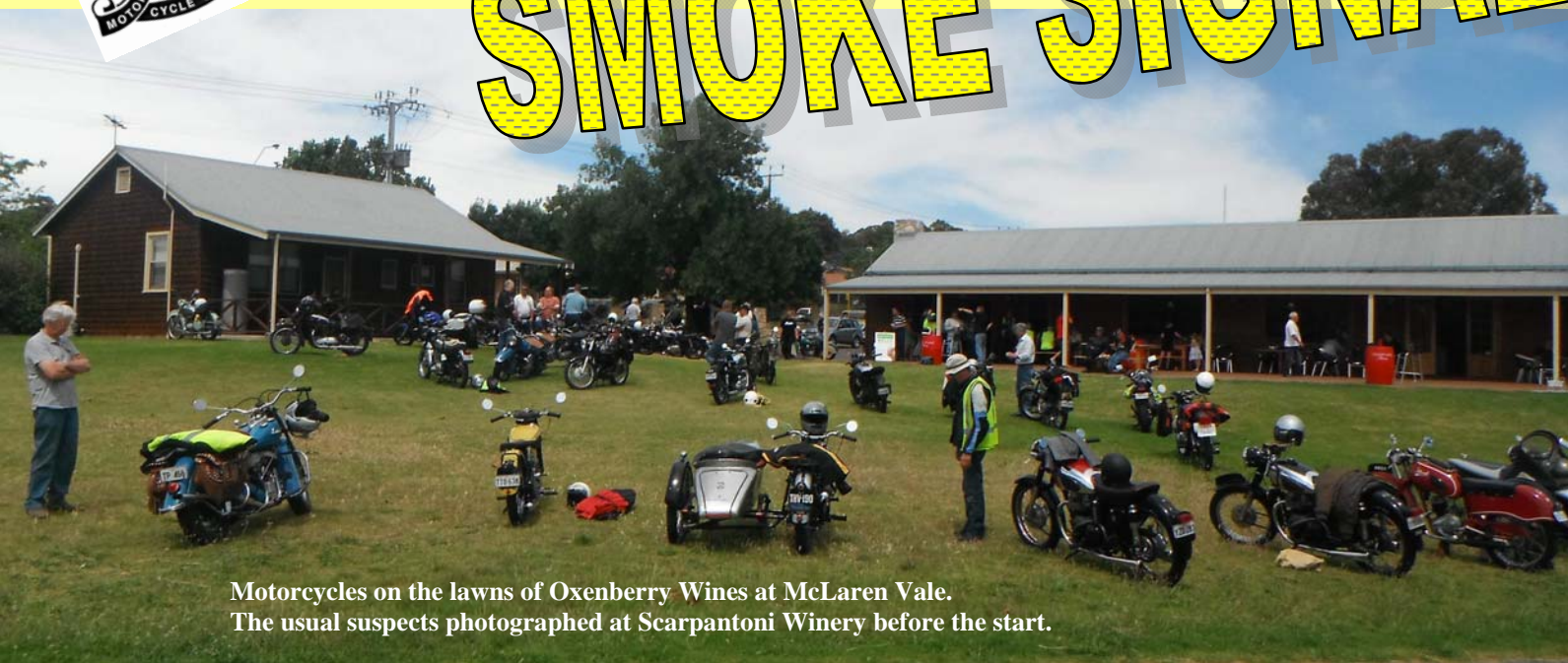




# SMOKE SIGNAL



Motorcycles on the lawns of Oxenberry Wines at McLaren Vale.  
The usual suspects photographed at Scarpantoni Winery before the start.



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

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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;		

### 2011-2012 Committee.

<b>PRESIDENT.</b>	Brian Forth	8251 4213 Mobile 0409 514213
<b>VICE PRESIDENT.</b>	Bob Gill	8258 4982
<b>SECRETARY.</b>	Bill Lorimer	8265 6468 Mobile 0411544353 <a href="mailto:redpanther@dodo.com.au">redpanther@dodo.com.au</a> 8332 5907 <a href="mailto:terryfrowe@gmail.com">terryfrowe@gmail.com</a>
<b>TREASURER.</b>	Terry Rowe	0409 514213
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<b>COMMITTEE.</b>	Daryl Rosser	8278 4066
	Ray Collins	8264 5517
	Barry Carlisle	
<b>MAGAZINE EDITOR.</b>	Brian Forth, 19 Condada Drive, Banksia Park 5091	
	Email - <a href="mailto:forthy@picknowl.com.au">forthy@picknowl.com.au</a>	
<b>MACHINE REGISTRARS</b>	1. Bob Gill (North)	8258 4982
	2. Phil Jenner (South)	8370 6664
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## Presidents report.

### Members.

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'**All British Day 2013**' entries are now closed. For those members who have entered enjoy the day. We now have the challenge for the best motorcycle display, lets hope we succeed. If you have nothing to do that Sunday, come along and support our club.

We have been invited to display at the **Australia Day Celebrations 26th January 2013**. If you are free, would like a 'free breakfast' and a quite relaxing day, ride or trailer your motorcycle and display it for a few hours. See page 10 for information.

The ride and runs for 2013 are nearly complete with a few vacancies. I have asked a member to assist in a **2 day ride in the Victor Harbor area**, and when details are known members will be Informed so accommodation can be arranged.

Scarpantoni was another beautiful ride in the McLaren Vale area, lead by Tony Morrisset, assisted by Jim Mittillo. I would also thank Michael Scarpantoni allowing us to use his premises and supply the coffee/tee and muffins.

### Brian Forth. President.

#### Members.

Brian Kuerschner has arranged for Jeremy Burgess to be at the January 2013 meeting to talk about his partnership with Valentino Rossi and life in MotoGP.

Jeremy attended a club meeting many years ago and his talked about the MotoGP life. It was something to hear. Now things have changed especially in the current climate, given that Casey Stoner has retired and Rossi is trying to find form.

Please come along for the experience and the privilege of hearing about the international scene of MotoGP racing.

