



SMOKE SIGNAL

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



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Members admiring a 1934 Ariel motorcycle

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9th July 2013.
Annual General Meeting

July 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.

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VICE PRESIDENT.	Bob Gill	8258 4982
SECRETARY.	Bill Lorimer	8265 6468 Mobile 0411544353
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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.

July 2013 is here and if you have not paid your subscriptions of \$35 you are un-financial.³ Therefore your historic vehicle on historic registration is no longer valid, and your vehicle is now classified as 'un-registered & un-insured'. Riding your historic vehicle on a road will incur heavy fines. **It is your responsibilities to ensure you are financial.**

The club as of 30th June 2013 will be submitting a list of un-financial members on historic registration to the Dept of Transport SA. **Do not let it be you.**

Log books days have passed. Members requiring log books up-dated MUST submit them with a statuary declarations. Either you POST your log book including registration papers and statutory declarations to VVMCCSA at PO box 1006 Elizabeth Vale 5112 including a stamped return envelope. Bob Gill and Phil Jenner will endorse logbooks **BEFORE** a meeting.

**** NO log books will be endorsed after a general meeting ****

9th July is the Annual General meeting. All positions become vacant and nominations will be called. If you wish to volunteer your services and fill a position on the committee.

VVMCCSA has been invited to the **National Railway Museum at Port Adelaide on 17th and 18th August** to display our motorcycles as part of the Heritage Transport weekend. Display each day 10am to 4pm if any one interested.

Brian Forth, President



Tuesday 9th July 2013 **Annual General Meeting** **AGENDA**

Presentation of the Minutes of the Annual General Meeting held on the **11th July 2012**.
Presentation of The President's Annual Report.

Presentation of the Annual Financial Reports.

Election of Officers. The following positions become vacant and nominations for these positions will be considered by the meeting.

- President
- Vice President
- Secretary
- Treasurer
- Club Captain
- Committee members x 4
- Records Officer
- Magazine Editor
- Librarian
- Regalia Officer
- Machine Registrars **Committee appointment**



Norton big 4 outfit

VVMCCSA Committee Meeting 24th June. 2013 held at Goodwood Community Centre.

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

Visitors, Les Jolly and Ian Hese.

Minutes of May meeting presented as printed in the Smoke Signal , no discussion . Acceptance moved Daryl Rosser, Seconded Paul Knapp Carried

New Members. Steven Hausler and Doug Norris were ratified for membership.

Treasurers report unavailable as the treasurer was sick and not in attendance

Correspondence In.

Westpac bank statement.

17 subscription fees.

Correspondence Out-Nil

Emails In and Out.

Brian Forth arranging a visit to National Maritime museum, Sunday 21st July, booking made for 40 people. Emails from Winston Toon and Kym Greenfield re Bruce Hector fitting Toon suspension to motorcycles.

Publications Received.

Bulbhorn from Mildura VVC club.

Acceptance of correspondence moved Paul Knapp seconded Daryl Rosser.

Runs, Rides and Events.

Report on Lobethal potato day, about 50 people, good weather, good food, good company, great day. 21st July, visit to National Maritime Museum, cost members \$2 entry, club to cover remaining fee of \$4 per person.

Stephen Hooper completed another information and request for sponsorship of \$400 from Glenelg Local Government for our display at Moseley Square in March 2014.

Paul Knapp spoke of a possible display on 24th November at Semaphore foreshore. This clashes with Scarpantoni ride and BBQ, more enquires to be made for another day.

General business.

Discussion and planning for VVMCCSA swap meet in October, concerns for number of volunteers for the event. VVMCCSA to cover the cost of egg & bacon sandwich and coffee for each volunteer.

Bob Gill is concerned there is still a large number of members who have not paid subs and renewed historic log books and statutory declarations not submitted. These have to be completed before 30th June to comply with Historic Registration requirements.

Paul Knapp asked if those who attended both days of the Victor Harbor 2 day rally receive the usual 2 day rally trophy.

Daryl Rosser stated the Tri-Spark person was coming August meeting, will arrange it for September meeting. Meeting Closed 9.10pm.

