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

June 2012.

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 is 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;			

2011-2012 Committee.

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Presidents report.

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Members.

Subscriptions are now due before the **30th June 2012**. Please pay Terry Rowe at a club meeting. If you cannot attend either log book day, post your **SUBS—log book—Registration papers** for the annual endorsement, **The Secretary VVMCCSA, Bill Lorimer PO Box 1006 Elizabeth Vale 5112** and they will be returned.

12th June meeting is **trophy presentation night followed by a basket supper.**

10th July is the **Annual General Meeting** where all committee positions will become vacant. If you wish to nominate someone for a position or nominate your self please contact Bill Lorimer.

If you are thinking of attending the VVMCCSA annual '**Motorcycle only Swap Meet**' on **Sunday 7th October** at Balhannah oval, please be prepared to volunteer an hour of your time for public and sellers gate entrance from 0630hours (job description profile will be available) - contact Peter Yates or Bill Lorimer at club meetings.

Club and the Committee condolence to Paul Knapp on the passing of his mother Madeleine (B1915) seen regularly as a passengers in Paul's outfit.

Brian Forth.
President.

Annual General Meeting
Tuesday 10th July 2012



Tuesday 10th July 2012 **Annual General Meeting** **AGENDA**

Presentation of the Minutes of the Annual General Meeting held on the **12th July 2011**.

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**

Members— Please read this Government Notice relative to changes to Historic Registration



Government of South Australia
Department of Planning,
Transport and Infrastructure

Notice of changes to the conditional historic vehicle registration scheme from 1 July 2012 for vehicles manufactured after 1 January 1979

If you have been considering joining the conditional registration scheme for historic vehicles, changes have been made to the 'year of eligibility'.

From 1 July 2012, the year of eligibility for inclusion in the historic vehicle registration scheme will change, and only vehicles manufactured prior to 1 January 1979 will be allowed to join the scheme. (The scheme previously has allowed vehicles manufactured up to 1 January 1983 to be registered.)

If your vehicle was manufactured between 1 January 1979 and before 1 January 1983, you have only until the close of business on Friday 29 June 2012 to gain registration under the scheme.

After 1 July 2012 you will be ineligible to do so, unless your vehicle has previously been registered under the scheme.

For more information, visit: www.sa.gov.au/transport
or contact Service SA on 13 10 84.

www.dpti.sa.gov.au

CS1P101074155

Minutes of VVMCCSA General Meeting 667 held at Payneham RSL 8th May 2012

Brian Forth chaired the meeting which opened at 8.00pm.

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Visitors- Mike Schell and Tom Schell were made welcome.
Apologies -Barry Carlisle and others per sign in book.

Bill Lorimer presented the minutes of the previous meeting as published in the Smoke Signal.
Acceptance moved Paul Knapp, Seconded Stephen Hooper. There was no business arising.

Treasurers report was presented by Terry Rowe who also explained that the reason for bringing forward the cut off date so that auditing could be done before auditors became too busy with tax returns.
Acceptance moved Robert Freeman, Seconded Paul Knapp

Correspondence In.

1 Letter from " Little Dessert " hotel offering their stop over services

2 Westpac bank statement

3 Numerous subs renewals received

Correspondence out- Nil

Publications received.

1 The Throttle Lever from Newcastle VMCC

2 The Radiator from Riverland CCC

3 Vintage Chatter from VWCCWA

4 Classic Vibrations from Indian Harley Club WA

5 The Bulbhorn from Mildura VVC.



Emails In and Out.

1 To Nicole Aspinall listing Links for our new Website

2 From City of Holdfast Bay advising of preliminary license approval for 2013 Moseley Sq display

3 From the Federation advising of changes to HVR gazetted 26th April

Acceptance of correspondence move Brian Kuerschner, Seconded Marie Hurley.

Run Coordinators Report.

20th May Aviation Museum Lipson St Port Adelaide 10-30 am BBQ Lunch

27th May Log book day Triple C clubrooms Clark Ave Glandore 9-30am till noon

17th June Lobethal to Bushland Park Potato Day lunch, Ride from Pelican Plaza 15th July Eastern Hills ride.

General Business.

Rob Smyth reported on his participation in the Mildura Meander, sounded like a great ride.

62 David Schwarz (middle of photo).

David gave a very informative and interesting talk about his adventures and experiences competing in the Dakar Rally in South America. He displayed his KTM rally bike which attracted much interest from members, many questions were asked about both the event and details of the bike. A very enjoyable talk, Thank you David.

Buy Sell and Swap was read.