Photo right—Jeremy Burges and Brian Kuerschner at All British day 2012.



**Jeremy Burgess** (16 April 1953 in [Adelaide Hills, South Australia](#)), is an [Australian motorcycle racing](#) chief [engineer](#), having worked with three world champions: [Wayne Gardner](#), [Mick Doohan](#) and [Valentino Rossi](#).<sup>[1]</sup> He was also a mechanic on [Freddie Spencer](#)'s team when Spencer won the 500cc World title in 1985. Burgess learned his GP skills from the legendary American crew chiefs, George Vukmanovich and [Erv Kanemoto](#) for whom he worked in his early years.

Winning machines prepared by Burgess range from the Suzukis of [Randy Mamola](#) to the Hondas of Ron Haslam, Freddie Spencer, Wayne Gardner, Mick Doohan and Valentino Rossi to the Yamaha of Valentino Rossi. Since July 1980, these riders have won 157 GP/MotoGP races (as at 2 November 2009) and a total of fourteen World Championships on motorcycles that "JB" has either prepared himself or whose preparation he has overseen as crew chief. Burgess's machinery have achieved over 280 podium finishes.

[http://en.wikipedia.org/wiki/Jeremy\\_Burgess](http://en.wikipedia.org/wiki/Jeremy_Burgess)

## **VVMCCSA Minutes of general meeting 673, 13th Nov. 2012 held at Payneham RSL.**

Meeting opened at 8-00 PM. Visitors, Geoff Painter, Ian Knoll.

**New Members.** Application from Pat Vartuli, 3rd reading John Cross & Ray Warren.

4

**Minutes of Meeting Oct meeting.** read as printed in The Smoke Signal, Acceptance moved Bob Tilbrook, seconded Ron Truscott. Business arising, Nil, Carried.

**Treasurers Report** presented by Terry Rowe, Acceptance moved Bob Whitehead, Seconded Richard Kretschmer, Carried Business arising, Nil.

### **Correspondence In.**

- 1 Letter from DPTI re acceptance of new Historic rego procedures.
- 2 Printing account from MTA for Smoke Signal.
- 3 Letter from Westpac re. online banking.
- 4 Westpac Cheque account statement.
- 5 Cheque from Jess Hawley for advertising , now trading as Adelaide Auto Refinishers.
- 6 Letter from Payneham RSL requesting hire confirmation.

**Correspondence Out,** Nil.

### **Publications Received.**

- 1 The Radiator from Riverland Vintage and Classic Car Club;
- 2 Vintage Chatter from Vintage MCCWA;
- 3 Classic Vibrations from Indian Harley Club, Bunbury WA;
- 4 Restore and Ride from Coffs Harbour MC Restorers Club;
- 5 The Vintage Motorcycle from the UK;

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

- 1 Confirmation of Xmas Dinner booking from Golden Roast;
  - 2 Just Auto , reduced price of private ads.
  - 3 To and from Tony Morrisset re Nov 25th Southern Vales Ride and BBQ lunch.
  - 4 From Peter Yates , News Ltd account for Swapmeet Advertising.
  - 5 Asian Experience MC tours , see Sec. If you want details.
  - 6 Australian Motorcycle News media release, International Island Classic 25th-27th Jan 2013 at Phillip Island, see Sec. for more details.
  - 7 Vintage Tyres UK , 50th Birthday specials.
- Acceptance moved Phillip Holmes, Seconded Peter Grace, Carried.  
Business arising from correspondence-Nil.

### **Rides and Events.**

- 25th Nov Scarpantoni southern vales ride and BBQ lunch.  
16th Dec Annual Xmas Hills Ride , Barry Carlisle organiser details as per map in back page.  
19th Jan 2013 Breakfast ride to Hahndorf Swapmeet.  
Suggestion made for a two day rally at Victor Harbor next year , needing input from members.

### **General Business.**

Christmas dinner, starting to serve at 6-30 PM, General meeting to start at approx 8-00PM, then Raffle draw to follow, Bob Tilbrook has gathered many prizes to be won on the night.  
Daryl Rosser advised that there is now a \$ 5-00 entry fee to the grounds for the Toy Run.  
Daryl also canvassed the possibility of holding some runs on a Saturday to avoid some Swapmeets.  
Ron Truscott spoke of an Outfit and a couple of Harley's at a small museum at Kandos in NSW.  
Keith Milich spoke about the Vincent 2 day rally at Aldinga area And the Velo Rally in the Blue Mountains, lots of sightseeing and some snow , 70 Velo's and a good time had by all.  
Brian Kuerschner went to Gatton for Jampot Rally, see report in magazine. 2014 AJS/Matchless rally to be held in SA, also mentioned review of All British Day entry fee. Brian also displayed his recently completed replica AJS 7R, describing the 16 year project in considerable detail.  
Leon Mitchell spoke about the 1914 RADCO which he rode in the London to Brighton run. He also proposed a Veteran Rally next year at Mannum in April 2013, Committee to consider.  
Douglas rally in Victor Harbor attracted 30 machines, good time had by all.  
Buy Swap and Sell read.  
Meeting Closed 9.15pm



## VVMCCSA Committee Meeting Minutes 26th Nov 2012, Goodwood Community Centre

**In Attendance.** Brian Forth, Bob Gill, Bill Lorimer, Terry Rowe, Ray Collins, Daryl Rosser, Barry Carlisle and Paul Knapp.

**Minutes of OCT. Meeting** presented as printed in the Smoke Signal .Acceptance moved Daryl Rosser , Seconded Paul Knapp, Carried.

**Financial report.** presented by Terry Rowe, Acceptance moved Ray Collins, Seconded Bob Gill Carried.

**New Members.** New application from Pat Pasqualiano, New members ratified John Cross and Ray Warren .

**Correspondence In.**

- 1 Minutes of FHMC Oct meeting , Bob Gill in attendance,
- 2 Letter from City of Unley confirming meeting dates for Goodwood Community Centre.
- 3 Letter from Payneham RSL with calendar of their events.
- 4 Flyer from OMG protective UV absorbing sunglasses.
- 5 Flyer from All American Day committee 17 Feb 2013.

