



SMOKE SIGNAL

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

Laurie Leibhardt
Club Patron & Life Member
1925—2011



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January 2012.

THE VETERAN & VINTAGE MOTORCYCLE CLUB OF SOUTH AUSTRALIA INCORPORATED.

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;			

2011-2012 Committee.

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VICE PRESIDENT.	Bob Gill	8258 4982	
SECRETARY.	Bill Lorimer	8265 6468	redpanther@dodo.com.au
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	2. Phil Jenner (South)	8370 6664	
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SMOKE SIGNAL DISTRIBUTORS	Brian Forth and Bob Gill & Bill Lorimer		
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Presidents report.

I was sadden to hear of the passing of our Club Patron—Laurie Leibhardt. But I was lucky & grateful for Laurie's advice on how the VVMCCSA operated and ideas on how to make this club successful & expand in it's preservatons of veteran and vintage motorcycles, thanks Laurie.

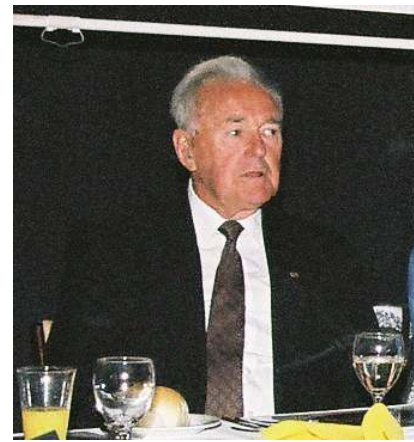
All British Day is approaching, see page 15 of this magazine. I need volunteer on Sunday 12th February to assist me set up the VVMCCSA display.

Club Captains. Wanted members to share the duties of our Club Captain, to coordinate runs & events both in the Northern and Southern areas with the occasional 2 day rally once a year.

Web master. Wanted a member or a professional to perform the duties each month of updating the VVMCCSA web page. Information on club runs/events and photographs will be supplied.


Please, I need assistance in these two areas, can someone help me?

Brian Forth. President, Club Run Coordinator & Editor



The **VETERAN AND VINTAGE MOTOR CYCLE CLUB**
of South Australia, Inc.

[About the Club](#) | [Events](#) | [Gallery](#) | [Links](#) | [Contact us](#)



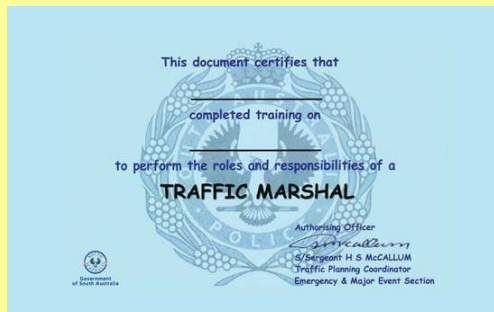
Welcome to the home page of The Veteran and Vintage Motor Cycle Club of South Australia.

We are an active club of over 200 members, catering for veteran, vintage and classic motorcycles built prior to January 1, 1966.

If you're in Adelaide, why not come along to one of our [monthly meetings](#)? We meet at the Payneham RSL Club, 360 Payneham Rd, Payneham, 8 PM on the second Tuesday of the month. Visitors will be made most welcome.

The Club is one of the oldest in the country, having celebrated our 50th Anniversary in 2006. In September 2006 we marked this important milestone with a week-long tour centred around a hub in the Barossa Valley. We like to think that all who attended thoroughly enjoyed themselves. Each month we try to hold at least one event for riding old bikes, like our recent [Birdwood Figure 8 Run](#), one of the biggest events in our calendar. This year's run was held ideal conditions. See the [events page](#) for more details of past and upcoming events.

One of the Club's activities is its annual [Motorcycles-Only Swap Meet](#). The 2007 event was held on October 7 at a new location: Balhannah Oval. Fabulously successful as usual - see you there next year!



The purpose of this information is to give those who are **QUALIFIED as a Club Marshal** a quick reminder of the knowledge and skills to enable you to **SAFELY** control a corner position of a VVMCCSA club ride.

What are the hazards associated with working on a road or road related area?