SPUD DAY AT LOBETHAL 16.6.13 ORGANISED BY ROGER O'LOUGHLIN AND MALCOLM GRAY

Name Year/Model Solo/Outfit

Bob Gill 1913 BSA
Rob Smyth 1924 AJS
Terry Rowe 1929 Raleigh
Michael Browne 1934 Ariel Solo F.T.O.
Mal Mackay 1936 BSA
Brenton Halstead 1938 Panther
Ed Sanders 1939 Norton
Matt Groucher 1942 BSA
Brian Norton 1942 Harley Davidson
Russell Sadoroshny 1957 Ariel
Paul Knapp 1951 Norton
Graeme Bartlett 1952 Norton
Andrew Dansie 1955 Velocette
Kym Moreton 1955 Triumph
Brian Forth 1957 Triumph
Alan Millward 1964 Velocette
Brian Forth 1957 Triumph
Alan Millward 1964 Velocette



Malcolm Gray 1971 BMW Solo
Jenny Millward 1976 Gilera
F.T.O.
Roger O'Loughlin 1976 Honda
Don Cellier 1980 Honda
John Mills 2011 Kawasaki
Martin Blindell Kawasaki.

Ian Hese Back up trailer

Plus many more who went by car.

Paul Knapp on his 1951 Norton

Minutes of VVMCCSA General Meeting '680' 11th June 2013 held at Payneham RSL clubrooms.

Brian Forth chaired the meeting.

Visitors - Doug Norrie and Manuela.

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Minutes of May meeting were presented as published in the Smoke Signal, no business arising.

Acceptance moved –Pud Freeman Seconded – Philip Holmes Carried.

Treasurers report. Terry Rowe presented the report, No questions or queries.

Acceptance, moved Rob Smyth Seconded –Malcolm Gray Carried.

New Members. Membership applications received from Doug Norrie and Manuela. Membership ratified for Adrian How who was presented with badge and membership book and Steven Hausler was not present.

Correspondence.

1 Letter of invitation for the club to participate by way of public display at the Heritage Transport weekend 17th and 18th August at the National Railway Museum at Port Adelaide

2 Statements from Westpac Bank

3 Account from MTA for printing Smoke Signal

4 Numerous Subs. renewals

5 Invitations and forms for expressions of interest in the 2014

National Veterans Rally to be conducted by the Sporting Car Club SA

Emails In and Out.

1 From Phil Smith, requesting Photos of the Dunlop 1912 Despatch Relay.

2 From the History Trust SA advising of the availability of grants for History projects.

Publications received.

1 Classic Vibrations from the Indian Harley club WA

2 Energette from Norton MCCSA

3 Vintage Chatter from VMCCWA

4 Vintage Motorcycle from the UK

5 The Throttle Lever from Newcastle VMCC

6 The Radiator from the Riverland V&CCC

7 Exhaust Notes from VMCC Victoria

Acceptance, moved Ian Baldock Seconded Paul Knapp.

Runs Rides and Events.

Brian Forth reported on the May two day rally at Victor Harbor, all who attended had a good time and enjoyed the rides and excellent weather for Victor Harbor this time of the year.

16th June Lobethal Potato Day ,Bushland Park , Malcolm Gray outlined the Potato Day activity ride leaving Pelican plaza 10am, Ian Hese is backup trailer.

21st July is a Museum Visit, venue to be confirmed ** [Maritime Museum at Pt Adelaide](#) ***

24th August Southern Vales Tiddlers Run, Tony Morrisset and crew organiser.

General Business.

Brian Forth reminded members to be financial by 30th June to ensure their Historic Registration conditions are complied with as printed in May magazine page 9.

VVMCCSA swap meet raised, requesting members from the club volunteer positions on the day to ensure the event runs smoothly. Volunteers to receives coffee and egg and bacon roll for their services. Volunteer board circulated about the members present.

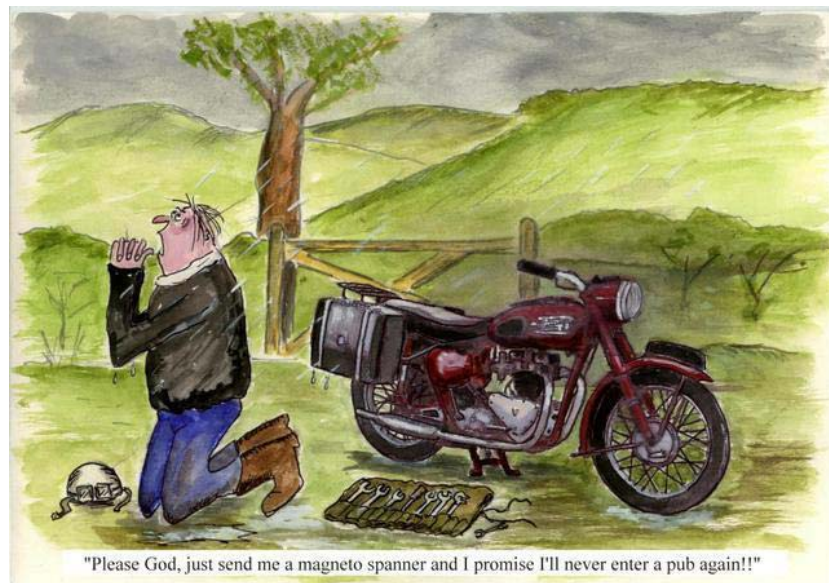
Annual General meeting 9th July, all committee positions will be vacant, if you wist to volunteer see Secretary.