**Correspondence out—Nil**

**Emails In and Out.**

- 1 From Brian Kuerschner, report for Smoke Signal re recent AJS/Matchless rally.
- 2 Flyer for Just Cars Revival Geelong.
- 3 From Mal Wright re Festival of History on the Fleurieu Peninsular next year.
- 4 From Ian Barges requesting info about a 1913 AKD bike that he has, contact Sec. if you can help.

**Publications Received.**

- 1 The Bulbhorn from Mildura.
  - 2 Maps Review from Yorke Peninsular.
  - 3 AJS/Matchless Bore and Stroke.
- Acceptance moved Barry Carlisle, Seconded Terry Rowe Carried.

**Runs and Rides.**

- 11th Dec, Christmas Dinner and Dec. Meeting and annual raffle draw.
- 16th Dec, Annual Christmas Hills Ride—Barry Carlisle organiser, details & map page 15.
- 20th Jan. Hahndorf Swapmeet No organised ride. Members if they wish to go to the swapmeet early and if you wish and then meet at **Hahndorf Old Mill for breakfast at 9-30 AM Cost \$5-00 per person**, Club will subsidise the balance.
- 26th Jan. Australia Day Picnic at Carisbrook Reserve, Display of Bikes requested see page 10, Organised by Rotary Club of Salisbury, FREE Breakfast provided at no charge.
- 17th Feb. Tiddlers Run Kersbrook, Bob Gill organiser.
- 18TH-19TH May, Two day run based at Victor Harbor being organised by Ross Weymouth and crew.

**General Business.**

Arrangements for Christmas Dinner were finalised, member to collect dinner & drink tickets from Ray Collins at the door.

Guest Speaker for January Meeting.

Meeting Closed 9.15pm.





## Buy, Sell and Swap

Please Note ads will run for two issues unless requested otherwise. If your item is sold before the second issue, please advise the Editor. Full name of Seller, Registration Number &/or Engine number MUST be provided, otherwise add cannot be printed. Deadline is the one week prior to each General Meeting.

### For Sale.

**Ensign beaded edge tyres** 24 x 2 1/4'; 26 x 2 1/2' 26 x 3 and 28 x 3; also Thailand 26 x 2 1/2 b/e tyres/tubes; plus replica Chater-Lea hubs, spokes and rims; *Brian Forth 0409 514213*

**New J A P Half time pinions to suit Veteran and Early Vintage Single Cam** 770cc & 1000cc V Twin Motors with 9/16 26tpi Left Hand mountings. Also Fits 3.5 HP Veteran Singles. \$110.00 Each *David Radloff (08)82640090 or 0412062707 [radloff@chariot.net.au](mailto:radloff@chariot.net.au)*

**Triumph 1999 Sprint ST 955cc**, red colour, panniers, 92,000km S/A TIX391—\$6,000 ono; *Garry Harding 0448644999 (Dec12)*

**Tilbrook Dandeloo double sidecar**, ex condit, black, currently fitted to 1950 Indian Chief, will fit to any Indian 1939-1950; also mountings for **Vincent—HRD** on which it spent most of its life; *Jim Spratt 82764349 (Oct12)*

**Spokes**. New English polished stainless 20 off 8 3/8"X 9Ga. 20 off 8 1/16"X 9Ga.\$100 O.N.O. Bridgstone tyre. New. 165/70 X 13. Suit trailer spare. Offers. *Paul 8243 0130 (Nov12)*

**1958 Triumph 3Ta bathtub**, matching numbers #4989; partly rebuilt, about 80% complete \$2700 ono;

**1967 Yamaha L2**, basically complete Engine nr #L2-553867 \$800 ono; *Tom 0400119937 (Dec12)*

Triumph gearboxes 1 x rigid; 1 x swigarm; *John Booker 82651633; (Dec12).*

1949 Triumph 0h 3T engine parts etc; *Alan Thompson 8296 3062 (dec12).*

**1938 AJS 350 model 16 rigid**, Eng #38/16-5746B, completely rebuilt, \$9000 negotiable; *Brian Kuerschner 0418854575 (Dec12).* **'SOLD'**

Could the person interested in buying an **old sidecar chassis** 2 years ago make contact please; *Richard Buckland 83381502 (Dec12).*

### Wanted.

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

**NSU pre-war 500cc**, is there anyone out there who has any knowledge of NSU please; *Jim Spratt 82764349 (Oct12)*

**BSA 1937 HG24** engine cases and fuel tank; *Simon Mussared 0422090701 (Oct12)*

**1928 Harley Davidson J model** air cleaner assembly; *Ian Hess 0409 083 436 (Oct12)*

**Wanted Jawa dual control learners bike**, plunger frame Perak 1950-51. a complete bike or anything used as rear steering control (handle bars) adjustable rods to front forks. ABC use bikes in Victoria and Sven Kallens here in Adelaide; *Pud Freeman 8356 4802 (Oct12)*

Wanted—**1 x Harley WLA frame**, to help complete my late fathers "Kevin Barker" final project. *Contact Rod Barker 0417 843 034 (Oct12)*

**Cylinder for 1925 Norton Big Four 633cc**—Any condition, even damaged, even a lend so I can get patterns made to cast new ones. This cylinder is about an inch taller than a 16H and is 82 mm bore instead of 79mm. *Neil Bromilow Phone Evenings 08 9844 6275 [r.bromilow@westnet.com.au](mailto:r.bromilow@westnet.com.au) (Oct12)*

**Ariel model B 1929**, wanted a timing cover to suit; *Dave Simpson 0431 973 088 (Nov12)*



### 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).

**2012 club rides and meetings—see page 15 map& details**      **\*\* denotes club point s\*\***

11th Dec      General meeting 674—Christmas BBQ at Payneham RSL clubrooms.  
\*\* 16th Dec      Annual hills ride, Barry Carlisle runs, page 15 in magazine.

