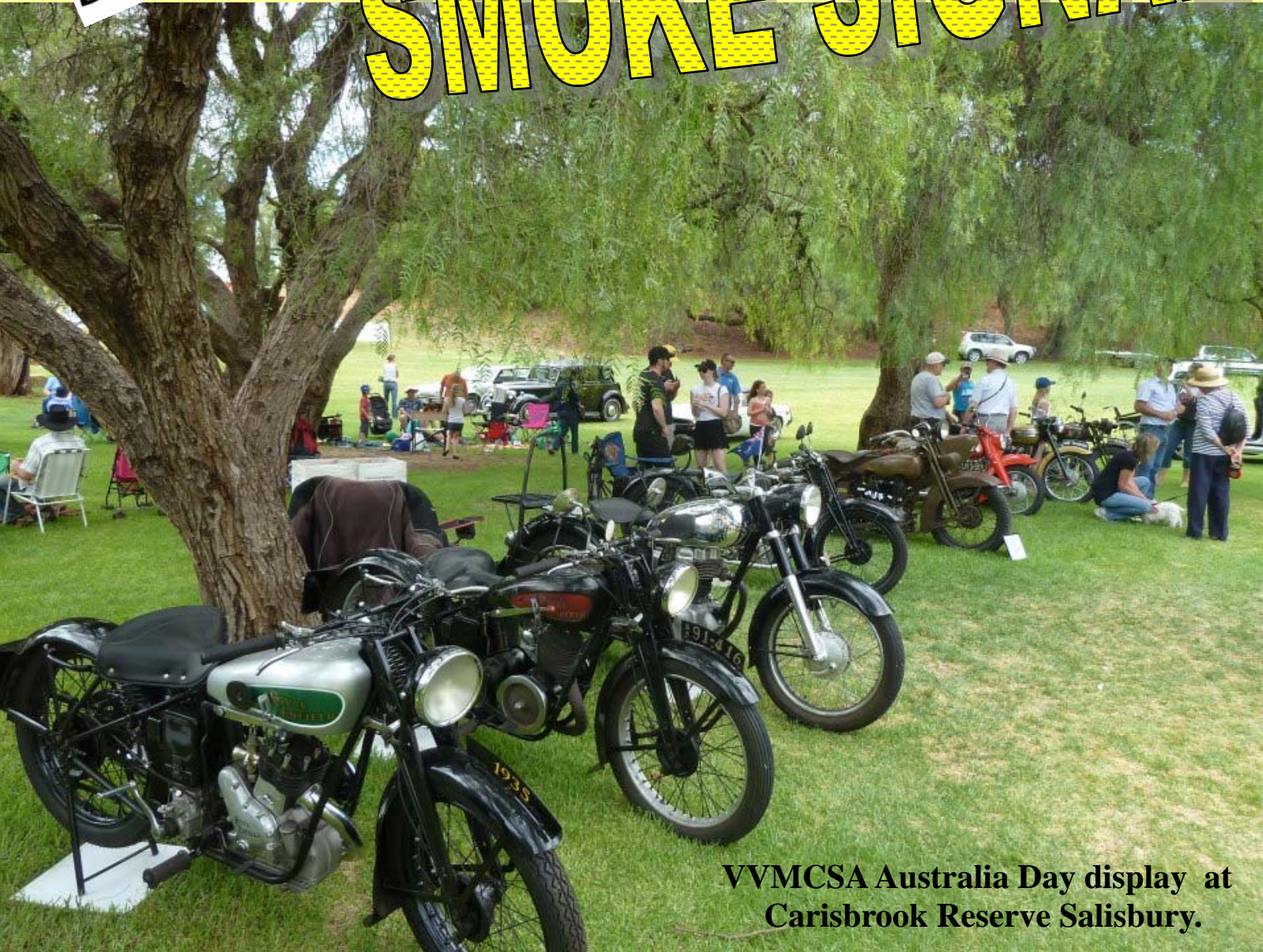




SMOKE SIGNAL



VVMCSA Australia Day display at Carisbrook Reserve Salisbury.

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

February 2013

THE VETERAN & VINTAGE MOTORCYCLE CLUB OF SOUTH AUSTRALIA INCORPORATED.

The Club was formed in 1956, the first of its kind in Australia, with the object of Preserving, Restoring and using Veteran, Vintage and Post Vintage Motorcycles.

Membership is open to all and owning a suitable machine is not a pre-requisite.

Machines manufactured prior to **January 1st 1966** are eligible for Club Events.

The Club has a strong family orientation and features many social activities as well as Runs and technical help.

The Club meets on the second Tuesday of each month in the **Payneham R&SL Club, 360 Payneham Road, Payneham** commencing at 8.00 p.m.

Annual Fees are due by the 30th June each year.

A joining fee of \$15.00 is applicable to new members.

The Annual Subscription is \$35.00 to all members city and country.

If you require magazine to be posted to you, an additional \$10.00 is required (postage to Country members is free).

Email option of Smoke Signal is available – contact the editor.

Club Web Page - www.vvmccsa.org.au email secretary@vvmccsa.org.au

Life Members - This in an honour of prestige, awarded to members for meritorious service to the club of ten or more years.

WALLY WOOLLATT †	FRANK JARVIS †	GARNET PONTIFEX †.	KEITH HARRIS †	CLEM EVANS †
ALBY (POP) HILL 1985 †	TOM BENNETT 1999 †	TED WEBSTER 1975 †	LESLIE JONES 1982	RAY MANN 1983
KEVIN SULLIVAN 1984	DEAN GOVAN 1986	PETER GRACE 1987	ROBERT HILL 1989	DAVID RADLOFF 1990
JEFF SCHAEFER 1992	LAURIE LEIBHARDT 1994 †	GARY JOLLY 1997	COLIN PAULEY 2005	IAN BALDOCK 2009.
RON TRUSCOTT 2010:	ROB SMYTH 2011;	Bob GILL 2012;		

2011-2012 Committee.

PRESIDENT.	Brian Forth	8251 4213 Mobile 0409 514213
VICE PRESIDENT.	Bob Gill	8258 4982
SECRETARY.	Bill Lorimer	8265 6468 Mobile 0411544353
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CLUB Run Coordinator.	Brian Forth	0409 514213
LIBRARIAN.	Philip Holmes	8564 0227
RECORDS OFFICE.	Paul Knapp	8243 0130 paulschnapp@hotmail.com
COMMITTEE.	Daryl Rosser	8326 0658
	Ray Collins	8278 4066
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	2. Phil Jenner (South)	8370 6664
CLUB REGALIA OFFICER	Carolyn Jenner	8370 6664
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This magazine is printed by

**MOTOR TRADE ASSOCIATION
SOUTH AUSTRALIA**

Presidents report.