Brian Kuerschner advised that he has spoken to Greg Kennedy from the Historic Road Racing Register about being a guest speaker for our August meeting.

Leon Mitchell spoke about restoring and repairing Girder forks, and added that recent new members Wolf and Seb Carius (Ph 82772972) are able to undertake the complex job of reboring the Girders and Stem Assemblies.

As the June meeting is Trophy Night, the presentation of First Time Out Awards and the Club trophies were presented to the winners of the various categories .

Buy Swap and Sell was read. 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*

1 x 12 Volt 35/35 watt Quartz Halogen bulb to suit the earlier British Pre-Focus type of headlamp fitted to bikes from late 1940s to the 1970s up until the introduction of the sealed beam unit. \$15 NEW in box. *Paul Knapp 82430130; (July13)*

Clathorpe 500cc 1936, eng nr M4-1477; **1938 Calthorpe 500cc** eng nr M5-2028—\$10,000 each; *Ray Collins 08/82784066 email mrcollins@internode.on.net (April13)*

Vintage flying helmet, gloves, carry bag, goggles, all soft leather in good condition; *Neville Osborne 82482284 or 0415098949 (July13)*

BSA m21 Plunger Rear Suspension unit, Used it for a short period of time about 15 years ago. I went back to a rigid rear. I am happy to give it away to anyone who has a need for it; *Richard Engle Williams-town 8524 6113 rgengel@adam.com.au*

Wanted.

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

CZ 150/125c parts wanted (or complete bike) Please call or text Michael Scarpantoni if you know any one who might have anything on 0414383018. (July13);

Suzuki GS500 2005-2008, wanted a cheap one for wrecking; *Pud Freeman 8255 2886 (July13)*

Norton ES2 1951-1953 in any condition; *Reg Hancock 85708125; (June13)*

AJS model 18 500cc twin seat wanted; *Simon Mussared 0422 090701 (June13);*

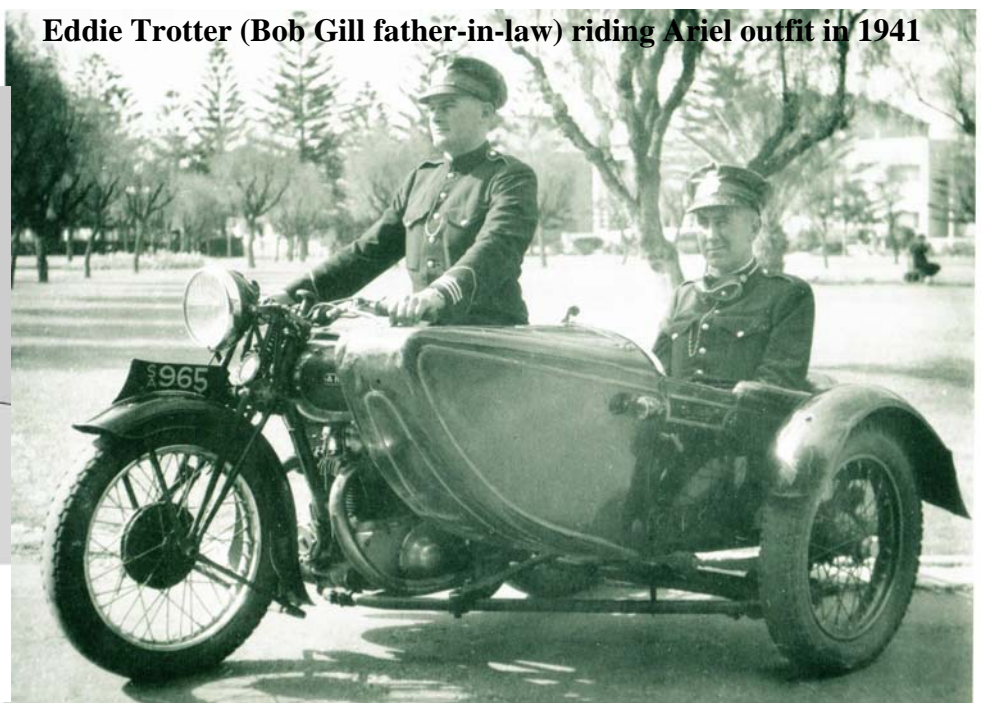
Sidecar to suit Ariel twin 500cc 1950, sidecar wanted—preferred restored. *Peter Wilksch 8269 6894 0431 953 010 (June13)*

Honda sports cub c110,c111, c114, or c115 parts bike or parts wanted, any condition; *Brian Forth 0409 514213; or graham Sandell on 0404120880 (not a member) (July13)*

1954 Excelsior R4 Roadmaster— wanted front mudguard and front wheel axle sleeve nut to suit; *Doug Norris 0405207100 or Wk 83487208 (July13)*



"Ever notice how easy it is to take an engine apart, but not so much putting it back together?"