Meeting was closed at 9-15 pm

See [http:// www.dakar.com/ dakar/ 2012/ us/ rider/ david-schwarz.html](http://www.dakar.com/dakar/2012/us/ rider/ david-schwarz.html)



Minutes of VVMCCSA Committee meeting held 28th May at Goodwood Community Centre

Meeting opened at 7:40 PM

Members in attendance -- Brian Forth , Bob Gill, Paul Knapp, Bill Lorimer, Daryl Rosser, Ray Collins, Barry Carlisle, Rob Smyth, Terry Rowe,

Minutes of last meeting presented as published in the May Smoke Signal, Acceptance moved Rob Smyth -Seconded Bob Gill.

Business arising --None.

New members -- Applications from Rien Gerritson and Rob Tucker were read and ratified

Treasurers Report - Presented by Terry Rowe, Acceptance moved Barry Carlisle and Seconded by Ray Collins. No business.

Correspondence In -

1 A letter advising new postal address for Ralph Datlen ,C/- W King , 6 Tallack St Windsor Gardens

2 Letter of invitation, Flyers and entry forms from the Barossa Valley Classic MCC 28th Annual Rally, Sunday 21st Oct 2012 at Williamstown Oval.

3 Promotional letters from Westpac Bank, Bombay Bicycle Club and Shannon's Insurance

4 Minutes of Federation April meeting.

5 Numerous Subs Renewals

Correspondence Out --

Letters of comment to Federation and DPTI Office of Registration Policy

Emails In and Out-

1 From Alan Pickering (Federation Secretary) of the forthcoming "Code of Practice CHVR "inviting last minute comment, reply sent

2 From Gabby O'Neill the Principal Policy Officer for Rego and Licensing , advising of a newspaper advertisement explaining that bikes manufactured up to 31st Dec 1982 can still be registered on the Historic Rego Scheme but only up until 1st July 2012 , after that date only bikes manufactured before end Dec. 1978 . Reply sent.

3 From Federation canvassing feedback, reply sent, and another from Stephen Henderson.

(Federation President) Stressing the urgency to reply with any concerns or don't complain .Reply sent.

4 From Gabby O'Neill thanking us for prompt reply.

5 From DPTI with attached final draft of " Code of Practice CHVR " .

6 From Stephen Hooper re. May meeting talk by David Schwarz . Refer General Business .

Publications Received-

1 Minutes and photo page from Port Augusta Vehicles Restorers Club; 2 MAPS Review from Maitland APS

3 Energette from Norton Owners Club SA; 4 The Vintage Motorcycle from the UK ;

5 Restore and Ride from Coffs Harbour; 6 The Bulbhorn from Mildura VVC ;

7 Bore and Stroke from Matchless and AJS Enthusiasts; 8 Antique Motorcycle Club Aust. magazines .

Acceptance moved Daryl Rosser, Seconded Rob Smyth Carried

Runs and Events-

17th June Potato Day Lobethal /Bushland Park .Malcolm Gray organiser. If riding, start at Pelican Plaza 9:30am for 10:00 am departure.

15th July Mystery Ride, no organiser yet, no destination yet .

19th August Tiddlers run from McLaren Vale

General Business-

Discussed Family and or Associate Membership and as there was no motion for change the discussion lapsed.

Moved Ray Collins that we give a donation to David Schwarz to help cover expenses. Seconded Daryl Rosser --Carried
Terry Rowe explained that he was unable to give a valuation of club assets to the Auditor, Rob Smyth outlined the difficulties involved in locating assets and made a plea for all members in possession of various items to let him know if they are storing any items .

Bob Gill raised the subject of guest speakers and that all members bring to the notice of the committee any prospects. All agreed

Swapmeet was again discussed and Bill Lorimer again outlined the various areas where volunteers are needed, namely Entry gates, Club Site , Display Marshal . It will not be a success if members do not support it. Just attending is not enough. Remember, volunteers get free breakfast and coffee.

Bob Gill spoke about the new procedures for Historic Rego now in the new Code of Practice.