Carbon monoxide fumes; aggressive or abusive motorists; time of day/night (dusk/dawn) again can affect visibility; type of road surface (again affecting stopping distances, with dust etc able to affect visibility); and don't forget the big picture! avoid focussing only on one motorcycle.

Check YOUR VISIBILITY your line of sight/obstructions; do you have a safety vest on; your clothing, footwear & standing position; **Do NOT** turn your back on the traffic; avoid distractions & have an "escape" route planned in case you need it; be clear and confident when giving directions; make eye contact with the rider; don't be afraid to give verbal directions as well; don't get excited or frustrated; don't lose your temper or argue with motorists (take rego and forward it to Police) & don't leave your position of safety to talk to a driver don't forget to anticipate the unexpected.

Remember— four (4) things when being a Volunteer as a marshal on a club ride that is—

- * **Wear the yellow safety vests.**
- * **STAY on your assigned corner**
- * **Clearly indicate by an open hand the direction the rider is to travel.**
- * **DO NOT Ride-On until the back-up trailer arrives.**

Brian FORTH, authorised officer of VVMCCSA.

Minutes of VVMCCSA general meeting 662 held at Payneham RSL on 13th December 2011

Vice Pres Bob Gill opened the meeting and welcomed all members and visitors .

Apologies from - Brian Forth, Carolyn Jenner , Lyndon Rogers , John Strauss , Peter Miller.

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Minutes of the November meeting presented as published in the Smoke Signal , Acceptance moved Ian Baldock , Seconded Dan Moriarty , carried .

Business arising from the minutes- Nil

New Members- Presentation of name badges to Judith Rowley, Reg Hancock, Chris Lodge, Mitch Watson, William McBride and Jesse Mallia. New member applications received from Drew Nola, Bruce Bannister & Kenneth Cahill.

Treasurers Report—Presented by Terry Rowe. Acceptance moved Mary Hurley, Seconded Ray Collins, Carried; Business arising from the report -----Nil

Correspondence In

1 From Veteran Car Club SA, invitation to next Annual Weekend Rally at Barossa Valley April 14-15-2012, Flyer and entry forms

2 Gawler Veteran & Vintage & Classic Vehicle Club, invitation to their Aust. Day Celebration

3 Flyer from Mathew Bocsik re. repair of vehicle window screens.

4 Xmas card from the Vintage Motorcycle Club of the UK;

5 Westpac Bank statement.

6 Letter from Baycity Lawyers re the estate of Colin Burgess & the eventual disposal of his motorcycle collection.

Correspondence Out -Nil

Publications Received- 1 Norton Energette 2 The Bulbhorn from Mildura 3 Classic Vibrations from Indian Harley Club , Bunbury WA 4 The Burnt Piston from Barossa Valley Classic Motorcycle Club 5 Vintage Chatter from Vintage Motorcycle Club WA 6 Historic Motorcycle from Historic Motorcycle Club QLD 7 Beesa Journal from BSA Club SA 8 The Vintage Motorcycle from the UK . 9 The Vintage Motorcycle from The Vintage Motorcycle Club. 10 Throttle Lever from Newcastle Vintage Motorcycle Club NSW.

Emails In & Out

1 From Brian Forth to members re All British Day.

2 From Arthur Addyman re 1949 Ariel Red Hunter he has for sale.

3 From Bill Errington re. 1948 AJS 350 , he requires help with some minor repairs.

4 From Peter Fagan re. joining the club , reply sent.

5 From Betty Gill re. Australia Day Celebrations at Carisbrook Park.

6 From Jad Green re. joining the club , reply sent.

7 From Robert Bergin re. storage of trailer parts.

8 From Mara Bendo re. hire of Goodwood Community Club meeting room.

9 To members advising of the passing of Laurie Leibhardt.

10 From Dan Moriarty , volunteering to organise Southern Run in 2012.

Acceptance moved Ian Baldock , Seconded Pud Freeman, Carried.

Club Captains Report

18th Dec. 2011 Club outing to Jet Fighter Aircraft Museum at Parafield, 10:30 arrival, \$5 entry then BBQ Lunch afterwards.