Members.

3

All British Day—Due to the recent untimely passing of one of our All British Day Committee persons another vacancy exists. If anyone is interested and has the time to devote roughly four Friday evening committee meetings held at the Sporting Car Club rooms throughout the year. This would bring again one more motorcycle representative to the table. Please give some due consideration to this request.

2 day ride in the Victor Harbor area. When details are known members will be informed so accommodation can be arranged.

Log book days 12th May Payneham RSL clubrooms.

26th May CCC Club rooms Clarks Ave Glandore.

DON'T FORGET You will need to have lodged a signed Statutory declaration for you bikes on Historic Registration before renewing your log books, for further information, please contact Bob Gill or Phill Jenner.

See this site for a down load of a Statuary declaration form -

<http://www.fhmcsa.org.au/Assets/Statutory%20Declaration%20Historic%20Registration.pdf>

Sunday 10th March, VVMCCSA have been invited to 'display' motorcycles at the Reynella festival display—

if you are interested please contact Bill Lorimer or myself for information (I think this clashes with Campbelltown swap meet.)

Brian Forth. President.

Royal Yacht Squadron display 14th April 2013

The Sporting Car Club of SA and the Royal SA Yacht Squadron have been getting together over recent years to hold an event at the squadron's marina at Outer Harbour, that puts old boats and cars together. The past events have been rather fabulous I must say! We have tried to include other forms of sailing craft and things on wheels and that is why we invite your vintage/veteran association's interest in motorcycles to be part of the day.

Date is Sunday 14th April, cost per entrant is \$10 and it starts at 11am and goes all afternoon.

No public involved, mainly just club members and their close friends and family invited, but they have must have a similar passion to the rest of us. Friends and family who attend would be asked to give a gold coin donation at the RSAYS gate on arrival. RSAYS dining room open for lunch and dinner (bookings required at RSAYS for meals), BYO picnic open to all and facilities will include jazz band, coffee man, Galati man and potato man to add to delights as well as full bar facilities open to all over 18 years of age. If you can't make next Thursday's planning meeting, we understand, however keep in touch if interested and pass on to your members. PS to our committee, Michael Wapler has produced a new poster which I will bring to the meeting on the 17th.

Kind regards

Andy Morgan SCCSA.

Editor—it is up to each member to decide if he wished to participate in this event. There is a fee to enter and you purchase your own food and drink for the day?



VVMCCSA Minutes of general meeting 675, 8th Jan 2013 held at Payneham RSL.

Brian Forth chaired the meeting, opened at 8.10pm.

Visitors-Jeremy Burgess, Adrian Schilling, Phil Anderson , Allison ?????.

4

New Member presentations-made to Pat Vartuli, but John Cross and Ray Warren were not present.

Minutes of last December 2012 meeting presented as printed in the Smoke Signal, acceptance moved Stephen Hooper, Seconded David Radloff Carried.

Financial Report presented by Terry Rowe, acceptance moved Brian Kuerschner, Seconded Lesley Jones Carried.

Correspondence In and Out, Emails, and publications received , read out as per the committee minutes. Acceptance moved Marie Hurley, Seconded Paul Knapp.

Runs, Rides and Events.

Same as present at committee and read out as per the Committee minutes.

Club reports from Ariel, BSA, Vincent/Velocette Classic Owners and Norton.

General Business.

Questions were asked re. Historic Rego Statuary Declarations and machine inspections, explanations and definitions were given to the meeting. Members advised that Statuary Declarations can be downloaded from various sites (eg MG Car Club of South Australia).

Reminder of VVMCCSA commitment to All British Day, meeting at the entrance 9am to set up display.

Reminder of display at Reynella on Sunday 10th March.

Bob Whitehead has raised the problem with a back-up trailer. He has completed the last 7 as back-up driver and has not had the chance to ride his motorcycles. He wishes a roster be made and other do their turn.

Reminder of log book days 12th May –Payneham RSL; 28th May—CCC Clubrooms Glandore.

Australia Day display, Carrisbrook Reserve—Saturday 26th January from 9am.

Visitor—Jeremy Burgess gave a very interesting and informative talk about his experiences in Moto GP racing as mechanic-team engineer for Valentino Rossi and the teams, many questions were asked by keen members who gave him an enthusiastic thankyou.

Dan Moriarty volunteered to organise the Birdwood Figure 8 day.

Buy Sell and Swap read and meeting closed 9.45pm.

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

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

Minutes of Dec. Meeting read, acceptance moved Ray Collins, Seconded Bob Gill Carried.

New Members- Applications received from Don Brophy, Ivan Margitich and John Lilley.

Treasurers report presented by Terry Rowe, acceptance moved Daryl Rosser, seconded by Ray Collins.

Correspondence In.

1 Statements from Westpac Bank

2 Membership applications from Ivan Margitich and John Lilley with payments.

3 Copy of invoice from Holdfast Bay Council re Moseley Sq. Display.

4 Invitation from Vintage Sportscar Club to participate in their Historic Vehicle Display Day on 17th March In west parklands near Keswick Bridge, same day as our Figure 8 run.

5 Invitation from Royal Scty. For the Blind to attend Clipsal 500 Luncheon, \$110 per person.

Correspondence Out- Nil

Emails In and Out.

1 From Stephen Hooper re potential charge for Moseley Sq in future, this years charge cancelled.

2 From Andy Morgan, Royal SA Yacht Squadron re potential combined visit and social day with the Sporting Car Club.

3 From Nigel Winter re search for a film known as Gaffers Gallop, the story of Edward Turners ride on a Triumph Terrier from Lands End to John O'Groats.

Publications Received.

1 The Vintage Motorcycle from the UK. 2 MAPS Reveiw From Maitland Auto Preservation Scty. 3 Classic Vibrations from Indian Harley Club , Bunbury WA. 4 Restore and Ride from Coffs Harbour. 5 The Veteran Car in SA from Sporting Car Club. 6 Exhaust Notes from Vintage MCC Victoria. Acceptance moved Bob Gill , Seconded Paul Knapp, Carried

Committee minute from 29th January continued page 5;

Minutes of VVMCCSA Committee Meeting 8-1-2013 held at Payneham RSL clubrooms.