Eddie Trotter (Bob Gill father-in-law) riding Ariel outfit in 1941

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**

July.

9th July— Annual General Meeting 681, Payneham RSL clubrooms.

****21st July South Australian Maritime Museum**, 26 Lipson Street, Port Adelaide—**ride to place**.

August

13th Aug **General meeting 682**, Payneham RSL clubrooms.

****24th Aug Southern Vales Tiddler run**—Tony Morrisset organizer—BBQ lunch \$2;

September

10th Sept **General meeting 683**. Payneham RSL clubrooms.

**** 15th or 22nd Sept North East ride**—open to suggestions please.

29th Sept **Bay to Birdwood**—Classic vehicle run if is still operating.

October.

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

**** 20th Oct Annual eastern hills ride**—Dan Moriarty organizer.

November

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

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

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 is paid.

2013- Invitational Events – (Not club runs, but members are welcome to join them, enquiry with Secretary in the 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 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- January 2014

BALLARAT – February 2014

CLARE– 17th March 2013;

NARACOORTE – 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 - February 2014

CAMPBELLTOWN – March 2014

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).**

Overseas 3.5hp. By James Robinson, pics Terry Joslin, Originally published October 2006 8

When the opportunity to ride a veteran rare Overseas was presented, luckily there was also a closed road to do it on...

In the veteran period, many motorcycles had their idiosyncrasies for the rider to deal with, and a set formula was yet to be decided upon with regard to the layout of the machine controls. Throttles switched sides, gears worked various ways round and could be on either side, clutches varied from hand control to foot action, ignition and carburettor controls switched sides while braking was subject to myriad change.

In these days of every modern motorcycle having exactly the same control layout with regard to clutch, gears and brakes – and the likes of ignition taken care of automatically – unfamiliarity with control locations is not something the modern rider has to consider.

As a concern, [Overseas](#) seem to have been an early example of badge engineering. There seems to have been at least a tie-up – and possibly more – with Birmingham-based LMC, who themselves were spawned when designer WJ Lloyd left the Quadrant concern. The first LMCs bore more than a passing resemblance to the Quadrants, built earlier to Lloyd's designs. It would appear that the Overseas was – as the name suggests – for the overseas market, and that some 'outdated' parts were used up by making the machine, probably to be sold in colonial markets. Very few are known to be extant today, with this example possibly the only one in Europe – and possibly the only running example in the world.

This Overseas, currently in the care of Leominster-based restoration expert Robin James, is owned by a French-exiled Hampshire enthusiast. It has been in the well-equipped James premises for some time, with Robin and his team having to undertake a fair amount of work to bring the veteran up to the standard you see before you. The timing side crankcase was effectively scrap, with the main bearing spinning round and round in its housing. The two cams needed remanufacturing too, with their housings also loose. The James workshops adapted the old casting as a pattern, before having a new item cast, which was then machined to suit.

Robin reports that elsewhere, "there were lots of bodesges all over it," which given the machine's age, probably comes as no surprise.

The unusual B&B carburettor needed attention too, and now uses an adapted modern jet and needle to ensure it works as the maker intended.

Though it is indeed 'getting there' and has been road-tested, it is still a formidable proposition for the relative veteran novice... such as me. Though I've had the fortune to have twice successfully completed the London-Brighton Pioneer pre-1915 Run on machines kindly loaned by the National Motor Museum in Beaulieu, that is the limit of my veteran experience... and the two machines from Beaulieu were both relatively 'simple' veteran tools to operate. The Overseas takes unfamiliarity to a whole new level.

As Robin explained to me the art of riding the Overseas, my head was swimming in a sea of new skills to learn. The art of riding a machine like the Overseas is absolutely nothing like the majority of powered two-wheelers most of us are familiar with. There is very little which it has in common with riding a more modern machine – in truth, the only similarity is that it has a wheel at either end and the engine is in the middle. Even starting is an alien experience – there's no kick-start, but a crank-handle attached to the rear wheel with which to fire up the machine's 3.5hp engine. Before we did that though, Robin ran through the controls with me.