15 Jan. 2012 Hahndorf Swapmeet Breakfast Run details at January Meeting.

26th Jan. 2012 Invitation Event, Picnic outing and Club Bike Display Carrisbrook Reserve 9am-3pm;

11 Feb. 2012 All British Day. Club display of members bikes.

General Business -Nil

Bob Gill wished all present a Merry Xmas and a Happy New Year and closed the meeting .



VALE LAURIE LEIBHARDT

What can be said about this extremely modest gentle giant of a man that hasn't already been said? Laurie, not quite reaching four score years and ten, through his own life was an exceptionally dedicated man to his family in addition to his employment commitments at Perry Engineering on Railway Terrace, Mile End. Spending the whole of his working life at Perry's, spanning some forty seven years, Laurie's various incredibly interesting stories told of his precious and not so treasured memoirs while faithfully serving this Prospering company both here in Australia and abroad.

An enthusiastic and devoted scouting leader, Laurie, an Honoured King then Queen Scout was never more proud of his siblings when not only his Son Bruce but Grandsons Matthew, Justin, Adam then Grand Daughter Catrina all four appropriately being awarded the honour of Queen Scouts some years later.

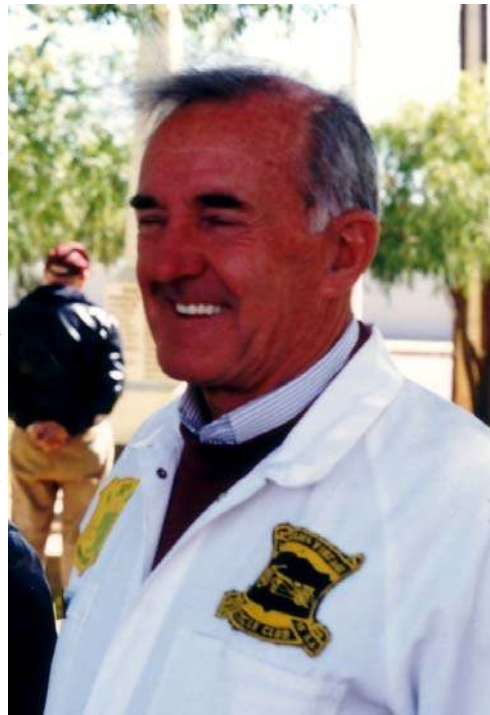
Laurie often told the amazing stories of his early childhood born and living in Ballarat, the Son of a log cutter then to later drive a logging truck to support the Leibhardt family through the difficult depression years. The family relocating to Adelaide Laurie then attended as many former motorcyclists did Thebarton Technical School thereafter moving straight onto his years with Perry Engineering.

Through his courting years with his to be wife, Ruth and eventual lifetime soul mate of fifty years attended and in fact organized many dance evenings throughout the Metropolitan area mostly in the eastern suburbs. Tracing with her sweetheart, both Ruth and Laurie visited many countries through out the globe as ambassadors for Perry's attending many conferences. Probis was yet another group they both became heavily involved with. I well recall the afternoon following Ruth's death we were invited to join the Leibhardt family and many friends to attend the unveiling of a bronze plaque at Woodhouse Scout Camp in Ruth's honour for her dedication toward the movement.

Not sure exactly when Laurie joined the Veteran and Vintage Motorcycle Club but was with warm keenness and affection awarded in 1994 a Life Membership honour for his never-ending dedication to the Club. Following the death of our former Club Patron, Bruce Hector in late 2006 Laurie was elected unanimously as our new Club Patron in May 2007. Subsequent to the formation of the Veteran Motorcycle Competitors Association of South Australia, Laurie accepted the nomination at the inaugural meeting to undertake the roll of Secretary, a position he held until a mysterious infectious illness requiring hospitalisation necessitated his relinquishing the position. Upon a very slow recovery period Laurie returned as Assistant Secretary to Bill Browne remaining there until his recent passing. During the evenings proceedings at the October 21st Annual Dinner Meeting 2005 held at the Westward Ho Golf Club Laurie was to receive yet another distinguished tribute that of the inaugural Life Membership of this association an honour he considered most precious.

Rest in Peace Laurie you will be deeply missed.