In Attendance- Brian Forth, Bob Gill, Terry Rowe, Daryl Rosser, Paul Knapp, Ray Collins, Barry Carlisle and Bill Lorimer. (This was held before general meeting that night.)⁵

Minutes of December 2012 Meeting presented as published in the Smoke Signal. Acceptance moved Bob Gill, Seconded Ray Collins. Business arising --Nil.

Financial report presented by Terry Rowe. Acceptance moved Paul Knapp, Seconded Daryl Rowe. New Members ratified- Pat Vartuli, John Cross and Ray Warren.

Correspondence In.

1. Letter of invitation from Veteran Car Club of SA with flyer & entry form for Bikes manufactured prior to 1919 to attend and participate in their 3 day hub rally based in Nuriootpa , April 12-13-14 2013.
2. 2013 hiring agreement from City of Unley for meeting room at Goodwood Community Centre.
3. Account from MTA for printing of Smoke Signal.
4. Invitation to participate in the Mildura Meander 4th to 5th May 2013.

Correspondence Out-Nil

Emails In and Out.

1. From Betty Gill re Australia Day Picnic at Carisbrook Pk, Salisbury
2. From Stephen Hooper, risk management plan for Moseley Sq. Display
3. From Campbelltown Soccer club requesting a display of bikes, declined-clashes with Tiddlers Run, replied.
4. From Nicole Aspinall re website.
5. From Autofest committee re Mt. Gambier Show and Shine.
6. From All British Day committee re marshalling, reply sent
7. From Brian Kuerschner re National Library publication depository, Advised that they receive a copy of every Smoke Signal.

Publications Received-

1. Vintage Crankpin from Veteran and Historic MCC;
2. Vintage Chatter from VMCCWA;
3. The Throttle Lever from Newcastle VMCC;
4. The Bulbhorn from Mildura VVC;
5. MAPS Review from Maitland Auto Pres. Scty.

Acceptance moved Terry Rowe , Seconded Barry Carlisle.

Runs ,Rides and Events.

- 20th Jan-Hahndorf Swapmeet Breakfast run.
10th Feb.-All British Day at Echunga , Brian Kuerschner organiser.
17th Feb. Tiddlers Run. Kersbrook , Bob Gill organiser.
10th Mar. Reynella History Festival –Invitation to display bikes.
17th Mar. Birdwood Figure 8, Don Moriarty organiser.
24th Mar Moseley Sq. Display, Stephen Hooper organiser.

General Business.

Bob Whitehead has raised the problem with a back-up trailer. He has completed the last 7 as back-up driver and has not had the chance to ride his motorcycles. He wishes a roster be made and other do their turn.

Reminder of log book days **12th May –Payneham RSL; 26th May—CCC Clubrooms** Glandore.

Australia Day display, Carisbrook Reserve—Saturday 26th January from 9am.

Committee minutes from 29/1/2013

Club Ride and events.

Paul Knapp reported on the ride from The Feathers Hotel to Hahndorf, 20th Jan, reporting many cyclists galore and all over the road, made for a slow and somewhat dangerous ride most of the way to Balhannah. 53 members and friends attended the breakfast at the Old Mill, it was a good opportunity to have a relaxed time and a talk wither fellow members.

Bob Gill reported on the Australia Day picnic at Carisbrook Park, number of members attending were down a bit but a nice day and enjoyed by those that attended.

Bob Gill advised that he must have firm numbers for attendance at the **Tiddlers Run 17thFebruary**, Tiddlers run from Kersbrook, lunch at \$2 for members, \$7 non-members.

Birdwood figure 8 discussed, still waiting on maps for the run

Backup Trailer issues discussed. Paul Knapp will do Tiddlers run, however the Club may have to consider a roster system for every run/ride?

Issued with Moseley Square display and the fees charged for the day discussed.

Paul Knapp volunteered to contact Port Adelaide Enfield Council re potential display location.

General business.

Discussion by the Committee calling for volunteers to fill 3-4 positions - yet again. Meeting closed 9pm;

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*

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

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 (Jan13)*

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 swig arm; *John Booker 82651633; (Dec12).*

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

FREE wheels with tyres on 14 inch XF-EF good trailer; 85723010 (Jan13)

1958 Triumph 3TA bathtub, partly rebuilt, frame cleaned & painted; new stanchions, complete bath tub and valance, wheels 18 inch; bike is about 80% complete Engine/Frame nr 4989—\$2750 *Tom 0400119937 (Jan13)*

New old stock Tyres in good condition. Just unwrapped; 3x Olympic Speedster 3.00x20 inch, rib front. 1x.Avon Racing 3.50x19 inch; 1 x Dunlop Racing 3.50x20 inch; 1 x Olympic Patrol 3.50x20 inch; 1 x Olympic gripster 3.25x19 inch; 1x Firestone 3.50x20 inch; Offers. *Chris Harley 83446120.*

Wanted.

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

1950's BSA A10 or A7 in any condition; *Bob Whitehead 83965148—0412 033913 (Jan13)*

Harley Davidson 1922 Or 1923 motor, needs to be complete for my project; *Brian Forth 0409514213*

Smiths 80mph Speedo to suit front braking plate mounted with cable for AJS 1938 350cc Model 16; *Brian Kuerschner 8390 39900 or 0488545565 nipper@nipper.net.au (Jan13).*

Ariel 500cc twin -Burman gearbox G107 F50,wanted a Kick starter gear quadrant—*Paul Wilksch 0431953010 or 82696894 (Jan13)*

Triumph speed twin with sprung hub in good condition—*Bill Browne 0429169798 (Jan13)*

1922 Harley Davidson J model motor either magneto or generator type; *Brian Forth 0409514213.*

1923 Sturmev Archer gear box lever wanted to 1923 Elliott M/C project; *Brian Forth 0409514213*



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).