Meeting closed 9:30 PM

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/ tubes 24 x 2 1/4 @ \$185; 26 x 2 1/2 @ \$150; 26 x 3 @ \$150 & 28x3 -\$185 each; **Thailand 26 x 2 1/2** b/e tyres/tubes \$60 each; **Chater-Lea** replica hubs large & small, & packets of Spokes (144); Contact **Brian Forth** 0409 514 213;

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

Dunlop TT100 400x19 @ \$130 each; tubes \$25 each—NEW stock; **Brian Forth** 0409514213

1982 Honda 250cc reg S31-AGL, new chain and rear tyre, **Ian Baldock** 83839926 (May12)

1958 DKW 250cc, 26,953 miles original condition S/A YZM125 some spare and original service manual \$3750; 1980 Honda 400n Super dream, speedo 35093, restored to original condition, S/A YYF986, work shop manual \$4750. **Don Cellier** 83651159 (May12)

I set of new **English polished stainless steel spokes** complete with 8mm dia. **nickel/ brass nipples** to suit mid '50's **Triumph** non Q.D. rear wheel. 9ga. X 8 3/8" one side and 9ga. X 8" the other side. \$125 the lot. **Nipples - 80 new English nickel/ brass** 8mm X 10ga. \$55 the lot; **Paul Knapp** 82430130 June12

1964 BSA a50 silver star its on historic rego S/A YYS818 plus spares excellent condition, \$6,500 ono; **chris Magor** on 0400910354 or home 83564561 June12)

1954 Matchless 500cc restored new chrome \$8000 onTIB000; **Alan Martin** 82549550 (June12)

1982 Honda 250cc S31AGL recent new chains/sprockets etc \$850; 1979 Kawasaki 250cc TEY176 \$1200; both reliable bikes; **Ian Baldock** 83829926 (June12)

Dayton scooter 224cc 4 speed gearbox S/A TT212, \$5000; Pillion bolts to mudguard \$30, brass number plate light \$70; 4 tyre levers \$20; Lucas generator & sprocket \$120; vintage car mountings \$40; side car mudguard light \$20; misc tools negotiable; new spark plugs \$2; 2 Champion w10-510 \$10; **Ray Man** 82911617 (June12)

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.

1951 Norton plunger centre stand 1951 Norton plunger frame wanted; **Paul Knapp** 82430130 (May12)

Just Bike magazine a collection give away FREE; **Ron Truscott** (might bring them along next meeting)

2 or 3 Radial tubeless tyres 185x14 4ply suitable for a trailer; **David Hooper** 8298 3081 (April12)

Triumph Tiger 100, wanted inlet manifold for a ridged alloy head, have a later one to swap; **John Booker** 82651633 (April12).

Triumph or BSA -Wanted in a reasonable condition to Buy as a good project; **Ric** 0417 001198 (April12).

Ariel Red hunter side stand wanted, **Les Jolly** 0408285038 (May12);

AJS 1929, wanted any parts & bits brake shoes, levers etc; **Jim Mottillo** 0412830593 (May12);

Velocette Venom crankcase set wanted; **Graham Colliver** 0417821624 (May12)

Excelsior Autobyk 98cc, British Made fitted with the Spryt MkII engine. Help is wanted from any Club Member who is familiar with the bike. Contact **Brian Kuerschner** 83903990 Mob. 0418854565 (May);

1937 Empire star, wanted set of WB24 350cc engine case; **Simon Mussared** 0422090701 (June12)

1929 Douglas B29 wanted control levers; **Gary Harding** (June 12)

CZ 150cc wanted engine or parts; **1949 Excelsior Roadmaster** tin wear wanted; **Michael Scarpantoni** 0414383018 (June12).

Holden 138 Grey motor, WANTED Original exhaust manifold to suit ;Two (2) HQ Holden 14" hub caps 13" EK Holden hub caps— **Stephen Hooper** A/Hrs 8294 0894 or 0424 11 28 62;

Smiths 0-120mpoh speedo for BSA 1956 B31; **Rob Whitehead** 83965418 (June12)

Wanted for a early veteran a '**BROOKS**' or similar seat, may be able to swap items; **Peter Allen** 83533538 (June12).

Norton ES2 1953 plunger frames; **Norton sturmy archer** metal inverted clutch plate to suit 4 speed box; **Reg Hancock** 85708125 (June12)

Gearbox and clutch and magneto platform for **1925 350 AJS**; Gearbox and clutch and magneto platform for **1927 350 AJS**; **Neil Bromilow** Phone 08 98446275 Email r.bromilow@westnet.com.au (June12)

Original exhaust manifold to suit **Holden 138 Grey motor**. Two (2) HQ Holden 14" hub caps 13" EK Holden hub caps. Any FB/EK Holden parts considered. **Stephen Hooper** 82940894 (June12)

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.

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

12th June— General meeting 668- Payneham RSL—Trophy Presentation & basket supper

*** * 17th June— Lobethal—Potato day at Bush lands Park, Malcolm Gray organizer * Potatoes at \$8 ***

10th July— General meeting 669 & Annual General Meeting.

*** * 15th July— Eastern or southern ride—organizer TBA.**

14th Aug General Meeting 670—Payneham RSL.