Brian Kuerschner.



LAURIE LEIBHARDT

Laurie was a founding member of Veteran Motorcycle Competitors Association of S.A. Although he was not a competitor he was always involved in the administration and running of various motorcycle clubs. He was unanimously appointed as the founding secretary of the association and retained that position until his death. He was still organising the printing and distribution of the newsletter from his hospital bed just before he passed away. Laurie set up the formalities of the association and together with David Spencer the production of the original newsletter. Laurie was the first life member of the association of which he was justifiably proud. His loss will be sadly missed.

Laurie was a member of Veteran Motorcycle Competitors Association of S.A. The Veteran and Vintage Motorcycle Club of S.A. inc. Life Member & Honorary Patron; BSA. Owners Club; Ulysses Motorcycle Club; AJS and Matchless Owners Club.

Bill Browne.

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 Tuesday (one week) prior to each General Meeting.

For Sale.

Ensign Beaded edge tyres 26 x 2 1/4; 26x2 1/2; 26 x 3 and 28x3; **Thailand 26 x 2 1/2** b/e tyres/tubes \$60 each; **Chater-Lea** replica hubs large & small, & packets of Spokes (144); **12v LED tail light globes**, single tail light globes \$15 a pair; brake/tail light globes \$25 a pair; *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*

AJSMOC 2012 Calendars have arrived and now for sale remaining at \$20 again this year. Have only **ONE** left. Contact *Brian Kuerschner 83903990 or 0418854565*.

CO valve collets-holders; 2 fork top nuts; 1 stem nut; 2 fork circlips; *Tom Fahlbush 82689279 (Jan12)*

Yamaha Virago 535cc V Twin 1992, 56000km with gear sack. Ex. condition \$2800; S/A THT099 engine nr 4bu002184. *John Byles 8262 3965 (Jan12)*

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*.

Wanted **250 / 350 cc bike for restoration**. *Ian Baldock. 8382 9926 (Dec11)*

Wanted **Triumph Speedo to suit 1951 3T nacelle** type. Will swap good condition Triumph 6T Speedo. *David Hooper 8298 3081 (Dec11)*

Wanted, **Speedo (120mph) for a B31 BSA**. *Bob Whitehead. 0412 033 913. (Dec11)*

1951 Norton Big4 cams wanted—*Neil Hamilton 82523130 (Jan12)*

1951 Norton spring heal frame pillion footrests. *Paul Knapp 82430130 (Jan12)*;



This is Waratah project

'In search of a laminated poster size drawn illustration of the AJS or Matchless **Jampot**.

Not sure to whom I loaned this to but would appreciate its return please ASAP. Contact, Brian Kuerschner or phone me on 83903990 or Mob. 0418854565'



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).

**** denotes club points****

2012 club rides and meetings.

10th January— Committee & General Meeting 663 Payneham RSL.

**** 15th January**— Hahndorf Inn Breakfast run then to Hahndorf Swap meet – Ian Baldock organizer.

26th January— Australia Day—8am, Carisbrook Reserve Salisbury, motorcycle display 9am-3pm.
Free breakfast;

12th February— All British Day—Brian Kuerschner organizer.

14th February— General Meeting 664 Payneham RSL.

**** 19th February**— Tiddler's Run-Kersbrook area. **Bob Gill** organizer with a \$2 **** BBQ lunch****;

13th March— General meeting 665 Payneham RSL

25th March— Moseley Square display—Stephen Hooper organizer (**** free ice creams & coffee****)

**** 18th March**— Birdwood figure 8—Leon Mitchell organizer?????.

10th April— General meeting 666 Payneham RSL

**** 15th April**— Southern Clarendon area????— Dan Moriarty Organizer

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.

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- 15th January 2012

BALLARAT – 25-26th February 2012

CLARE– 18th March 2012;

NARACOORTE – May 2012;

KAPUNDA- 27th May 2012;

WILLUNGA – 19th August 2012;

***VVMCC MOTOR CYCLE ONLY 7th October 2012.**

BENDIGO – 10-11th Nov 2012;

Regency Park - 5th February 2012

CAMPBELLTOWN – 26th February 2012;

MOUNT BARKER – March 2012;

SEDAN – 17th June 2012.

