



SMOKE SIGNAL

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

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January 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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**MOTOR TRADE ASSOCIATION
SOUTH AUSTRALIA**

Presidents report.

Members.

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'**All British Day** 2013' is this year at the Echunga oval allowing more room to display the vehicles. The VVMCCSA is having it's usual display of motorcycles. At last count we have about 20 motorcycles and no vintage or veterans entered. Those attending can you arrive around 9am to assist with setting up the club display please.

The VVMCCSA has been invited to the **Australia Day Celebrations 26th January 2013** at Carisbrook Reserve Salisbury Park. If you are free and would like a '**free breakfast**' with a quite relaxing day, please ride or trailer your motorcycle and display it for a few hours from 9am.

I have asked Ross Weymouth and Rein Garritson to organised a **2 day ride in the Victor Harbor area**. When details are known members will be Informed so accommodation can be arranged.

Don't forget that this year before the log book renewal days, **a statutory declaration** will be required from each member and for each motorcycle or motor vehicle that is registered and covered by Historic Registration. Also inspections will need to be done before June 2013, so contact Bob Gill and Phill Jenner for statutory declarations and inspection.

Brian Forth. President.

Australia Day display—26th January 2013

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

Bikes to be displayed by 9a.m.

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

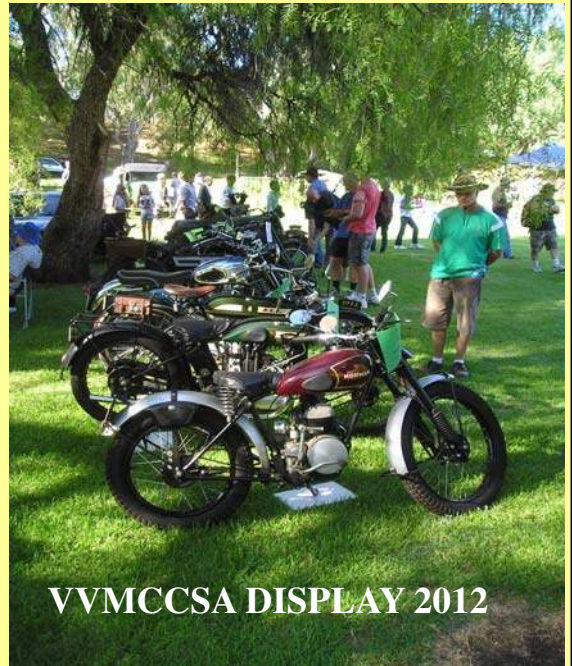
You will all be invited to join us for a FREE breakfast and enjoy the days entertainment and surroundings. Full catering also available for lunch.

The event finishes at 3.p.m.

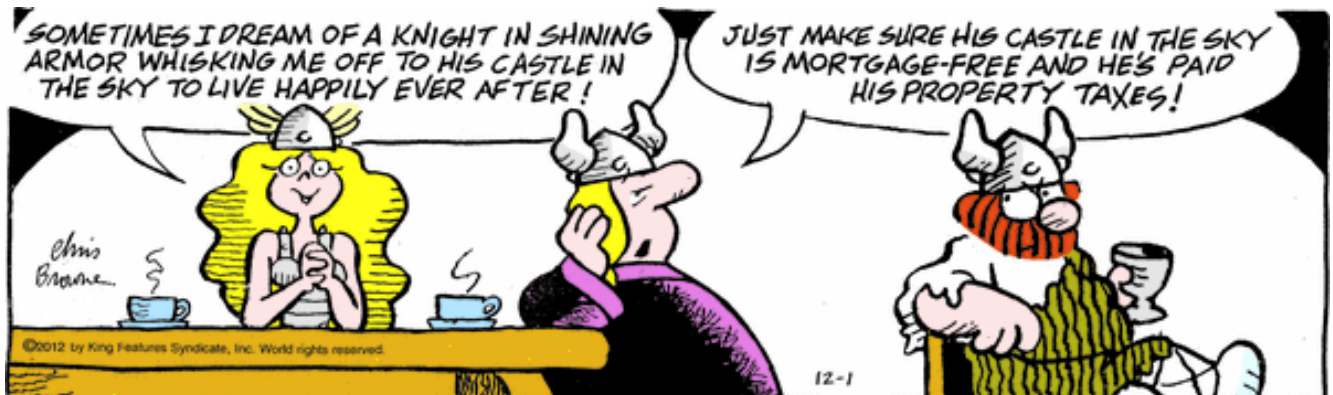
Please put your name on the attendance list for the event at the January meeting, or advise Bob Gill on 8258.4982 if you are coming so we can have hard bases available for your bikes.