2013 Club rides and Meetings any corrections please advise ** denotes club point s**

February

- 10th Feb, **All British Day**—Brian Kuerschner organizer **ECHUNGA OVAL** new venue @ 0900hrs
12th Feb, **General Meeting 676** Payneham RSL.
** 17th Feb, **Tiddler Run** Kersbrook area. **Bob Gill** organizer **-\$2 BBQ lunch after ride** **

March

- 10th March, **Reynella festival display**—**invitation only to display our motorcycles.**
12th March, **General meeting 677** Payneham RSL
** 17th March, **Birdwood figure 8**— Organizer????????? Rides before and after a lunch break.
24th March, **Moseley Square display**—**Stephen Hooper (free ice creams & coffee)**

April

- 9h April, **General meeting 678** Payneham RSL
** 21st April, **Clarendon area**— OR- **Mannum** area for a **veteran motorcycle rally only?**

May

- 12th May, **Logbook day**—Payneham RSL clubrooms— **Bob Gill & Phil Jenner.**
Statuary Declarations required, bring Log book and Registration papers.
14th May, **General meeting 679** Payneham RSL clubrooms
** 18th-19th May, **Victor Harbor 2 day rally**, Ross Weymouth & Rein Gerritsen organizer.
26th May, **Logbook day**—CCC clubrooms, Clarke Tce Glandore — **Bob Gill & Phil Jenner.**
Statuary Declarations required, bring Log book and Registration papers

June

- 11th June **General meeting 681**, Payneham RSL clubrooms
** 16th June **Lobethal Potato Day**—Bushland Park, Malcolm Gray organizer.

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

Classic Owners Mid Week runs— members are invited to join the **Classic Owners** on their run on the first Wednesday & third Tuesday of each Month, **Hawthorn Cres at Hazelwood Park at 10:00am.**

All owners and those interested in Ariels are invited on morning (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;

NARACORTE – 5-6TH May 2012;

KAPUNDA- 26th May 2012;

WILLUNGA – 19th August 2012;

VVMCC MOTORCYCLE ONLY 7th Oct 2012.

BENDIGO – 17-18th Nov 2012;

REGENCY PARK - 5th February 2013

CAMPBELLTOWN – 10th March 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).**

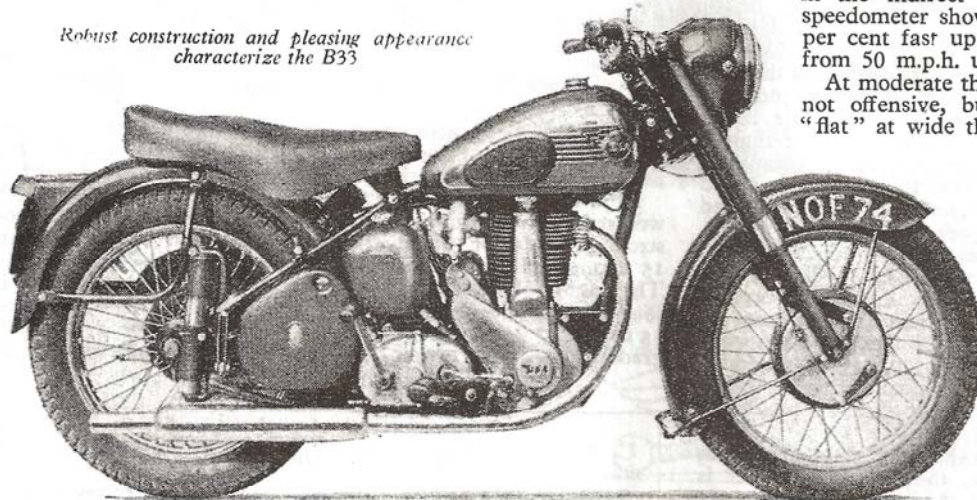
ROAD TESTS OF NEW MODELS

499 c.c. Overhead-valve

A Robust, Economical Roadster with First-class

THE B.S.A. B33, with standard or spring-frame specification, is the lowest-priced overhead-valve five-hundred on the British market. Its comparatively low price is not, however, achieved at the expense of quality or performance. Robustly constructed and good-looking, the B33 combines lively and tireless engine performance with first-class steering and suspension, powerful braking and commendable fuel economy. Reasonably smooth and usable power is produced over the major portion of the engine's r.p.m. range. This flexibility, together with transmission sweetness, renders the machine

Robust construction and pleasing appearance characterize the B33



equally pleasant for town or open-road travel. Manual ignition control is provided, and the engine proved to be sensitive to its use. On full advance, engine performance was very brisk; one-third to a half retard endowed it with a degree of docility appropriate to heavy traffic conditions; full retard, though used only for test purposes, provided the lusty pulling characteristics normally associated with large-capacity, side-valve engines.

In town, engine and transmission were perfectly happy at 30 m.p.h. in top gear. Indeed, the B33 would accelerate smoothly in this gear from the minimum non-scratch speeds of 18 m.p.h.

on full retard and 22 m.p.h. on full advance, with no precaution other than reasonably slow initial opening of the throttle. In bottom gear, with the ignition retarded, smooth travel at a pace too low to register on the speedometer was easily achieved.

Away from built-up areas, a top-gear cruising speed of anything up to 75 m.p.h. on the speedometer could comfortably be maintained for as long as the rider wished. A trace of engine vibration was perceptible, but this did not reach an objectionable magnitude until the speedometer needle was approaching the 80 m.p.h. mark in top gear, or at corresponding readings in the indirect ratios. An accurate check of the speedometer showed it to record approximately seven per cent fast up to 40 m.p.h., and ten per cent fast from 50 m.p.h. upward.

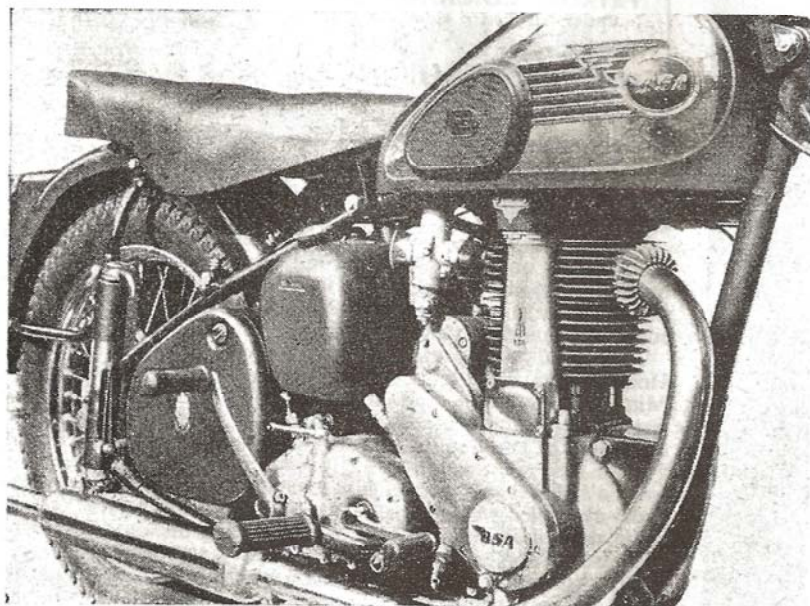
At moderate throttle openings, the exhaust note was not offensive, but it was inclined to be loud and "flat" at wide throttle openings. This noise tended to restrict the degree of acceleration which could be used without embarrassment in built-up areas, and proved tiring on long, fast runs. Banging in the silencer occurred occasionally when the engine was on the overrun, and could not be alleviated by adjustment of the pilot air screw. Both the piston and valve gear were audible with the engine cold or hot.