### **2013— Club rides and Meetings— any corrections please advise**

8th Jan,      General Meeting **675** Payneham RSL.  
\*\* 20th Jan, Breakfast run members can go tot the Hahndorf Swap meet, them meet at 0930hrs  
'0930HRS—Breakfast at The Hahndorf Mill cost \$5 per member'.  
26th Jan,      Australia day display – Carisbrooke Reserve - *invitation to display.*

#### February

3rd Feb,      **VICTOR HARBOR** auto jumble and show and shine Encounter Bay Oval.  
10th Feb,      All British Day—Brian Kuerschner organizer **ECHUNGA OVAL** new venue.  
12th Feb,      General Meeting **676**ayneham RSL.  
\*\* 17th Feb, Tidlers Run-Kersbrook area. **Bob Gill** organizer - \*\*BBQ lunch after ride\*\*

#### March

10th March, **Reynella festival display—invitation to display our motorcycles.**  
12th March, General meeting **677**ayneham RSL  
\*\* 17th March, Birdwood figure 8— Organizer?????????  
24th Match, Moseley Square display—Stephen Hooper (*free ice creams & coffee*)

#### April

9h April,      General meeting **678** Payneham RSL  
\*\* 21st April, South to Clarendon area— OR- **Mannum** area for a *veteran motorcycle rally?*  
28th April,      Logbook day—Payneham RSL clubrooms— **Bob Gill & Phil Jenner.**

#### May

14th May,      General meeting **679** Payneham RSL clubrooms  
\*\* 18th-19th May, Victor Harbor 2 day rally, Ross Weymouth organizer.  
26th May,      Logbook day—CCC clubrooms Glandore — **Bob Gill & Phil Jenner.**

**All owners and those interested in Ariels** are invited on morning (could go longer), rides held on the 1st Sunday of each month starting from Thorndon Park Reserve car park Hamilton Tce. off Gorge Rd. Paradise. Meet from 9am for 9.30 start. For further info phone Dave 82635562 or John 82623965,

**SWAP MEETS - Any new dates or swap meets please advise editor.**

**This is a general guide only check this site - <http://www.bevenyoung.com.au/car.htm>**

**HAHNDORF- 20th January 2013**  
**BALLARAT – 25-26th February 2013**  
**CLARE– 17th March 2013;**

**NARACOORTE – 5-6TH May 2012;**  
**KAPUNDA- 27th May 2012;**  
**WILLUNGA – 19th August 2012;**  
**VVMCC MOTORCYCLE ONLY 7th Oct 2012.**  
**BENDIGO – 17-18th Nov 2012;**

**REGENCY PARK - 5th February 2012**

**CAMPBELLTOWN – ?? Mach 2013;**

**MOUNT BARKER – March 2013;**

**SEDAN – 17th June 2012.**

**ANGLE PARK – 29th July 2012;**

**GAWLER - 23rd September 2012;**

**STRATHALBYN – 21st Oct 2012;**

**GAWLER Motorcycle expo - 18 Nov 2012**

#### Historic Registration.

Please ensure you complete your new logbooks before leaving home and that you carry it with you when riding the motorcycle the book is allocated to. Enquiries to Bob Gill 82584982 (north) - Or - Phil Jenner 83706664 (South).



## ROAD TESTS OF NEW MODELS

**B**ASED on a design that is almost as old as the industry itself, the 598 c.c. Model 100 Panther of to-day retains the endearing characteristics that made it famous as a sidecar machine over four decades ago. Economy, of course, has always been associated with the marque, and the model under test, wedded to a Garrard two-door, two-seater Ladbroke Saloon, returned petrol consumption figures that were not much lower than those obtainable from a fast 500 c.c. solo.

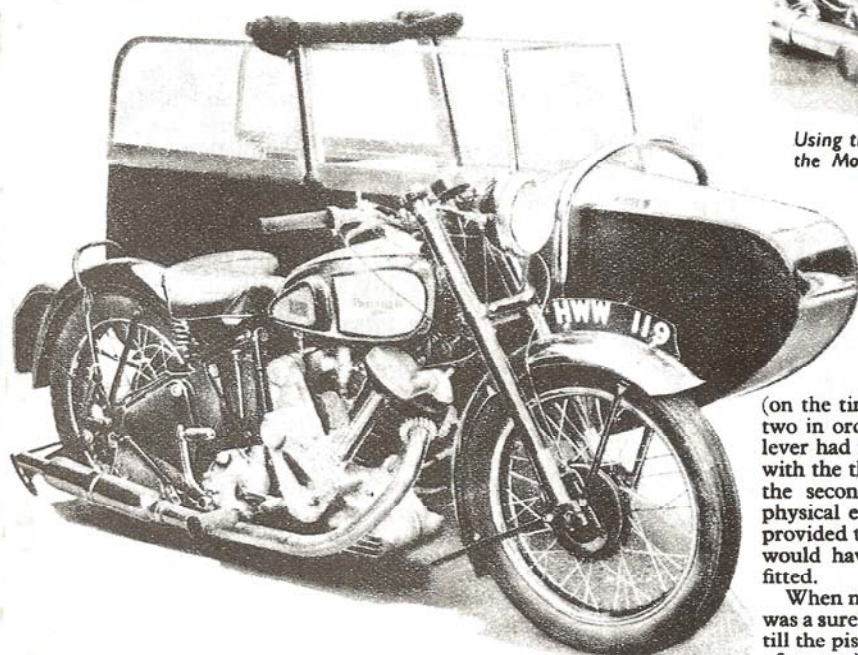
At a maintained 30 m.p.h., and with an eleven and a half stone rider and a twelve and a half stone passenger, the petrol consumption was no less than 84 m.p.g. At 40 m.p.h., the petrol consumption was over 61 m.p.g. and at 50 m.p.h., a gait well within the machine's capabilities, 48 m.p.g. Cruising speed during the test was generally in the region of 55-60 m.p.h. and, on many occasions, the outfit was driven at 65 m.p.h.