ANGLE PARK – 29th July 2012;

GAWLER - 23rd September 2012;

STRATHALBYN – T.B.A. October 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)**



Jet Fighter museum day—Sunday 18th December





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My Memories of Laurie Leibhardt

We really made our acquaintance with Laurie and Ruth in Victoria on the ' RAC Alpine 1000 Rally' in April 1984 although they had joined the VVMCC some time earlier. I believe they learnt about the Club from John Cribb while Laurie was in Calvary Hospital.

The Alpine 1000 was a motorcycle tour starting on Saturday in Footscray. There were 80 entries with a lot of support vehicles. Overnight stops in Morwell, Bairnsdale, and Omeo and then over Mount Hotham to Bright. On Wednesday we had a run to the Mount Buffalo Chalet for lunch before returning to Bright. From Bright we went to Yackandandah for lunch (where the streets were deserted as the locals had been told the 'Bikies' were coming) and to Albury overnight. From Albury to Shepparton overnight and to finish in Melbourne with a Civic reception at Footscray.

Laurie rode a Matchless with a Tilbrook sidecar that he had purchased but had not had time to restore it to his usual impeccable standard before the Rally.



Laurie and Ruth on the way to the Mount Buffalo



The South Australians on the "Alpine 1000" Laurie & Ruth are in the centre. Note John Cribb laying down on the job.

Laurie & Ruth also attended the 'Otway Rallies' that were based on Geelong, this being Laurie's childhood town.

Laurie was very involved in organising the V&VMCC Control for both the Velocette Club's Six Hour Trial and the 24 Hour Reliability Trial for around ten years.

The Six Hour was run from Robertstown and we usually had a Control, north of the town in the Hallelujah Hills, where we set up our caravans & tents. The bikes ran for 3 laps on Saturday, the last lap being in the dark & 3 daylight laps on Sunday. This gave us the evening off to sit around the campfire with our evening meal, drinking a little port & enjoying the company. Laurie always had some good stories to tell, often concerning the projects that he was involved with at Perry Engineering.

Laurie had started his working life as an apprentice toolmaker with Perry's during the Second World War and at his retirement was the Manager of the Machine Shop. Perry Engineering was involved in very large & heavy engineering projects all over Australia including manufacturing the huge presses that we had at Chrysler. They weighed over 200 tons and could exert pressures of 1800 tons on a sheet of steel for a car roof panel. As you can imagine Perry's had some very big machines too.

Sunday's morning tea at Robertstown was always a special time as Laurie & Ruth would share out their camp oven cooked Damper with lashings of honey, jam or golden syrup. Yummy.

The 24 Hour Control was run from Tanunda & our Control was usually on private property. After getting the details, at the Control keepers meeting, Laurie would, during the following week, go and have a talk with the farmer and establish a relationship with them. This paid off as they often visited our Control with their family or supplied us with a load of wood for the campfire. The 24 Hour needed a team to be on duty all the time so some of us would go to bed early so we could take the 1 or 2 AM shift. On more than one occasion I have seen Laurie wrapped in his blanket on a camp stretcher by the fire, not having been to sleep, so he could be sure every thing was OK.

The Matchless was restored and a 1938 Empire Star BSA with a Dusting sidecar was purchased and fully restored to join the fleet. I think this was Laurie's favourite but Ruth liked the smooth riding Tilbrook sidecar but she said " Don't tell Laurie".

Laurie & Ruth travelled to WA for the "Wheels Rally" in October 1987.

The "Wheels West" was a 14 day Twin Hub Rally based on Perth and Busselton conducted by the Vintage Motor Cycle Cub of WA.

Laurie was a quiet worker and although he did not hold office as President, Secretary or Treasurer he was a long serving Committee member who represented the V& VMCC on the Federation of Historic Motoring Clubs SA.

In 1991, as our Club representative, was a member of the Federation of Vintage Car Clubs that proposed the Historic Vehicle Registration System to the Government as an alternative to Registration or Unregistered Vehicle Permits

He was the organiser for many of the V&VMCC "Motorfest" events which showcased our Club to entrants, from all over Australia, in the Bay to Birdwood.