In the matter of cold starting, the engine was sensitive to carburettor flooding. If the float tickler was depressed, two or three kicks were required to bring the engine to life. Better results

were obtained by ignoring the tickler and merely leaning the machine slightly to the right for a few seconds after turning on the petrol. This drill usually brought a first-kick response. Full advance could be employed for starting purposes, provided that only a minute throttle opening was used. Starting with the engine warm was simple and certain. As one would expect, idling was slightly erratic with the ignition fully advanced; retardation produced a reliable tickover which was sufficiently slow for individual power strokes to be easily counted.

The gear change could have been sweeter and more positive with advantage. The gear box is of the wide-ratio type, and pedal movement was accompanied by a "scrunch" which could be felt rather than heard; if clean upward changes were to be made, an extremely leisurely movement of the pedal was required. Sometimes, when changing up from second gear at a lowish speed, it was found that a false neutral between third and top ratios had been selected. Neutral was easy to locate from either bottom or second gear. Clutch operation was moderately light; take-up of the drive was smooth and positive.

The B.S.A.'s riding position was excellent for a rider of average build. The relationship of footrests and seat was such as to provide a comfortable knee-angle. Long distances could be covered without fatigue. A pillion passenger could comfortably be accommodated on the dual-seat. All controls could be adjusted for convenient operation. When the gear pedal was suitably positioned for operation without removing the right foot from its rest, however, it was found to foul the shank of the footrest during upward changes. Appropriate filing of the pedal on the test machine overcame this problem.



The engine revelled in hard work and remained commendably oil-tight

B.S.A. B33

Steering and Road-holding

Wheel suspension, too, made an important contribution to rider comfort; both front and rear springing operated admirably with either one or two people aboard the machine. Soft around the static-load position, the front fork absorbed small and large road shocks effectively, while the plunger rear springing had a moderately soft and useful range of movement. Together, they resulted in a high standard of road holding. Occasionally, there was slight pitching when travelling fast over bumpy surfaces, but this was never sufficient to be of more than academic interest. Slight fork chopping could be induced only by very heavy use of the powerful front brake.

Under all road conditions the steering of the B33 was first-class and rock steady. A trifle heavy at low speeds, the steering had a strong self-centring characteristic and was noticeably positive. Never was there the slightest suspicion that the steering damper was other than an ornament. Whether the machine was heeled over slightly or generously, the front wheel automatically turned inward by just the right amount to provide safe and confident cornering.

Powerful Brakes

The efficiency of the brakes was such as to encourage the rider to make full use of the machine's road performance. The 8in front brake, previously fitted only to the Gold Star and twin-cylinder models, is now standardized on the B33. Light and smooth in operation, it is extremely powerful. In use, from any speed within the model's capabilities, it could be made to provoke a squeal of protest from the front tyre. For most of the test period, brake application gave rise to a loud squeal from the brake drum. Dismantling of the brake and the cleaning out of an accumulation of friction-material dust largely mitigated, but did not entirely eliminate, this tendency. The rear brake was also smooth and efficient; employment of both brakes together brought the machine to a safe and rapid halt whenever required.



Rider's view of the new headlamp cowl; light switch is on the left, ammeter on the right

The headlamp afforded an adequate beam for night riding. It was by no means easy to check the charging rate accurately owing to the angular disposition of the ammeter in the headlamp cowl.

Throughout a hard, 1,000-mile test, the engine and gear box remained commendably oil-tight, save for a slight leakage from the gear-pedal shaft. A small quantity of grease leaked from the right-hand rear-springing unit and discoloured the silencer. Some blueing of the exhaust pipe and silencer took place. There was also a tendency for the rear chain to run dry.

The deeply valanced front mudguard proved effective in keeping a good deal of road filth from the machine. The chromium-plated wheel rims proved easy to clean. With its chromium-plated tank panels and excellent maroon enamel finish, the B33 has an attractive appearance. An excellent kit of tools is provided, and proved adequate for all routine maintenance.

To sum up, the B.S.A. B33, in performance and quality, represents excellent value for money.

Information Panel

SPECIFICATION

ENGINE: 499 c.c. (85×88mm) single-cylinder o.h.v. with fully-enclosed valve gear. Ball and roller bearing for drive-side mainshaft; ball bearing and plain outboard bearing for timing side. Gear driven magneto. Dry-sump lubrication by gear pumps; oil tank capacity, 4 pints.

CARBURETTOR: Amal, with twistgrip throttle. Air slide operated by handlebar lever.

TRANSMISSION: B.S.A. four-speed gear box with positive-stop foot control. Bottom, 14.9 to 1. Second, 10.3 to 1. Third, 6.59 to 1. Top, 5 to 1. Multi-plate clutch. Primary chain, $\frac{1}{2}$ ×0.305in, in oil-bath case. Rear chain, $\frac{3}{4}$ × $\frac{1}{2}$ in, with guard over top run. R.p.m. at 30 m.p.h. in top gear, 1,950.

IGNITION and LIGHTING: Lucas Magdyno with manual ignition control on handlebar. 7in-diameter headlamp with sealed-beam light unit.

FUEL CAPACITY: 3 gallons.

TYRES: Dunlop Universal, 3.25×19in front, 3.50×19in rear.

BRAKES: 8in diameter front, 7in diameter rear; hand adjusters.

SUSPENSION: B.S.A. telescopic front fork with hydraulic damping; plunger-type rear springing.

WHEELBASE: 54½in unladen. Ground clearance, 5½in unladen.

SEAT: B.S.A. dual-seat. Unladen height, 30½in.

WEIGHT: 420lb with no fuel, full oil tank, and fully equipped.