There was at no time any trace of fuss or protest from the engine. The sheer, effortless way in which the Panther eats up the miles makes it a most attractive machine for the sidecar man requiring a high performance. Forty-mile-an-hour averages were achieved easily and without conscious effort on the part of the driver.

### High Top Gear

The answer lies in the fact that the 598 c.c. single-cylinder engine pulls a 5.1 to 1 top gear—a ratio equivalent to top on many solos. It is partly for this reason that the all-round performance is so remarkable. The total weight of the outfit, without passengers, was 6 cwt and, undoubtedly, the performance figures could be bettered with a small sidecar fitted in place of the family Ladbroke Saloon. The figures in the panel provide ample proof that the machine just cannot (again by virtue of its high top gear) be overdriven.

Mean maximum speed in top gear, achieved as a result of several test runs in opposite directions, was over 67 m.p.h., the equivalent of lower than 4,500 r.p.m. This means that when the outfit is being cruised between 50 and 55 m.p.h., the engine speed is only 3,300 to 3,600 r.p.m.—a figure well inside the safety line. However, the engine is capable of fairly high revs as shown by the speed of 64 m.p.h. in third gear—about 5,500 r.p.m. Rarely was it necessary to use more than half throttle on the level, irrespective of head-winds, or irrespective of whether there was one passenger



# 598 c.c. Panther

## A Lusty Single Giving High Performance

in the sidecar or two. When a hill was approached at 55 m.p.h. the engine was given just a shade more throttle and the rise would be topped in a clean, effortless sweep, with hardly any appreciable drop in speed. Fully laden, it would also climb the same hills at around 30 m.p.h. in top gear without effort.

Low-speed pulling was unusually good. The outfit would trickle along at speeds as low as 16-17 m.p.h. on top without snatch. From this speed it would, moreover, accelerate briskly without pinking. The engine, in fact, was remarkably free from pinking; the only occasion when it was made to pink was when it was accelerated unduly violently.

Ignition is by Lucas magneto, with automatic advance-and-retard. This arrangement is satisfactory, except, perhaps, where engine starting from cold is concerned. Starting under cold conditions was a two- to three-minute job. It was necessary to flood the carburettor, close the air slide, and then, with the decompressor



Using the engine to form part of the frame has been a feature of the Model 100 for many years. The decompressor is on the timing chest cover

The Panther and Ladbroke saloon wedded to make a smart outfit

(on the timing-case cover) raised, spin the engine for a minute or two in order thoroughly to break the oil film. This done, the air lever had to be drawn back about a quarter of its travel and then, with the throttle only fractionally opened, the engine would fire at the second or third depression of the kickstarter. Very little physical effort is required to turn the engine with the kickstarter, provided the decompressor is used. Starting from cold, it was felt, would have been simplified had a manual ignition control been fitted.

When normal working temperature had been reached, the engine was a sure first-kick starter. It was only necessary to turn the engine till the piston was over compression (using the exhaust-valve lifter, of course) and, with the twistgrip rolled right back against its



# and Sidecar

## and Outstanding Economy

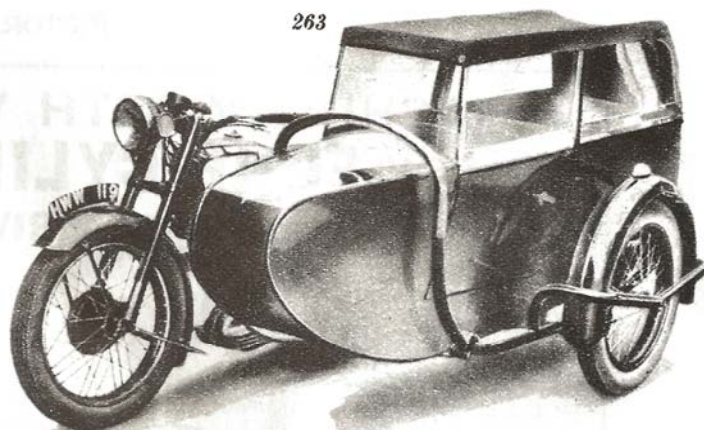
"closed" stop, apply one's weight to the kickstarter crank. When hot, the engine could quite easily be started by hand, provided the decompressor was raised. Where the camber rose on the timing side of the machine, the kickstarter would sometimes foul the road.

Immediately the engine started, it would settle down to an even, and 100 per cent reliable, tickover. At this engine speed the exhaust was hardly audible, and was, in fact, well subdued throughout the speed range. There was a fair amount of rattle from the valve gear, and piston slip was audible, at low speeds.

Engine balance was excellent, and there was only a very slight "period" right at the bottom of the speed range. Seepages of oil, incidentally appeared at the rocker box, cylinder base, and round the oil-filler cap on the sump.

From idling speeds the engine pick-up was clean and sweet. Acceleration through the gears was decidedly brisk. The clutch freed perfectly and was smooth and light in operation. Bottom gear could be engaged smoothly and without a sound when the machine was stationary, even though the engine might be running at a fast tickover. Clean, knife-into-butter gear changes were certain with an easy, leisurely movement of the pedal. Snap changes, if desired, could be made between third and top (and vice versa) just as rapidly as the controls could be operated. The gear change was light and the pedal movement pleasantly short. The indirect gears were audible.

The general handling qualities of the outfit were first-class. As might be imagined, the machine and sidecar were beautifully lined up. Corners and bends could be swung stylishly and at speed. There was no crabbing or chopping. When the outfit was on the crown of the road, the steering was "hands off" from 20 m.p.h. to 65 m.p.h. provided the Dowty fork was inflated so that the dots on the sliding members were just visible when the machine and sidecar were loaded. Should the fork be over-inflated, there was a tendency for the outfit to steer to the left; and when under-inflated there was a certain lack of positiveness in the steering. Air had to be pumped into the fork three times during the course of the test.