He was the principal Registration Officer for our Club involved in the Conditional Registration of Historic Vehicles as and only relinquished it when his health failed.

Many of us remember him as the chap with car & trailer, and a big smile, who followed our rallies, for many years, just in case our heap of scrap packed it in.

He was made a Life Member in 1994 and later was appointed as Club Patron a position he held with great pride.

Laurie joined the Leukaemia Foundation in August 2001 as a volunteer driver, ferrying patients to & from their treatment in Hospital. When the LF started in Adelaide the leases for the two Holdens were paid for by the Peter Brock Foundation and the cars were painted the same as Peter's race car. On one occasion Laurie had stopped at the traffic lights when a young man called out, "Good day Peter". Quick thinking, Laurie replied "You have got it wrong, I'm his Dad". The lights changed and Laurie moved off leaving a young man happy that he had met Peter Brock's father.

A story that I like about him that shows him as an original thinker concerns another Club.

He is the only member of the Veteran Competitors Association SA who, against their rules, did not hold a Competition Licence. I believe this came about because Laurie was having lunch with a group of his friends who had all held Competition Licences when he suggested forming an Association. They all liked the idea and Laurie was made Secretary there and then.

I have very good memories of Laurie and Ruth that I treasure. **Jeff Schaefer**.

Ruth standing behind the Matchless Laurie is holding the camera..



Parafield day Sunday 18th December 2011 – Classic Jet Fighter Museum

The day started with light rain, but as the day progresses the weather cleared. Members and partners assembled in front of the Rotary shed on Anderson Drive where shelters had been erected. After a short wait for all to assemble the group crossed the road to the jet fighter museum at about 11 O'clock. With the help of John Booker we were able to see both the finished collection and the rebuild and repair workshop where a Vought Corsair is being rebuilt from very corroded remains retrieved from Vanuatu. Lunch was a BBQ at the Rotary Shed cooked on the new Rotary portable trailer—some BBQ. It was a great sight to see so many people come out so close to Christmas. I believe 48 people viewed the museum. I think everyone had a good day, excellent food as the photographs tell the story. Thanks must go to Graham Purbrick from Salisbury Rotary and my son Aaron who were the Michelin chefs. **Regards Bob GILL**:



Corsair being recovered at Vanuatu



P38 H Lockheed Lightning the finished and being rebuilt.



Workshop and Open Road : Part 622

Shall I Take Delivery ?

A Subject on Which Many Wish to Commune with a Kindred Spirit : What are the Signs and Portents ? By "TORRENS"

OVER the past few weeks a number of lads have written to ask whether they should cancel the new mounts which are almost due to be delivered or whether they should accept delivery and, having no grounds for a petrol allocation, store them for the "duration." They were, of course, not so much seeking advice as yearning to commune with a fellow enthusiast. Proof of this lay in the fact that the majority said that they realized we could not say how long "basic" would be off.

A Mighty Rush

Several points emerge, I feel. The first is that when "basic" returns there is almost certain to be a mighty rush for vehicles, both new and second-hand. It would be sad if one had missed the opportunity of a new model, particularly if "basic" were back in a very short time. Secondly, even if there is no petrol for private use for a year or more, need that new model have deteriorated appreciably? I do not think so. It depends, of course, on how and where one keeps it. Were I to be in the position of these various correspondents I would have no hesitation in taking the machine and locking it up. Did I not use early in the war a ribbed front tyre I had had lying by for eight or ten years? Yes, and it is a fact that I got a greater mileage from this part-worn clearance tyre than from nearly all, if not all, brand new covers of the same size.

Pax, Housewives !

About the only thing I should do would be to get the maker of the machine to supply the battery empty, so that when the day dawned that I wished to put the machine on the road I should still have a brand new, 100 per cent battery.

Here I am not going into the methods of laying up a motor cycle. There is an admirable article on the subject, written by the Queries Editor, which will be published shortly. All I will do is repeat that I would have no qualms over laying up the new machine—not over depreciation. If

you state that your garage is damp, I still hold to the view that there need be no depreciation. And I would remind you that a solo motor cycle, if the handlebars are removed, takes very little room in the house. Pax, housewives!