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

Betty Gill
Australia Day
Committee



VVMCCSA DISPLAY 2012



VVMCCSA Minutes of general meeting 674, 11th Dec. 2012 held at Payneham RSL.

Meeting opened at 8-30 after the Christmas tea prepared by Golden Roast caterers.

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Apologies and Visitors as per the Attendance Book

New Members - Pasqualino Vartuli presented with membership pack, Ray Warren & John Cross not present.

Minutes of the Nov. meeting presented as printed in the Smoke Signal, Acceptance moved Richard Kretschmer and seconded by Jim Motillo, Carried. No Discussion.

Treasurers report presented by Terry Rowe, acceptance moved David Radloff, seconded Ray Collins, Carried. No discussion.

Correspondence In.

1 Letter from DPTI, acceptance of our agreement to follow new regulations for Historic Rego.

2 Statement from Westpac.

3 Flyer from National Motor Museum re Rock & Roll Rendezvous, 14th April 2013.

4 Account from MTA for printing of Smoke Signal.

5 Letter from Street Machine Assoc. SA seeking support for further changes to Conditional Rego Scheme.

Correspondence Out.

1 Letter to DPTI, expressing our agreement to accept and follow new Historic Rego Code.

2 Five thank you letters to Club Raffle Sponsors.

Emails In and Out.

1 From Peter Mazzeo, past member, needs experienced mechanic to assist with getting his Triumph speed twin back on the road.

2 From David Dettmar, Brisbane re article on Pilgrim Pumps.

3 Advice to RSL re. 2013 meeting dates.

4 Email to numerous members re. their continuation of membership.

5 Email from Alan Pickering at FHMC re. future of Bay to Birdwood run.

6 Email from Alan Pickering re. letter to DPTI.

Publications Received.

1 Vintage Chatter from VMCCWA; 2 The Antique Motor Cycle; 3 The Radiator from Riverland V&CCC; 4 The Throttle Lever from Newcastle VMCC; 5 The Energette from Norton MCSA; 6 Classic Vibrations from Indian Harley Club WA;

7 The Vintage Motorcycle from UK; 8 Exhaust Notes from VMC Victoria.

9 Beesa Journal from BSA Owners club SA.

Acceptance of correspondence moved Pud Freeman, 2nd Leon Mitchell, Carried..

Runs, Rides and Events.

16th Dec. Barry's Xmas Run, map and details inside back cover of Smoke Signal

20th Jan.2013, Hahndorf Swapmeet and Breakfast Run

10th Feb, All British Day

17th Feb Kersbrook Tiddlers Run

17th Mar Birdwood Figure 8

24th Mar Moseley Square club bike display.

General Business

Keith Milich reported on Vincent Owners exploits.

Vote of thanks moved for the work of Bob Tilbrook to obtain such a quantity of donated goods For the annual raffle.

No further business, meeting closed and raffle conducted.

The usual supper was provided by Toni and Neill Caust.



Mainly Vintage and Veteran

by David Dettmar

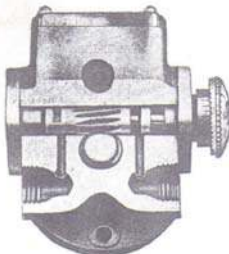
No doubt this coming May many Triumph aficionados will be celebrating the 75th anniversary of one of that marque's world records which probably still stands! In May 1937 the late Sid Goodsell with A.C.U. observer Arthur Millard in the sidecar sponsored by Sydney Triumph agents Hazel & Moore & pulled by a lusty model 6S 600cc S.V. Triumph broke the non-stop engine record. This had stood at 5,841 miles. They went for 13 days & 13 nights & clocked up an amazing 9,621 miles. Then when the engine did finally stop some 150 miles out from Melbourne, it was the new type of platinum electrode plug that was the cause of the stop. Incidentally during the run the primary chain was replaced without stopping the engine!! After the event there was a great deal of disbelief about this, so Hazel & Moore had Sid Goodsell repeat this feat three times in front of a large audience that had gathered one evening at the shop to see how it was done.

Now to Pilgrim pumps: As mechanical oil pumps became more common on machines after the WWI with manufacturers such as Pilgrim, Enots, Best & Lloyd being the most common supplying numerous manufacturers. These pump suppliers had of course subtle variations of their basic models to suit the end clients' design. In this synopsis I will only deal with probably the most common being the Pilgrim. It outlasted most other manufacturers, staying in production over 50 years. Its main component is of a rotational & oscillating plunger. All pumps, gear or plunger, rely on well fitting parts. As they wear, the pressures & quantity delivered will drop off. Dealing with the Pilgrim version with sight glass to observe the size of drop & its correct function, the plunger rotates & ports at both ends of the plunger & the body aligns. This allows the oil to either enter the pump cavity & is forced through the non-return valve via the beak or to enter the outlet end & is forced through to the engine after the port has closed. This is where it is important to have the correct plunger otherwise the porting will be out of phase. The plunger is infinitely adjustable from zero to about 2.5mm stroke.