With the hood in position, the interior of the Garrard sidecar is very snug

For sidecar driving the relationship between saddle, handlebars and footrests was such that the driving position was comfortable and, at the same time, one which gave excellent control. The saddle height is 28in and, with the low footrest position, the saddle top was 21in above the footrests. A 29½in from tip-to-tip, 1in in diameter, handlebar is fitted. The grips are placed to give a comfortable wrist angle. All the controls were light and smooth in operation and all were well placed, with the exception of that for the front brake, which required rather too great a hand reach. No vibration was ever apparent at either the handlebars or the footrests.

The Ladbroke Saloon earned full marks. It proved comfortable over long distances for two normal-size adults. The front and side screens provided ample protection, and there was only a slight draught inside when the hood was rolled. With the hood in position the interior was very snug. Exhaust and engine noises were not too greatly accentuated to cause discomfort. Slight sympathetic vibration was apparent at speeds up to about 15 m.p.h.

To sum up, the Panther and Garrard Ladbroke Saloon formed an admirable outfit; one capable of average speeds considerably in excess of those normally associated with outfits of this size. Economy and staunch reliability are outstanding features of the machine. The finish of black, chromium and cream is as attractive as any available to-day.

## Information Panel

### SPECIFICATION

**ENGINE:** 598 c.c. (87 x 100 mm) single-cylinder o.h.v. Fully enclosed valve-gear operated by push-rods. Double-row roller big-end. Engine shafts carried on ball and roller bearings. Hepolite slipper-type piston. Semi-dry sump lubrication with oil carried in crankcase container.

**CARBURETTOR:** Amal; twistgrip throttle control; air lever on right handlebar.

**GEAR BOX:** Burman, heavyweight-type four-speed, with positive-stop foot control. Bottom, 13.7 to 1. Second, 8.7 to 1. Third, 6.4 to 1. Top, 5.1 to 1. (Solo ratios are 11.5, 7.3, 5.8, and 4.3 to 1). Clutch fitted with Neoprene inserts and operating in oil.

**TRANSMISSION:** Chain. Primary, ½ x 0.305 in.; oil-bath chaincase. Secondary, ½ x ½ in., with guard over top run. R.p.m. at 30 m.p.h. in top gear: 2,000 approx.

**IGNITION:** Lucas magneto with auto-advance.

**LIGHTING:** Lucas dynamo; 7in. head lamp.

**FUEL CAPACITY:** 3 gallons.

**OIL CAPACITY:** 4 pints.

**TYRES:** Dunlop 19 x 3.25 front and rear.

**BRAKES:** 8in. diameter rear; 7in. diameter front.

**SUSPENSION:** Heavy duty Panther-Dowty Oleomatic telescopic fork, with air springing and oil damping. Sliding members can be rotated through 180deg. to alter trail for solo or sidecar work.

**WHEELBASE:** 54in.

**GROUND CLEARANCE:** 5in.

**SADDLE:** Terry; unladen height, 28in.

**WEIGHT:** Complete outfit, 672lb. with fuel tank and oil container full. Sidecar weight, 238lb.

**PRICE:** £136 10s.—plus Purchase Tax (in Britain), £36 17s. 1d. Speedometer extra £4, plus £1 1s. 8d. P.T.

**MAKERS:** Phelon & Moore, Ltd., Cleckheaton, Yorks.

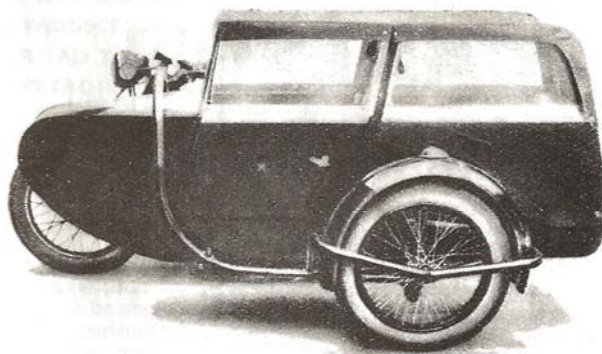
**DESCRIPTION:** The Motor Cycle, November 27th, 1947.

### SIDECAR

**MODEL:** Garrard two-door, two-seater Ladbroke saloon.

**CHASSIS:** Garrard tubular—carrying body on pivot mounting at front and on adjustable coil springs in tension at rear.

**BODY:** Overall length, 7ft. 6in. Width and depth of passenger squabs, 17 x 20in. Height above seat squab with hood erected, 34½in. Ash framework with duralumin panels. Roll-up type black twill hood.



**PRICE:** Body, £45, plus Purchase Tax, £12. Chassis, £35, plus £9 6s. 8d. P.T.

### PERFORMANCE DATA

**MEAN MAXIMUM SPEED:** Bottom: 38\* m.p.h.

Second: 56 m.p.h.

Third: 64.5 m.p.h.

Top: 67.5 m.p.h.

\* Valve float starting.

**ACCELERATION:**

10-30 m.p.h. 20-40 m.p.h. 30-50 m.p.h.

Bottom ... 2.8 secs. ...

Second ... 5.2 secs. 4.4 secs. 6.6 secs.

Third ... 8.4 secs. 7.6 secs. 7.2 secs.

Top ... 10.2 secs. 11.4 secs.

Speed at end of quarter-mile from rest: 62 m.p.h.

Time to cover standing quarter-mile: 22.6 secs.

**PETROL CONSUMPTION:** At 30 m.p.h., 84 m.p.g. At 40 m.p.h.,

61.6 m.p.g. At 50 m.p.h., 48 m.p.g. At 60 m.p.h., 38.4 m.p.g.

**BRAKING:** From 30 m.p.h. to rest: 45ft. (surface, dry tar macadam).

**MINIMUM NON-SNATCH SPEED:** 14 m.p.h. in top gear.

**WEIGHT PER C.C.:** 1.1 lb. for outfit.



# PARADISE MOTORS MAZDA

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## MAZDA

For your brand new or next **Mazda** vehicle update, you need look no further than **Steve Truscott, a Member of our Club** working for

**Paradise Motors Mazda**

Steve, your New or Used Car contact will take a totally professional and honest interest in helping you to choose the right two or four-wheel drive vehicle for your own personal requirements.