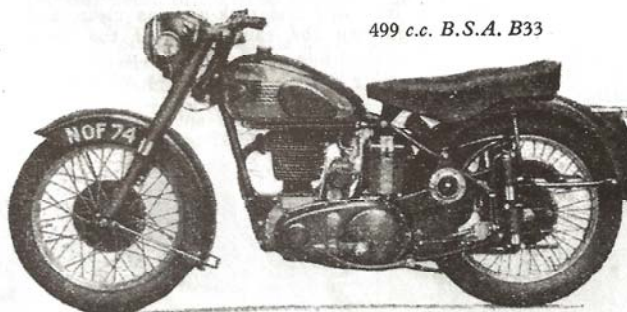
PRICE: £140 10s; with purchase tax (in Britain only), £179 10s 7d. Extras: Rear springing, £9 (P.T., £2 10s); dual-seat, £3 (P.T. 16s 8d); pillion footrests, 10s (P.T., 2s 10d).

ROAD TAX: £3 15s a year; £1 0s 8d a quarter.

MAKERS: B.S.A. Cycles, Ltd., Birmingham, 11.

DESCRIPTION: The Motor Cycle, 25 September, 1952.

499 c.c. B.S.A. B33



PERFORMANCE DATA

MEAN MAXIMUM SPEED: Bottom: * 31 m.p.h.

Second: * 44 m.p.h.

Third: * 69 m.p.h.

Top: 80 m.p.h.

* Valve float occurring.

MEAN ACCELERATION:

	10-30 m.p.h.	20-40 m.p.h.	30-50 m.p.h.
Bottom ...	2.8 secs	—	—
Second ...	3.6 secs	3.5 secs	—
Third ...	—	5 secs	5.4 secs
Top ...	—	7.5 secs	7.6 secs

Mean speed at end of quarter-mile from rest: 70 m.p.h.

Mean time to cover standing quarter-mile: 18.2 secs.

PETROL CONSUMPTION: At 30 m.p.h., 112 m.p.g. At 40 m.p.h., 90 m.p.g. At 50 m.p.h., 66 m.p.g. At 60 m.p.h., 53 m.p.g.

BRAKING: From 30 m.p.h. to rest, 28ft 6in (surface, dry tarmac).

TURNING CIRCLE: 15ft.

MINIMUM NON-SNATCH SPEED: 18 m.p.h. in top gear, with ignition fully retarded.

WEIGHT PER C.C.: 0.84lb.

PARADISE MOTORS MAZDA

10

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



On 23 October 2012, H&H Classics achieved the highest price for a Brough motorcycle at public auction when it sold the celebrated bike known as 'Old Bill' for £291,200.

Once owned and raced by marque founder George Brough, the 1922 Brough SS80 was appearing on the open market for the first time in over 50 years. H&H Classics reports that bidding came from three continents, with keen interest both in the room and on the telephone.

It is "now the centrepiece of a significant overseas collection".

Two other Brough Superiors found new owners at the sale, the 1928 SS100 achieving £100,800, the 1937 11/50, £28,000.

Source-

<http://www.classicdriver.com/uk/magazine/3150.asp?id=16445>

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Who are we?

Breakfast Run to Hahndorf Mill, Sunday 20th January 2013.

Well it was a wonderful day for a ride through the Adelaide hills to Hahndorf Old Mill. My 1957 Triumph refused to start at the Feathers Hotel so I missed out on a ride and breakfast. Several members left the hotel and rode up to Uraidla/Summertown onto Balhannah then to breakfast. During the ride they were frustrated by the attitude and poor manner of bicycle riders 'hogging' the road, at times riding 3-5 abreast and blocking any one trying to pass them displaying poor road manners regardless of the event in question.

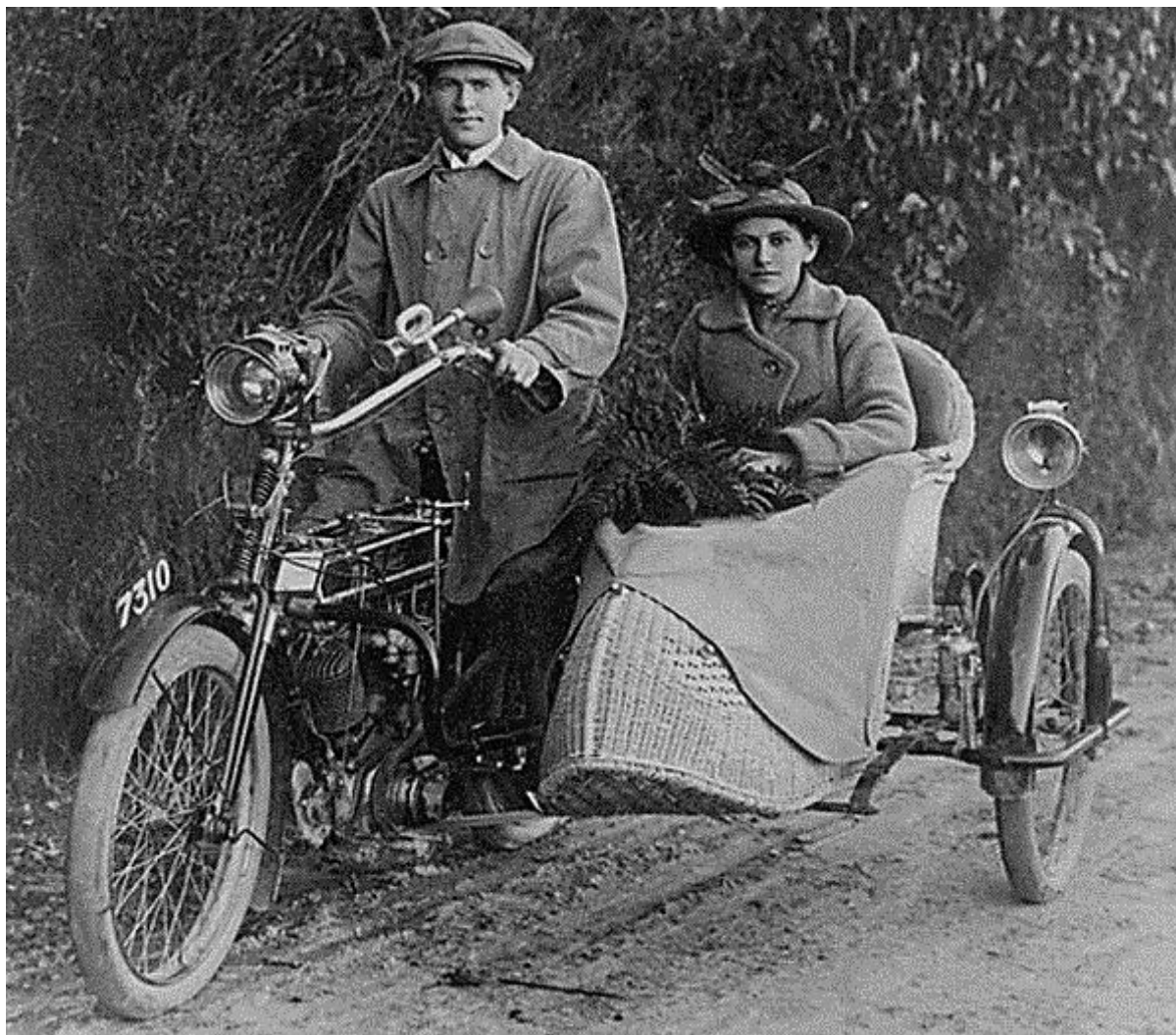
Some 53 members and friend attended breakfast. several rode a motorcycles, other by car with some visiting the swap meet before breakfast.