*** * 19th Aug Southern Vales Tiddler ride—Tony Morrisset and Jim Mottillo—BBQ lunch.**

11th Sept General meeting 671—Payneham RSL clubrooms.

*** * 16th Sept Northern ride to a wonderful place?**

30th Sept Bay to Birdwood run (Vintage time).

7th Oct VVMCCSA swap meet—Balhannah Oval

9th Oct General meeting 672—Payneham RSL clubrooms.

*** * 21st Oct Dan Moriarty annual hills ride.**

13th Nov General meeting 673—Payneham RSL clubrooms.

*** * 25th Nov Scarpantoni ride in the Southern Vales and BBQ lunch after ride.**

11th Dec General meeting 674—Christmas BBQ at Payneham RSL clubrooms.

*** * 16th Dec Annual hills ride somewhere.**

2012- Invitational Events – (Not club runs, but members are welcome to join them, enquiry with Secretary.)

See information in Committee Minutes and general meeting minutes.

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- 19th 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 October 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 –T.B.A. 21st October 2012; ???

GAWLER Motorcycle expo - November 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 IMPRESSIONS of the NEW A.B.C.

By B. H. DAVIES



J. L. Emerson—who broke records on A.B.C. machines before the war—riding the new model up Box Hill.

A Lightweight which in its Performance will Rival a Heavy High-powered Machine.

VERY seldom does the jaded journalist, who is perpetually sampling new machines on the road, encounter a mount which impresses him as fundamentally "different" from the ordinary run of motor cycles. I have had several such experiences—the first $2\frac{3}{4}$ h.p. Triumph, with its engine built into the frame instead of gummed on: the original Douglas, the pioneer of flat twins: the Scott: the 1914 A.B.C. with its perfect springing. Last Thursday I marked down a fresh milestone on the road of progress after I had sampled the paces of the 1919 3 h.p. A.B.C. As it is fundamentally "different," I am going to analyse its gait in some detail, but, by way of summary, I shall say that it is not a motor cycle at all: it is a two-wheeled car. Let me make this plain. When you drive a car, you forget all about your engine—if it is a good one—until you need full power on a speed burst or a freak hill. On the average pre-war motor cycle you *could not* forget the engine. But the new A.B.C. has no "period," and is silenced right down to a low hum. Unless you are an engineer, you forget it is there: and you float along the road, conscious rather of motion than of the mechanism which is responsible for the motion. These psychological effects are due to several detail excellences, which are emphasised later in these notes—the absence of any effort to balance or steer, the car-like insulation, as well as the smooth quietness of the engine.

The second dent which the machine made in my brain was due to its lightness. When I read the specification in last week's *Motor Cycle*, and saw the weight given as 175 lb., I grinned an unbelieving grin. But I was wrong. The machine is far and away the lightest complete specification I have ever handled. It is a cross-breed between the Morris-Oxford light car and J. S. Holroyd's famous $1\frac{1}{4}$ h.p. Motosacoche. I do not know how to put its *nuances* better than that. I have previously bestridden a few (a very few) machines which felt more like cars than motor bicycles:

but I can say without hesitation that I never tackled one which was not a welter-weight: and this is a high-bred bantam.

Powers of Acceleration.

A *game* bantam, I ought to have said. A fear-nothing last ditcher. Let me particularise. Between ourselves I have known the engine—or its first cousin—for years, seen the tiny fellows revving incredibly as they operated blowers or dynamos for the W.O. So I knew it could rev, and I knew it could keep cool. But my colleague "Ixion" is always wringing his grimy hands over flat twins, because he says that they either rev or tug a high gear: but that one and the same sample never does both. Well, he is wrong. The gear ratios of this fellow are 5.2, 7, 10.25, and 13.5.

First I tested the acceleration on the $10\frac{1}{2}$ gear, and nearly did a back loop over the carrier. Nothing to be amazed at in this—most flat twins can "jump" if you slam the throttle open on a 10 to 1 gear, though this engine does it on the gilt-edged scale—*à la* four-cylinder Henderson: you must not be rash in giving it gas with one hand on the bar. Next, at about 20 m.p.h., I changed up rather suddenly on to the 7 gear: "Now she's going to be sticky!" I prophesied. Not a bit of it. I got another terrific "jump," and the Brooklands D.F.P. just astern had to hustle itself to keep in touch with my dust. This shook my cynicism. I slowed back to 20 m.p.h., put in the 5.2 gear, and slammed everything on again. Ye gods! I had no speedometer, so I cannot be precise. I should estimate the machine was up to 55 m.p.h. in a very brief patch, and the helmsman of an Alpine Rolls ahead confirmed the guess. Well, I knew what "Ixion's" next croak would be, and the hilly, twisty streets of Leatherhead were not far off. I got the engine as hot as I could by some crazy sprints on bottom and second: then I put on top gear, and

Road Impressions of the New A.B.C.—

tackled the winding slopes at a positive creep with the throttle shut right down. The game little bantam burred manfully up. So here we have a tiny flat twin which can be driven on the throttle instead of on the gear lever, which can rev, accelerate, and slow climb on all its gears, and has a range of approximately 10-60 m.p.h. on top. Good enough, eh?