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

### **Australia Day display—26th January 2013**

The ROTARY CLUB OF SALISBURY would like to again invite the V & VMCC members to display your motorbikes at our Australia Day Family Picnic on 26<sup>th</sup> JANUARY 2013 from 8 am. At CARISBROOKE PARK, SALISBURY PARK.

Bikes to be displayed by 9a.m.

Entry to the park is off Main North Road via Malinya & Foti Drives, (Turn left before going under the footbridge)

You will all be invited to join us for a FREE breakfast and enjoy the days entertainment and surroundings. Full catering also available for lunch. The event finishes at 3.p.m.

Please put your name on the attendance list for the event at the January meeting, or advise Bob Gill on 8258.4982 if you are coming so we can have hard bases available for your bikes.

Your families will be most welcome, with free parking for cars available adjacent to the park.

***Betty Gill***  
***Australia Day***  
***Committee***



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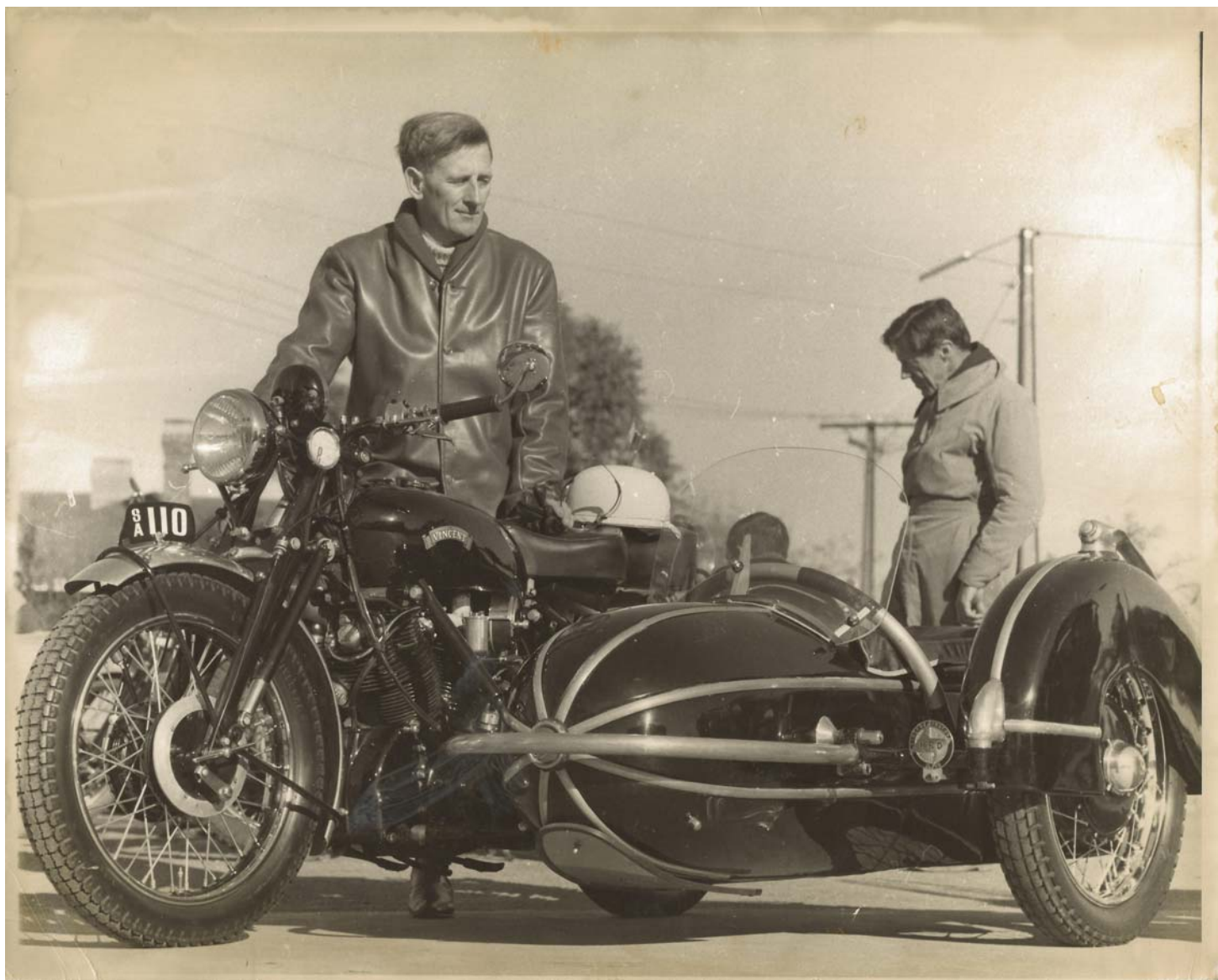
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**Who are we?**





# Downunder Jampot Rally 2012 Report

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November 2<sup>nd</sup> and 3<sup>rd</sup> saw seventy plus machines assemble at the James Byrne Centre at Highfields, Toowoomba for the Annual Down Under Jampot Rally for AJS and Matchless machines.

An early request to the Organizing Committee lead by Keith Holley for 'Competition Machines' didn't disappoint with a large number coming out of the woodwork to be lined up for judging on return from the 130km Saturday ride.

Morning tea of scones with jam and cream and blueberry muffins with tea, coffee or cool water provided by the Gatton District Historical Society after a pleasant ride through some neat undulating mountainous byroads.

On Saturday morning after a brief instruction by our Rally Co-ordinator Keith Holley saw participants dispatched at 0900.

Our 30 minute morning tea stop over at the resurrected old Gatton Railway Station Platform we were once more on the road to Esk some 60km away for lunch, then a return journey of 70km journey from Esk saw all entrants' line up back at the James Byrne Centre for individual class judging. All voting completed and collected from the all-important ballot box, slips were whisked away for secret counting. Evening dinner in the Pope Paul II dining room followed a short nibbles session in the spacious Marion Hall. The 30 plus Monster Raffle prizes were drawn during the several class awards being distributed throughout the evening followed by general gathering amongst those who travelled from far and near.