Drovers Dog



EARLY MOTORCYCLES OF SOUTH AUSTRALIA

12



**A COLLECTION OF PHOTOGRAPHS OF EARLY MOTORCYCLES REGISTERED
IN SOUTH AUSTRALIA AND THE FOUNDATION OF THE MOTORCYCLE CLUB
OF SOUTH AUSTRALIA**

COMPILED BY TERRY G. PARKER

This book is available from Terry Parker tgparker@bigpond.net.au

Cost is \$10, email and enquire about postage cost



1926 AJS G6

The 350cc ohv AJS is one of the iconic machines of the vintage era, famed for its light weight and sporty performance. James Robinson takes up the story.

Retired gas engineer Pete Sole – no stranger to the pages of *The Classic Motorcycle* – has a simple, straightforward answer to the question ‘Why did he want a vintage ohv 350cc Ajay?’ “It’s reputation,” says Pete, of the lithe black-and-gold vintage sportster. The machine’s reputation was such in its day that the aura remains intact all these years later.

AJS – AJ Stevens of Wolverhampton – had already established themselves as a leading maker by the time this G6 left the factory. Popular with speedmen, the ohv 350s were renowned for their fine handling, light weight and minimal styling.



All that was powerfully backed up by the fact that in 1921 Howard Davies (HRD) had beaten the cream of the world’s half-litre talent on his 350cc Ajay, as he won the Senior despite giving away a massive 150cc to his competitors. In what was then the world’s most important race, it was an impressive act to say the least.

Though that is probably the most famous racing achievement of the ohv 350cc AJS, there were other notable successes too, including the win for Cyril Williams in the 1920 Junior TT, the top four places – headed by Eric Williams, who also won the 1914 Junior TT on a side-valve AJS – in the 1921 Junior TT and then Tom Sheard leading a one-two in the 1922 Junior TT. But it was in the hands of clubmen like Ronnie Parkinson – virtually unbeatable ‘on the sand’ on his Big Port – that the model’s reputation was really established, which came later.

The first ohv 350 was made available to the buying public for 1923 – having been unveiled at the 1922 Motorcycle Show – with eager speedsters snapping up a model with a proven pedigree. It was

basically a replica of the works 1922 TT racers, complete with 15/8in exhaust port, which led to the ‘Big Port’ nickname. The exhaust port was reduced in size over the years and was never an ‘official’ AJS model tag – until after the AJS name had been bought by the Collier brothers in 1931 – but vintage AJS 350s of the 1923-28 period are invariably referred to as ‘Big Ports.’

Over the years, Pete Sole has restored all manner of machines to a fantastic standard, with the AJS no exception. He bought the Ajay in 1993 and set about returning it to its pomp and praises the help and guidance given by 1920s AJS expert Ray Carter. Asked if there’s any advice he’d give to someone hoping to restore a similar Ajay, Pete says: “Try and make sure all the bits and pieces are there.” All the bits and pieces are certainly there on Pete’s machine, and they come together to make a handsome vintage thoroughbred

From—<http://www.classicmotorcycle.co.uk/articles/2011-09/ajs-g6>

Year of manufacture: 1926; **Engine:** single-cylinder ohv four-stroke; **Bore x stroke:** 74 x 81mm; **Capacity:** 349cc **Compression:** ratio 6:1; **Carburettor:** Binks ; **Ignition:** Lucas Magneto; **Transmission:** all chain-drive; **Gearbox:** AJS three-speed; **Chassis:** AJS open diamond; **Forks:** side-spring girders; **Brakes:** sls front and rear; **Dry weight:** 218lb **Wheelbase:** 53.5in ; **Seat height:** 28in; **Top speed:** 70mph (est); **Price new:** £53; **Makers:** AJ Stevens, Graisely House, Wolverhampton

Entrants for the Hills Ride 16-12-12

Member's Name Year and Model

Bob Gill 1913 BSA
Rob Smyth 1929 AJS
Chris Harley 1930 Brough O/F
David Radloff 1930 Sunbeam
Brian Forth 1947AJS
Tom Whaites 1947 Triumph
Bruce Lehmann 1948 Ariel
Ken Olsson 1949 Matchless
Geoff Anderson 1950 Norton
Malcolm Gray 1955 BMW
Richard Kretschmer 1956 Norton O/F
Daryl Rosser 1956 Triumph
Paul Knapp 1957 Triumph
David Holbrook 1958 Ariel
John Booker 1966 Velocette
Les Wilson 1967 BSA
Ian Hese 1996 BMW
Peter Arriola 1974 Honda
Don Cellier 1974 BMW
Roger O'loughlin 1984 Suzuki
Bob Frankham 2003 Honda
John Mills 2012 Kawasaki
Bob Whitehead Back-up trailer