Firstly, the throttle – a lever, naturally – is at least in the position where one would expect to find a lever throttle atop the right side handlebar. But then it gets confusing... this throttle works in the opposite direction to the norm, as in to 'go faster' the lever is pushed away, in the manner of a boat.

Robin explained, "We're not sure if this is normal practice for the machine, or it has been changed to that, but the owner prefers it that way, so it's how we've left it." This is, to say the least, disconcerting, and thoughts of what one would do in an emergency when instincts take over are a bit worrying... Still, the key of course is to avoid emergencies! The front brake is at least located in the normal right-hand handlebar position, though Robin noted, "It's next to useless!" The brake itself is a block-type, as found on a pushbike but, at least it has a front brake, as several veterans of the period were sans fore-mounted stopper, having two-rear wheel brakes to get around the legal necessity of having a pair of brakes. Of course, contemporary road conditions were very different to what they are today, so it was felt – probably quite correctly – that a front brake on mud, dust and dirt roads was more of a hazard in itself than a help.



Left floorboard

The rear brake, the better of the two, is mounted on the left footboard, though at the rear of the board and so heel operated. Still, that's not too much of a departure... unlike the use for the other foot, which is to operate the clutch. And, to further complicate the job, the clutch is locked in place and has to be pressed before it releases and subsequently works.

Also right-side mounted is the manual oil pump. The rider needs to 'stoop' down to operate it, and the process is further complicated as it has a two-way cock. Basically, it has twisted open to suck in charge, then another application undertaken so that the charge can be pumped into the engine. And this process needs to be repeated every three or four miles.

Mounted to the right of the tank is a half-compression lever to aid starting, while there is also – on the right – a 'start' setting on the carburettor that is switched to 'run' once the engine is warmed up.

And finally we come to the functions of the rider's left hand. Up on the handlebar is the conventionally-operating valve-lifter (which is where one would normally find the clutch – an unscheduled engine stop waiting to happen!) and the ignition control lever, which works in the same way as the throttle – as in push away for advance. The ignition is retarded by pulling the lever back, and so on the move the rider wants to be pushing both throttle and ignition away as speed increases.

But that is not the left hand's only job – gear shifting is a left-hand operation too. And that, of course, is not a simple case, oh no. Furthest away is first, next along is second, then comes neutral and, then, fully back is top. So, setting off means moving the gear lever through second gear and into first, while second to top means going through neutral...

So, with my head trying desperately to compute all that and put it into practice, Robin fired up the machine and I settled into the saddle. Seat height is quite lofty, with the handlebars pulled back in a familiar veteran/early vintage style. I had decided to break what is the habit of a lifetime and eschew gloves for my ride – something I'd never normally do, whatever the weather, but feeling that I'd need fingers with the nimbleness of a pianist to push, pull and tweak the myriad levers, my chunky armoured gloves had to be abandoned.

Clutch unlocked

With clutch 'unlocked' from its housing, I gingerly depressed it and with my left hand shunted the gear lever forward and through into first gear. Now, it was time for a few revs and a touch of ignition advance and then slowly, slowly up with the right foot, feeding out the clutch. We set off, admittedly a bit wobbly and at little more than walking pace. Gently I accelerated away from where Robin waited, and set-off around our handily located private circuit. After a few hundred yards it was time to try a gear change – despite a few wobbles (it feels very unnatural taking the left hand off the handlebar for anything other than signalling when on the move). First to second was successfully negotiated and I managed to remember which way to open the throttle after the gear change. I stayed in second, and kept the speed low while playing with the air and ignition levers to keep up forward progress. As is usual with a Robin James restoration, the Overseas ran beautifully smoothly and didn't object to my inexperienced hand being at the controls.

After trickling round our circuit, for a couple of laps, I started slowing and accelerating, to try and get my head into gear with the controls. A machine like this definitely takes some mastering, but the satisfaction is in feeling that one is starting to 'get the drop of it.' A few more slow downs and speed-ups, and I felt confident to try the gear change I was most worried about – second to third, through that neutral. So, throttle pulled back, ignition knocked off a touch, foot down on clutch and left hand off the bars – and we made it! Now in top gear, the lusty Overseas picked up pace with an eagerness which belied its age. The flexibility of the engine and the blissful lack of anyone else in attendance, meant that it was unnecessary to slow down too much for the few corners – jut knock off the throttle a touch, a tug on the tillers bars, and round she went. You know, I was actually beginning to enjoy myself!