An Unrehearsed Test.

It is an insult to ask whether the machine can climb. I estimate it can haul a sidecar up any main road hill. I saw Jack Emerson drive it on third gear up the steep grass slope of Box Hill behind the Burford Bridge Hotel. He tried and tried to get the back tyre to bite on another grass slope and on a wet chalk path, both graded at quite 1 in 3: but the moisture was against him. Incidentally, he made a comically unpremeditated test of what the man in the street considers (quite falsely) to be a snag in this machine. Emerson was trying to climb a greasy chalk path with a grade of 1 in 3 or worse. The path resembled a trench after a bombardment, and the tyre would not bite on the wet chalk. So we lifted the machine out of the trench and Emerson made a clutch start in the grass of the parapet. Suddenly his tyre bit and chucked Emerson and the jigger down into the trench. Machine and rider rolled over and over, and the wet chalk faithfully marked every point of contact for identification purposes. Nothing was bent or dented, and not one solitary portion of the power unit was even touched.

The machine I rode is one of the hand-made experimental batch—not a Sopwith production mount: and a number of oddments are still under attention. The slow running is to be perfected. A stop is to be added to the clutch. Experiments are to be made with stiffer springs for heavy riders. But I have no hesitation in saying that if the production machines are no better than the sample I tested, they will nevertheless create a *furor*. A genuinely powerful, genuinely comfortable, high-speed touring mount at 175 lb. is a welcome novelty.

The Latest in Lubrication.

Turning to features of less novelty, I think the lubrication and the springing represent the chief interests. We have had plenty of motor cycle engines with automatic lubrication, though we have not before had one which can do 1,500 miles on one filling: and, generally speaking, the more automatic a lubrication system has been the shorter the life of the bearings,

because small, overloaded, phosphor-bronze bushes demand more than lubrication—they insist on oil-cooling. But here we have a hot-stuff engine which receives no fresh oil for a month of hard riding in summer (the pump circulates the whole supply once every three minutes). How will it stand up? Only time can show, but I have no doubts. I maltreated the little engine shamelessly, but I could not wring a conk or even a warm smell from it. The secret is obvious. The vital bearings are all either rollers or ball. Both types actually run best in a *dry* state theoretically. They are lubricated in practice as a preventive against rust, which is their deadliest enemy; in no other way can you keep moisture away from them.

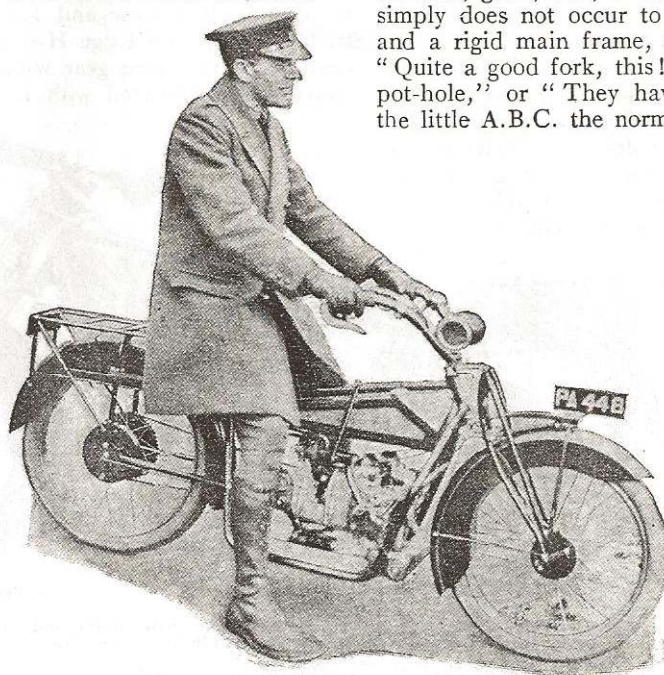
Springing and its Limitations.