Vintage Japanese Motorcycle Club Inc

NATIONAL
RALLY
March 15-17
2013



Victor Harbor, South Australia

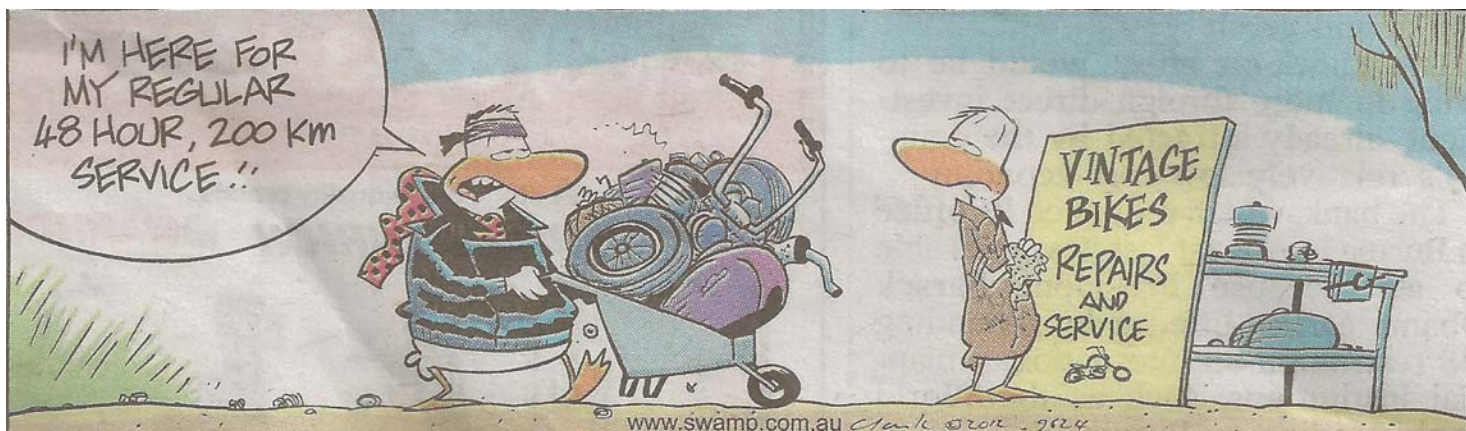
Details: phunty@bigpond.net.au • 0418 214 754
www.vjmc.org.au

Australia Day celebrations Carisbrook Reserve, 26th January 2013.

The following members, Bob Gill with 2 Royal Enfield tidlers; Roger O'Loughlin a Horex; Ian Hess a 1928 Harley Davidson outfit; Paul Knapp 1957 Triumph Thunderbird (*still running*); David Holbrook a 1920's New Imperial; Brian Goodall a 1920's AJS; Matthew Croucher a 1942 BSA wdm20 and Greg Patterson with his 1960 Honda dream attended and displayed their motorcycles.

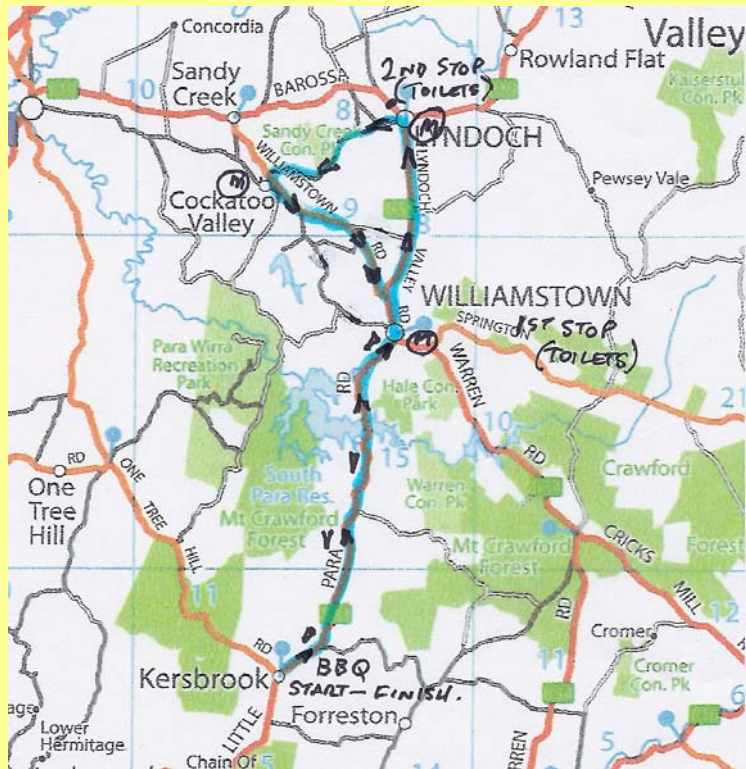
We know numbers were down, but those who did attend had a great day and enjoyed the breakfast and festivities on offer. You will notice Roger O'Loughlin relaxing in the photo on the right..

El Pablo.



This is the 3rd **VVMCCSA Tiddlers Run—Sunday the 17th February 2013** starting at the **Kersbrook Community Clubrooms** at 19 Glover Street Kersbrook gathering at 9.00am to start the run at 9.30am.

This run is designed to encourage small capacity motorcycles from Acme's to Zundapp's to participate. Riders can enjoy a leisurely and less stressful pace along reasonably flat riding country roads with a few slight rises to challenge and keep riders awake.



The run will take members along the Para Road to Williamstown with the 1st re-grouping at the car park of the Williamstown Hotel. Refreshments and toilets close by. We then meander along Lyndoch Valley Road to Lyndoch for the 2nd stop at the large car park on the Barossa Valley Way again for refreshments and toilets breaks.

Riders then will progress along the Gilbert Street into and Pimpala Road to the junction of Pimpala Road and Williamstown Road, making a right turn and travel back to Williamstown for a 3rd stop at the Williamstown Hotel before arriving back the Kersbrook Community Clubrooms for a B-Q Lunch @ \$2 per person.

Regards Bob Gill

Cost for a meal is
\$2.00 (members)
Non members \$7.00.

Static Display at Moseley Square Glenelg – Sunday 24 March

The City of Holdfast Bay has once again accepted the club's request to assemble a static display of the club motorcycles in Moseley Square, Glenelg as in previous years.

If you can spare some time on Sunday 24 March between 10.00am – 1.00pm to join me in showing off your machine to the public, whether it be restored, unrestored or a work in progress all are welcome. In keeping with the aims of the club I would prefer club eligible machines for the display.

The Council will provide the venue and the spectators so bring your bike to the bay and enjoy the day. I also anticipate the Council will once again assist with a limited number of car parking permits for those machines which need to be brought down on a trailer.

Please see me at the general meeting or contact me before 18 March if you will be attending. We need at least 20 machines of varying age to assemble a respectable club display. I look forward to your support.

For those attending, access to Moseley Square is **only** available via St Johns Row at walking pace. I will have a marshal in place at the northern end of St Johns Row from around 9.30am to assist with directions. Don't forget your drip tray if your machine leaks oil.

Stephen Hooper.

Ph: 8294 0894 or 0424 11 28 62





**Various photos of
Breakfast ride to
Hahndorf and
Australia day
display**



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