Having circulated rather regally for quite a while, it was time to stop – which I was somewhat nervously anticipating. But the time had come to bring a halt to proceedings, so halt we must. A change down from third to second was effected successfully – albeit accompanied by a bit of a wobble – and I made a final lunge into first when it nearly stopped, before coming to a halt. Admittedly, I managed to stall the job before coasting to a halt, but all in all, I'd come away impressed with the Overseas.

There is, indeed, immense satisfaction to be gained from riding a machine like this. Speed doesn't come into the equation one iota, instead the successful piloting becomes the challenge. Every stop, every start, every gear change – it's all part of the experience, an experience that can be ultimately very rewarding.

Ref—

<http://www.classicmotorcycle.co.uk/articles/2011-09/overseas-35hp#.UbfU64HzpC4>



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

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

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MOTORCYCLE ONLY SWAP MEET



Organised by

The Veteran and Vintage Motorcycle Club of South Australia Inc



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Variety of wholesome country style catering provided on-site.

Interstate Traders welcome, camping available Saturday night.

Site Holders & Buyers all from 7.00 a.m., Sites \$15 on the day, Entry \$5 (under 12 free)

Note: No pre-booking of sites but ample sites available on the day.

Contact: Peter Yates Ph: 0408 019 950 after 6 pm or email secretary@vnmccsa.org.au

Who are we?



VVMCCCSA recipients of awards Tuesday 11th June 2013.

First Time Out awards

Greg Paterson; Dave Holbrook; Lee Longmire;
Geoff Anderson; David Conway; Alan Lovell; Alan Bain; Rein Gerritsen; Tony Morisset; Peter Stagg;
Peter Yates; Gary Nelson; Brian Norton; David Cant and Brian Kuerschner.

Club Captain Award.; Tony Morisset

Lady Rider; Marie Hurley/Carolyn Jenner

Side car; Alf Lear/Richard Kretschmer

Bent Conrod; Bob Gill

Rallyist of Year; Paul Knapp

Combined age rider; Rob Smyth

Veteran Rider; Bob Gill

Editors award; Colin Behn

Wally Woollatt Perpetual Trophy; Bob Tilbrook



F.I.T. Spring Heels—1937 -1948

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The idea for spring heels was for safer handling, with better stability of the motorcycle and more comfort for the rider.

With the rigid 2 bar frame that was in use while this design was perfected, motorcycles were hard to handle on rough road surfaces and off road. This applied especially to the bigger 500cc machines. Motorcycle racing was a very popular sport and many ingenious modifications were seen on machines to better their road handling capabilities.

With the rigid frame the rider relied entirely on their skills to keep these big machines on the track. While this was part of the sport it forced reduced speeds on circuit tracks and in the longer distance races was quite uncomfortable for the rider.

F I (Cam) Trood was a racing motorcycle rider who worked in the industry for Stewarts' Motor Cycles at 451 Elizabeth St Melbourne in the 1930's.

He came up with the idea of a coil spring inside a cylinder with a floating cam on the outside that attached to the rear axle, the same as it did on the rigid frame. Hence his racing nickname Cam. The sliding cam on the cylinder body allowed the rear wheel to move up and down as required over irregular surfaces. This greatly improved the machines stability and made the ride much more comfortable. It took him some time to perfect the design; however with his toolmaking skills he was able to produce a working model. He was able to test this on the job so to speak, while racing on the track at Phillip Island and Ballarat circuits, plus on his daily ride to and from work.

The spring heels fitted any 2-bar pivot mounted gear box frame, which was used in manufacture in the 1930's of most makes of 500cc bikes. They were relatively easy to fit and sold for at the time £13/10/- plus fitting. They became quite popular with racing motorcycle riders around Australia and were also fitted on road bikes.

In the late 1930's Cam applied for a patent on his design which had to be sent to England for registration at the time.

With outbreak of the WWII meant the secondment of Cam to the Commonwealth Aircraft Factory at Fishermans Bend Melbourne to work as a toolmaker. The patent application was delayed like most things at that time due to the war. A motorcycle manufacturer in England offered Cam £100 for his design, which he accepted. Shortly after the end WW11 the spring heel began to part of original manufacture of motorcycles from then on.

DANGER—Keep Off The Road

Event No. 2 11.15 a.m.

Junior Grand Prix

FIRST, £12 & DUNLOP BLUE SASH. SECOND, £5. THIRD, £2.
43 MILES—9 LAPS

No.	Rider	Machine
1	HANNAFORD, G.	348 c.c. VELOCETTE
2	MUSSETT, F.	248 c.c. VELOCETTE
4	BROADBENT, R.	349 c.c. EXCELSIOR
10	"SCHMIDT, C."	348 c.c. VELOCETTE
16	BARNETT, L.	246 c.c. NEW IMPERIAL
26	LAWRENCE, J.	348 c.c. VELOCETTE

Event No. 3 1.15 p.m.