As regards the springing, I must differentiate between ordinary roads and very bad roads. On normal surfaces, good, bad, or indifferent, the idea of springs simply does not occur to you. With a spring fork and a rigid main frame, one is perpetually thinking, "Quite a good fork, this!" or "Ugh! that was some pot-hole," or "They have remade this road." On the little A.B.C. the normal motion is so smooth that the speed or the scenery absorbs attention, and such things as road and springs pass into oblivion. But on a really bad road the spell is undoubtedly broken. For example, there are 6in. pot-holes on the road from Hersham to Esher, which the River Mole floods at intervals; and the springing cannot damp out such holes as these. I doubt whether any springing could, for even the back axle of a Rolls thumps horridly over them. I am loth to quote this as a criticism on the machine, for I do not dream that any vehicles can float over such atrocious going.

Control is extremely simple. The gear box works as silently as on any £1,000 car. The two hub brakes are smooth and powerful. The clutch (under left grip) has ample leverage. The ignition may be left fully advanced all day. The throttle lever has rather too big an arc to be convenient for finger range, but is, of course, preferable to two levers. The steering is quite admirably planned: I did my best to provoke a "speedman's wobble," but could not get it.

Altogether, the firm is to be congratulated at having stepped right into the front rank at the first attempt, and that, with a machine of comprehensive originality, with no plagiarism from the successes of the older competitors. If the new A.B.C. proves as durable as it is unquestionably superfine, a magnificent future awaits it.

[A detailed and fully illustrated description of the A.B.C. appeared in last week's issue. —Ed.]



The writer astride the new 3 h.p. A.B.C.

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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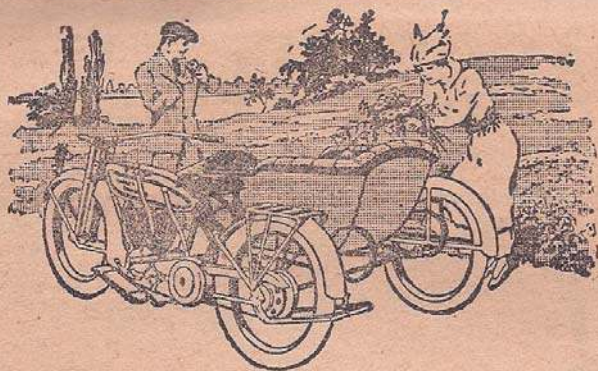
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The Ideal Way to Spend Your Xmas holidays

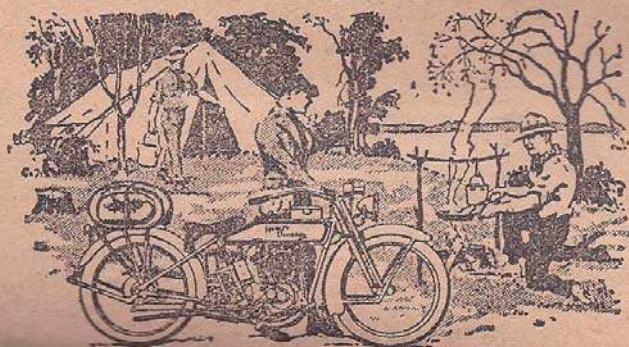
would be to get out "there"—say amongst the hills or by the sea—where one wakes up in the morning REALLY refreshed, and where one is independent of train travelling and its tedious waits and delays. Further, you leave many incidental expenses behind when you resort to motor cycling. Just consider these added possibilities and decide to inspect the

HARLEY-DAVIDSON SIDECAR OUTFIT

which is acknowledged to incorporate every refinement that is possible in this highly perfected product, and that might add to the comfort, conveniences, and pleasures of a trip.

Proof of economical upkeep is eminently demonstrated by the experience of a motor cyclist in this State, who in twelve months covered A TOTAL DISTANCE OF 6,903 MILES BETWEEN ADELAIDE AND MURRAY BRIDGE, INCLUDING LUMERACHA, MOUNT PLEASANT, AND SURROUNDING HILLS, AT AN AVERAGE COST PER MILE OF LESS THAN ONE HALF-PENNY PER PASSENGER, after allowing for ALL expenses including those necessary for repairs, as the result of an accident. FIFTY PER CENT. AT LEAST OF THE MILEAGE WAS WORN OVER INDIFFERENT ROADS practically the total mileage was with passenger and luggage, whilst the sidecar was never detached. This convincingly demonstrates what the actual upkeep of a Harley outfit is, and what one rider can get, so can another, for all Harley-Davidsons are built up to ONE STANDARD that assures the utmost in satisfactory and economical SERVICE. All dealers can give immediate delivery, or the

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Featuring:

Motorcycle related sites only, strictly NO car or bric-a-brac related sites.

A static display of both restored and original condition Motorcycles.