Of course, there is the point that one's money is locked up in the machine. Some may think it a good thing; others, a bad one. Obviously one can only hazard a guess as to whether the prices of motor cycles will go up or down, although we know only too well what the tendency has been of late. A further question is whether the design might be changed during the period that there was no "basic" and, therefore, one's machine be to some extent outmoded. Over this, however, there is the fact that any rush for vehicles following petrol becoming available would cause the prices of machines to rocket.

Wishful Thinking ?

To be clear-cut on this subject is obviously impossible, as those who have written to us realize to the full. What does surprise me at the present juncture is that various highly placed folk believe that there will be "basic," either a small quantity to be employed exactly as one wishes or a ration restricted as to its use.

Why they should believe this I have not the slightest idea. You may feel that it is yet another case of the wish being father to the thought, but at

least two of the people I have in mind are not of a type in whom one would anticipate wishful thinking.

While I still have hopes that the Government will change its mind, I have nothing to base them on, except that I feel sure that the authorities failed to take into full account the repercussions from the abolition of basic—repercussions which will only emerge *in toto* later in the year and early next year.

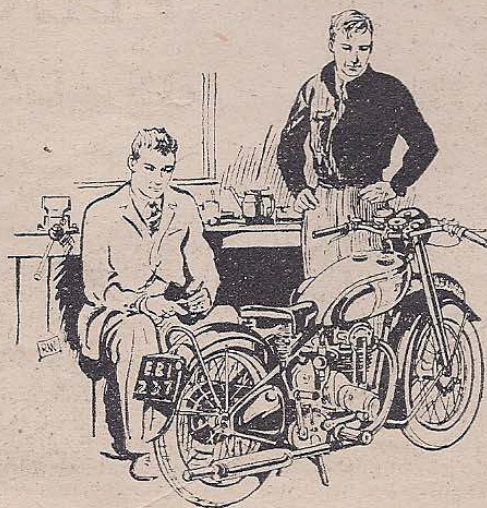
Model for a Fiver

Of course, what applies to the purchase of the new machine one has on order is applicable with almost equal force to second-hand motor cycles. In this case, however, the buyer, if he is not in receipt of coupons, will have any non-"basic" period for the overhaul of his new love. Full though my hands are, and presumably still will be, I bought a second-hand machine a couple of weeks ago. There is joy in refurbishing an old warrior.

The day before I wrote this Larry Louis told me of a ride he had had on a round-tanked B.S.A. which a friend had picked up for £5 and then put into good condition—so good that Louis greatly enjoyed riding it. What struck H. W. L. was the fact that even in these days it had proved possible to pick up a worthwhile machine for a fiver.

Can't Go Wrong

Difficult though it is to find inexpensive thoroughbreds which are lying by—except perhaps in Scotland—I still hear every now and then of some lad who has picked up a real snip. Wales used to appear the happiest of hunting grounds in the immediate pre-war years, but of late Scotland has been the country, by all accounts. Of course, if one can find a snip and has some mechanical ability—well, it is a case of "You can't go wrong!" If the rather rusty model I have just bought does not emerge upon the highway as a be-chromed beauty I shall not have been grossly extravagant. However, second-hands and their refurbishing are something we have to discuss some other time.



Hi Nip

Thank you for your recent update. Your article was very good - brought back a lot of memories!

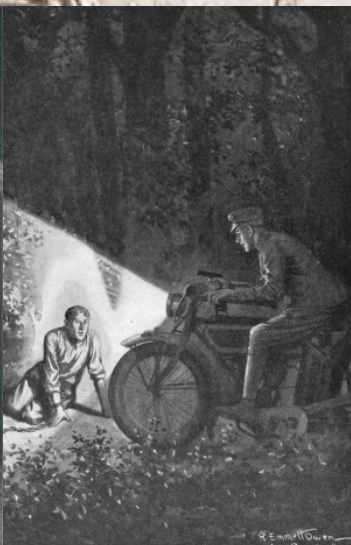
Regarding our tour in 2013. The exact date is bit hard to find at the moment, but once everybody is back I will contact the National Office and find out. I think the rally is around the end of February.