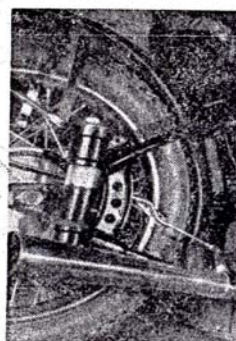
Clubman's Grand Prix

FIRST, £10 & DUNLOP BLUE SASH. SECOND, £4.
THIRD, £2/10/-. FOURTH, £1/10/-.
29 MILES—6 LAPS

No.	Rider	Machine
6	PLAYFOOT, J.	490 c.c. NORTON
11	WALTERS, R. J.	490 c.c. NORTON
15	RYAN, J. V.	349 c.c. EXCELSIOR MANXMAN
18	WASTELL, J.	500 c.c. RUDGE
22	HUNTER, R.	348 c.c. VELOCETTE
25	KYNOCH, A. L.	494 c.c. DOUGLAS
27	HOLLIDAY, L.	495 c.c. EXCELSIOR
28	TROOD, F. I.	498 c.c. COVENTRY EAGLE
29	RICHARDS, R.	498 c.c. TRIUMPH
32	BINEDELL, J.	490 c.c. NORTON
34	FARMER, R.	490 c.c. NORTON
36	WALSH, E.	A.J.S.

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Bruce Hectors & the Norton motorcycle.

I own a 1946 model 18 Norton fitted with a Trood suspension .this bike was given to my father who was in business in Port Augusta. His business went broke and the Port Augusta club gave the bike to dad for a payment for a broken fridge door value 20 quid the bike was raced by Kevin Yandell. I spoke to him in the 80s and he said he could recall the Norton with the funny rear suspension ...he told me the bike was very competitive in the mid north and mostly also won...i have a friend who lived in Port Lincoln and he told me he only ever saw the bike at the start line also members of the Port Pirie motorcycle club told me the same thing. I believe the bike had a racing sidecar on it at some stage whilst I was restoring the bike i met Bruce Hector and he told me that he converted 14 bikes for his friend Cam Trood in South Australia and 5 of those were Norton's i have seen 1 other. it took me 20 years for a parts search because it was stripped down for racing any info would be gratefully appreciated. Regards, Kym Greenfield. kymg3@hotmail.com



I have attached photos of Bruce and his bike taken on the same day as first sent. Poor quality again unfortunately, however on the back of this photo is typed, Bruce Hector's 500cc TT Norton 1st at Woodside TT (senior) early 1946, 3rd at Woodside TT late 1946, 4th Ballarat Boxing Day 1946. These photo's come from a small collection of my father's who raced in Victoria in the late 1930's.



He made spring heels for motorcycles calling them F.I.T. Spring Hell set, which were fitted to Bruce's machine, hence my interest. I recently made contact with one of the past secretary's Don Ireland of the Veteran Racing Motorcyclists Association Of Victoria trying to seek out further information. Again because of the dates I am interested in he doesn't hold out much hope.

I came across a Norton Machine (attached) at veteran and vintage vehicle display which originally came from SA with a F.I.T. rear end on it. From the current owner's understanding this rear end was fitted by Bruce Hector ,so again I hope you can understand my interest.

I shall keep in touch as I piece information together that may be of interest.

I remembered seeing in my father's scrap book a couple of photo's of Bruce Hectors machine that was also fitted with his spring heels. It would appear Bruce and my father knew each other from racing motorcycles and this connection lead to Bruce purchasing a number of spring heel sets from him. From what I can establish there were over 100 sets made with some of these being exported overseas. I have attached some items that may be of

interest, a page out of an event program from Ballarat on 1/01/39,an action photo of F.I (Cam) Trood from Phillip Island in 1939 of his machine fitted with his spring heels, the event being the 25 mile handicap which he won, and a close up photo of a set of FIT spring heels



Many Thanks. Winston Trood.

5th Lobethal Potato Day—organiser Malcolm Gray.

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Malcolm Gray organised another wonderful Lobethal Potato day at Bushlands Park, and took credit for arranging a beautiful day and wished everyone a safe journey to and from Bushlands Park.

We left Pelican Plaza and travelled along North East Road to the first stop and regroup at the Chain of Ponds park. We then crossed over to the Cudlee Creek Road, along the Lobethal road into Lobethal and finally Bushlands Park.

Paul Knapp's Norton nipped up twice on the trip and was rather concerned as he was still running in the motor and hoped he had not caused any damage. Bob Gill rode his 1913 BSA getting it ready for the National Veteran rally in September. He had fitted a new belt, but it had stretched 2 inches causing serious belt slipping. The BSA was conveyed home by Ian Hese.