A "Peoples Choice" award for the Motorcycle gaining the most of the public's votes.

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 \$12 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@vvmccsa.org.au

VVMCCSA trophy & Awards.

- 1 Patrons Trophy
- 2 First Time Out trophies
- 3 Lady Rider of the year
- 4 Veteran Rallyist of Year
- 5 Rallyist of the Year
- 6 Magazine Editor's Award
- 7 Veteran & Vintage Combined Age Trophy
- 8 Club Captain's Award
- 9 Bent Conrod Preputial award
- 10 Wally Woollatt Perpetual Trophy
meritorious service to the Club
- 11 Birdwood Figure 8 Trophy
- 12 2-Day rally awards.
- 13 Sidecar Trophy.

Eligibility for the Awards—

The Club member must be financial.

The member must be riding a Club eligible machine as defined by the Club's constitution.

Bill Lorimer
Secretary VVMCCSA

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David Holbrook—1925 New Imperial motorcycle

VVMCC Visit to the Aviation Museum at Port Adelaide 20/5/12.

On Sunday the 20th of MAY, I had the great pleasure of attending the Aviation Museum visit by our CLUB. My wife Kay and I and my son Troy and Amanda and their 5 week old baby also attended. We arrived just as most bikes arrived, and were most impressed by the 30 or more bikes from our Club Members who took the time to come to this event.

We were welcomed into the museum and divided up into 4 groups. Our group leader was a volunteer with a stunning in character by the name of Jimmy PINK. He escorted us throughout the museum, offering his own characterises and input as someone who had been there and experienced the effects of war. I loved hearing from Jimmy his own personal statements about various units we were looking at. I must say that this is one of the most brilliant Aircraft museums I have ever visited. All items on display were arranged in all their glory, many other items right down to such small items as insignia buttons, small instruction manuals, early correspondence stuff etc, etc. Each bay you looked at offered a new perspective of each of the different ventures our troops were involved in.

The Museum visit was awesome. I just lapped it up – every step. We were then given a great sit-down meal a lovely big BBQ with salads—anyone would have thought they had done this before—well they have. As they love to entertain visitors such as us - congratulations on offering us such as brilliant escorted presentation of your museum, and for such a fantastic meal.

Thanks also to everyone who helped make this day happen – and thanks also to our Club for making this all happen and to subsidising our visit. Those that did not come missed out on a rare event.

I conclude in saying a great big thankyou to Jimmy Pink and all of the other staff who were there on that day and helped make this into one of the great days of our lives. Thank you so much for all you did – for us. Cheers—**Dean Schubert of Clare.**

PS—photographs supplied by Dean can be seen on pages 12/13—thanks



AVIATION MUSEUM RIDERS 20/ 05/ 12, ORGANISED BY BRIAN FORTH

Name Year Make Solo/Outfit

Bob Gill	1913	BSA	Solo
Rob Smyth	1924	AJS	Solo
Dave Holbrook	1925	New Imperial	F.T.O.
Lyndon Rogers	1939	BMW	Solo
Paul Knapp	1947	Ariel	Outfit
Marie Hurley	1950	BSA	Solo
Bob Whitehead	1950	AJS	Solo
Graeme Bartlett	1952	Norton	
Peter Arriola	1954	AJS	Solo
Kevin Meade	1961	BSA	Outfit
Greg Paterson	1965	Honda	Solo
Pud Freeman	2008	Suzuki	Solo

Plus numerous members in cars .



Aviation Museum visit, 20-5-2012

I arrived at the museum at 10am and shortly after a steady trickle of bikes started to arrive, the morning was dry and sunny, pity there was no run as the weather was good. About 15 bikes turned up boosted by a similar number of cars with some members bringing their wives or friends too. We were greeted by several of the museums committee and entered around 10.45. We split into two groups and were taken on a comprehensive tour of the workshops and display hanger. After an hour of taking in the great exhibits we were treated to an excellent BBQ with a wide range of salads etc. Even cake and bikkies were supplied afterwards! For the club subsidised cost of \$6 it was well worth the visit.

John Booker





Directions:

If you choose to make the trip on your own, the following information will help you:

Turn right on the Gumeracha to Lobethal Rd. pass the Cemetery & look on your Right for a dirt road with the Bushland Park sign on it. If you pass the electricity power station on your RIGHT you have gone too far. Do a u turn & it will be easier to find on your LEFT.

If you enter Lobethal from the Adelaide side or from the Woodside Rd take the Gumeracha Rd on your left. Just after the Electricity power station there is a dirt road on your left with the Bushland Park sign in easy sight.