The excuse for the trip is The Vintage Car Club of N.Z. National Motorcycle Rally. It is held every two years, alternating between the North Island and the South. In 2011 it was held in Oamaru, about three hours south of Christchurch, so in 2013 it is on the North Island and the Northland Branch (north of Auckland) has held it's hand up to run it. I would expect an entry of 150 - 200 bikes from veterans to the 1980's. The Rally is only over two days, but it's the getting there and the coming back that it's all about. The competitive part of the rally is an all day run on the Saturday, and that is followed by (probably) some light hearted field tests and a public day on the Sunday, with an award dinner that evening. The organising branch also puts on a 5 - 7 day tour starting on the Monday morning.

For many years now a group of us has run a syndicate that we all put money into each month to cover the cost of this run. Chris Lieth administers it and invests the money in a savings account. When the rally comes along, we all get our money back, and the interest it earns pays for the hire of a light truck as backup and baggage vehicle. No plans for this run have yet been put in concrete, but we will probably take around five days to get up there, and the same to get back, probably coming back a different way. Some may decide to do the trip in 2 - 3 days because of work commitments, but most of us will take our time over it. Our style of touring is very similar to the tour you put on for us down to Mt. Gambier. Camping ground or motel accommodation, with 4 - 5 hours riding during the day. So the whole trip will probably be over 17 - 20 days. If your group want to extend it, I am sure we can accommodate that without too much trouble. Hope this of help for you. If you have any questions, drop us a line, and once we have had a meeting in the new year, I will keep you up to date with developments. Regards PHILIP Jeeves of NZ fame pmjeeves@gmail.com



These are various photos of WW1 despatch riders from the internet



BRAVO! TOMMY.

Breakfast Run—15th January 2012

Ian Baldock is leading the January 15th breakfast ride. Leaving **7.00am from the Feathers Hotel.** We travel up Summertown Road thru Uraidla to Balhannah etc. Arriving about **8am** for breakfast at the **Hahndorf Inn.** We then ride to the Swapmeet afterwards.
Ian Baldock 8382 9926

All British Day—Sunday 12th February 2012.

The VVMCCSA will have a display at this event. I am the clubs coordinator of the site & I require assistance on the day of 3 people to setup the club's display. We have 2 gazebos and items from Brian Kuerschner's trailer to unload;
Brian Forth 0409514213;



Invite to New Zealand 2013.

Following our V&V Clubs very successful 55th Anniversary Tour of the Barossa Valley and the Mid North areas whereby we were joined by many interstate and New Zealand friends, an invitation has been extended to Members of our Club and any other motorcycle Club on the mainland to join our Kiwi friends on a three week extended tour of both islands of New Zealand in 2013. Initially the invite was to join a group of Kiwi's on their National Rally but has since been to join them on an extended tour of both islands. While the event is still just over twelve months away February 2013 will no doubt advance rapidly. In order to assist our Kiwi friends I'd like to know just how many of our Members would be interested in joining a group to have your machine of choice loaded into a shipping container well before the event to ship to New Zealand that's of course if New Zealand is still there somewhere out in the Tasman Sea. We would be looking to fill a 20ft steel container with bikes suitably crated for the sea journey to leave Australia roughly a month before the event. Who can I rely on please?

Expressions of interest can be offered to Brian Kuerschner soon as please.



VVMCCSA previous All British Day displays—come and support your club.



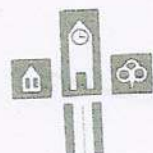
The ROTARY CLUB OF SALISBURY will be pleased to have the V & VMCC display your motorbikes at our Australia Day Family Picnic on THURSDAY 26th JANUARY from 8 am. At CARISBROOKE PARK, SALISBURY PARK. Bikes to be displayed by 9a.m.

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

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

Please put your name on the attendance list for the event at the 10th January meeting, or advised Bob Gill on 8258.4982 if you are coming so we can have hard bases available doe your bikes.

Betty Gill
Australia Day Committee



Classic Jet Fighter museum day



**The Veteran & Vintage Motorcycle.
Postage paid.
Club of S.A. Inc.
P O Box 1006
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