Lobethal potato day is a low key affair with a short ride to the venue. Where you can sit back in warmth of Bushland's building and partake in Roger O'Loughlin family superbly cooked baked potatoes, desert with tea and coffee and mix with fellow members. The clubrooms had been heated and were a welcome sight for members as it was a bit chilly outside. Members enjoyed the meal which was appreciated and the chance to chat with members in a warm environment.

By mid afternoon members slowly departed for home. My journey home was great until coming down North East Road and approaching Tea Tree Gully when my Triumph stopped running, cause was a loose wire to the battery. Malcolm, again thankyou for organising another enjoyable outing. Drivers Dog



South Australian National Maritime museum—Sunday 21st July 2013

Members, a group visit has been arranged for the South Australian National Maritime museum 126 Lipson Street Port Adelaide on Sunday 21st July.

Members to be at the museum by **10am** for a visit. You can either ride a motorcycle or drive a car to the Museum and park in Lipson Street.

Cost is \$2 per person.

The SA Maritime Museum's collection began in 1872 to preserve, explore and celebrate the human history of our oceans and rivers. It has become one of Australia's great nautical collections; it is certainly the oldest. We invite you to explore.

The collection ranges across many material types from ship models, navigation instruments, souvenirs, sea chests, paintings and photographs. Most of these were donated to the Port Adelaide Institute by seafarers who passed through Port Adelaide during the 19th and early 20th century.

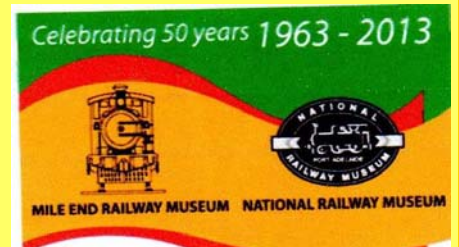
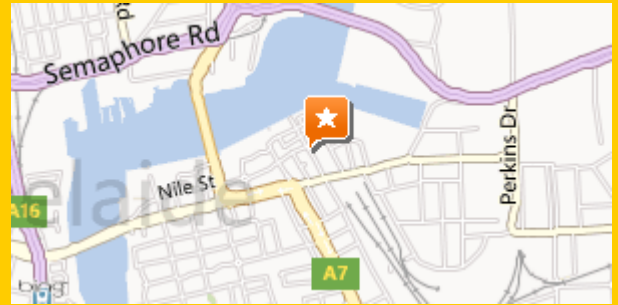
VVMCCSA has been invited to display our motorcycles on **Saturday 17th and Sunday 18th August 2013** by National Railway Museum at Lipson Street Port Adelaide to celebrate Heritage Transport.

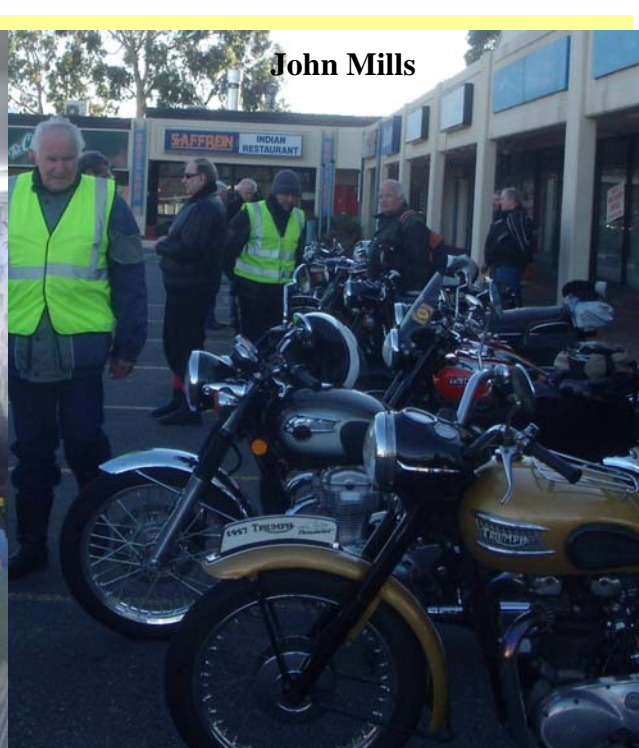
They have asked for 30 motorcycles for display **10am—4pm each day**, and remain with the motorcycles to answer questions etc.

I have suggested to the organising committee that members might attend on **Sunday 18th 10am-4pm.**

Please advise if you are going?

Willunga swap meet is on the same day





John Mills



Members and friends enjoying lunch at Bushlands Park

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