The gate will be open so drive up the hill & park on the grassed area alongside the building.

Lobethal Baked Potato Day¹⁵

Sunday 17th June 2012.

This will take the same theme as last year with our day at Bushland Park at Lobethal. The O'Loughlin family once again catering for the day. We will meet at Pelican Plaza car park, cnr North East Rd. & Golden Grove Rd. Ridgehaven, at 9:30am for a 10:00am start. We will ride straight to Gumeracha & have a toilet stop there. Depending on the weather, we will either go on to Birdwood, then right to Mt. Torrens & back to Lobethal, turn right onto the Lobethal to Gumeracha rd & into Bushland Park. If the weather is bad, we will go straight onto the Gumeracha to Lobethal rd & into Bushland Park for Lunch. If you do not wish to ride, bring your car & still join in the day. This venue is good for the colder months as it has both outside & inside shelter as well as a heater to warm up the room. Potatoes & prices are as below:

A hot baked potato with the choice of the following fillings:

Salad Spud (Vegetarian)

Butter, Cheese, Sour Cream & Coleslaw

Mexican (Blazing Saddle)

Cheese, Sour Cream, Chili Con-carne & Coleslaw

Meat Lovers

Butter, Cheese & Bolognaise

Roman (Vegetarian)

Cheese, Sour Cream, Italian Sauce (Tomato, Olives, Mushroom, Herbs & Garlic)

Miss Piggy

Cheese, Sour Cream, Bacon & Pineapple

All the above can be altered to suit tastes or special diets.

Serve yourself Tea, Coffee & Water will be available on arrival and all afternoon.

A Choice of cakes or a fruit platter with your lunch.

Total Cost = \$8.00

I do need to know numbers!

If you are not able to fill out the list at the June Meeting please contact me as below :

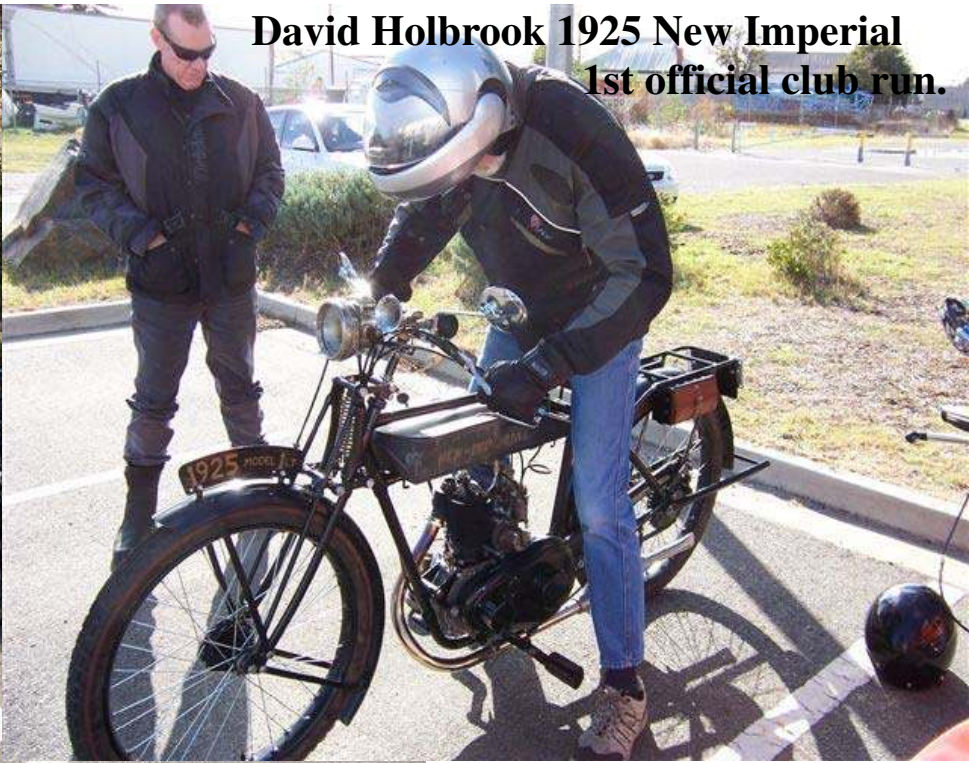
Ph. Malcolm Grey 0883643445 evenings only

Mob: 0427727737

greywolf07@bigpond.com



Bushland Park with members motorcycles in 2011



**David Holbrook 1925 New Imperial
1st official club run.**

Paul Knapp & his mother Madeleine on one her many adventures in the sidecar - memories



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Club of S.A. Inc.
P O Box 1006
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