Sunday 3<sup>rd</sup> the day opened with the annual AJS and Matchless Owners Club (Australian Section) Annual General Meeting in the Marion Hall at 0800 attended by several affiliated Members. Two couples from the UK and two other Kiwi's were welcome visitors who joined our Rally from abroad. At 0845 the group of Marshalls began their journey to lead off the contingent of entrants braving the rather overcast and cool conditions forecast. The well spread convoy began arriving in dribs and drabs for the morning tea stop at Haden where the ladies from the local Haden State School auxiliary provided yet another delectable spread. Riders now refreshed began saddling up for the return to Head Quarters where the fine misty conditions thankfully began to abate making a welcome change to the earlier forecast weather pattern for the area.

All round the 160km journey, a fair percentage on the throttle stop, and a relatively enjoyable fang to near max on the pipe ended the morning run. Our return to the James Byrne Centre was greeted with a scrumptious beef roast accompanied by three steamed vegies with fruit salad, cream and ice cream for desserts. Bidding farewell to our good friends both old and new found took considerable time. In the wash-up one could only describe the whole weekend start to finish as well above average leaving those that were unable to attend to ponder just what might have been.

In the end 70 plus machines ranging from the mid-twenties AJS's to AMC models into the late 1960s took part. Non entrant but the 'Pièce de Résistance' in the display was certainly the most meticulously preserved and rebuilt 1901 Wearwell motorcycle built by the Stevens Company well before the A. J. Stevens Co. was established. During the evening thirteen awards were presented to the various class winners with the top most award going to Paul Wahlstedt, from South Australia for his gorgeous little 1949 Matchless Rigid Model G80.

**Report by Brian Kuerschner**

Photographs by Gaven Dall'osta





### Others to earn awards were

Best AJS or Matchless Pre 1931  
Best AJS or Matchless Post Vintage  
Best Matchless Single  
Best AJS Single  
Best Matchless Twin  
Best AJS Twin  
Best AJS or Matchless 'Compy'  
Best AJS or Matchless Special  
Best Other Make  
Downunder Jampot Overall Winner  
Special Award for Extreme Effort

Dave Dettmar  
Bruce McLaren  
Paul Wahlstedt  
Gaven Dall'osta  
Malcolm Cooper  
Gary Stephens  
Rob Farnham  
Don Dahms  
Kaye Hammond  
Paul Wahlstedt  
Jesse McKee

1927 AJS Model H8.  
1937 AJS Model 35/2 Vee Twin.  
1949 Matchless Model G80 Rigid.  
1950 AJS Model 18 Rigid.  
1961 Matchless Model G12.  
1950 AJS Model 20.  
1967 Matchless Model G80CS.  
1949 AJS Model 18S.  
1949 Ariel Model NG  
1949 Matchless Model G80 Rigid.  
1927 AJS Model H4 350cc SV.

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# Scarpantoni Rally Report—25<sup>th</sup> November 2012.

The single, most difficult thing about organising a rally is the weather. No matter how much you consult the long-range forecasts, follow the weather maps on the internet or even listen to the newsreader the night before, it never quite turns out how you expect. In the case of the Scarpantoni Rally, 37 degrees became 35, then 33, then on the day, a balmy overcast 29. Absolutely perfect riding weather!

The lead-up to the rally had been a little frantic with news that our organised morning tea stop was unable to accommodate us – fortunately Michael Scarpantoni, at the very last minute, set the wheels in motion at his Oxenberry Winery and with just a minor route change we were on track again for our coffee and muffins!

The first bikes and trailers started arriving at the winery at around 8.30 a.m. By 10.00 a.m., when we gathered for the briefing there were over 70 motorcycles – comprising both club machines, some moderns and a number of Harleys who were out on their own club ride.

The first loop of the rally followed the main road right from the winery, all the way to Kangarilla. This is a very pleasant riding road and the 80kph speed limit (which must annoy the moderns) is perfectly suited to our older bikes. At Kangarilla we headed towards Clarendon and then turned off to follow Bakers Gully Road. This is one of the gems of local riding as it skirts along the top of the Onkaparinga Gorge and passes through a large Conservation Park. At Chapel Hill we turned back towards McLaren Vale and arrived at Oxenberry Winery after about an hour of riding.

With the bikes lined up on the lawn and in the car park we ventured inside to find tea, coffee and trays of very, very tasty sweet muffins and buns! Thanks again to Michael and the staff at Oxenberry.

Back on the road we headed to Willunga Hill – which, as usual claimed a mechanical victim or two.

However, once we reached the summit we followed the wonderfully scenic Brookman Road through Kuitpo Forest.

At the sawmill we turned and followed the back roads finally cresting the ranges once more and riding down the steep, winding incline joining the main Kangarilla road.

We rode a short distance back to the winery and found the Jim Mottillo had cooked up 150 snags and onions, buttered four loaves of bread and had the salads ready for us! Many thanks to Jim who has looked after the barbeque for every southern rally and misses the fun of the ride so we can eat!

Thanks also to Ron who looked after the backup trailer. Also to the marshals.

I very much appreciated that so many people offered their services marshalling. My thanks to you fellows.

Final, once more, thanks to Michael Scarpantoni for the use of his facilities, we managed to block customers getting to both his wineries on the same day! Thanks Michael.

I almost forgot. The bikes. What an incredible collection of machines. I looked over every bike and couldn't help but think that few clubs could field such an amazingly varied group of machines from England, Europe and Japan. Of course it is always personal opinion but I loved the colour and sound of the group of Indians, the patina of the girder AJS, the lines of the flat-tank Norton, everything about the Radco and the way the Honda CB350 transported me back to schooldays! There – I managed to hide my slight bias towards two strokes (glorious machines, every one of them!).

Total distance 93 kilometres.

**Tony Morisset**











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