There were a number of variations of the Pilgrim pump. Both single & duplex version with the most well known of the duplex versions for speedway engines such as J.A.P. In this case one pump supplied oil to the big end & the other to the rocker gear. And of course Scott used a duplex right to the end of production with the Birmingham models. Probably the majority of the sight-type Pilgrims were used in a total loss design of lubrication. However some exceptions like early 30s New Imperials did scavenge from an oil reservoir within the crank case, similar to some Royal Enfield's & of course the B.S.A. Sloper.

The "PILGRIM"

Sight Mechanical Oil Pumps



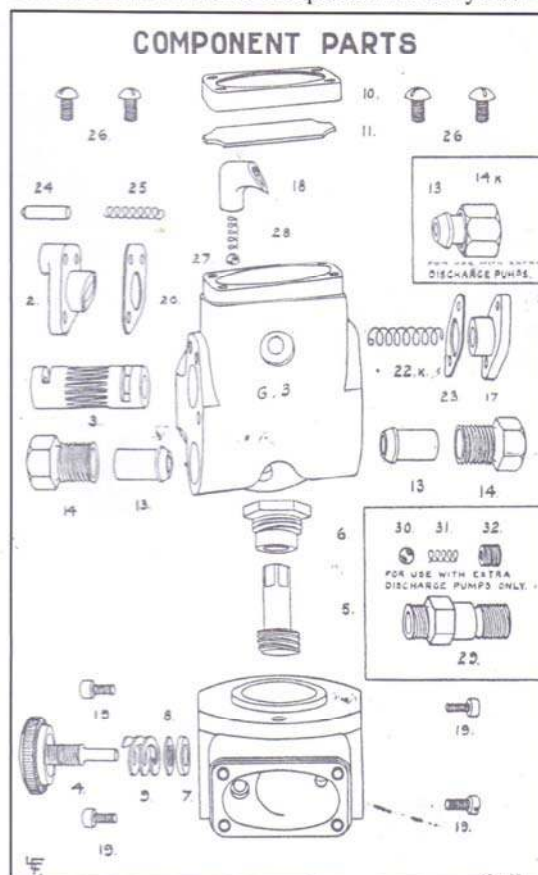
Patent No. 252215

THE PILGRIMS WAY MOTOR CO., Ltd.
FARNHAM, SURREY

SPECIFICATION	
PART NO.	NAME
G 3	Body
2	End Cam
3	Plunger
4	Control Spindle
5	Driving Worm
6	Bush
7	Fibre Washer
8	Steel Washer
9	Spring Washer
10	Window Frame
11	Window
13	Nipple
14	Gland for Nipple
17	End Plate
18	Beak
19	Cam and End Plate Screw
20	Cam Washer
22k	Spring
23	End Plate Washer
24	Ratchet
25	Ratchet Spring
26	Frame Screw
27	Ball Valve
28	Ball Valve Spring

Typically the plunger has an 11.1mm diameter & has a maximum stroke of 2.5mm. This is achieved by a face cam principle. The stroke is altered by means of an adjustable screw stop on the spring-activated return stroke of the plunger. Most Pilgrims are driven from one of the camshafts at half engine speed. At full stroke on a good pump it will deliver 0.250ml. As a matter of interest my 1938 500cc Levis averages about 1ml per kilometer when the pump is set for normal touring type riding. Depending where the drive is taken from will determine whether the drive worm is a L/H or R/H. A clockwise drive will have a L/H worm & an anti-clock drive will be a R/H worm. Having repaired a few Pilgrims over the years I have found the worm to be half inch B.S.W. L/H or R/H. Most pumps have a directional arrow on the drive side. The reason for left hand or right hand is to ensure the worm thrust is taken against the bronze bush & not the aluminum or Mazak housing. Be careful if you are mixing & matching pump parts to get the correct helix angle on the plunger to match the worm.

The oil delivery to the pump is on the 'Beak' & stroke adjustment end. The outlet can be in a number of different positions, depending on the engine makers' requirement. Some appear to have no outlet (early Matchless) but in fact the oil is



Buy, Sell and Swap

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

For Sale.

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

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

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

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

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

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

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

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

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

Could the person interested in buying an **old sidecar chassis** 2 years ago make contact please; *Richard Buckland 83381502 (DEc12)*

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

Wanted.

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

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

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

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

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

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

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

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



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**

8th Jan, **General Meeting 675** Payneham RSL.

**** 20th Jan,** **Breakfast run** members can go tot the **Hahndorf Swap meet.**

**** 'meet 0930hrs at The Hahndorf Mill for breakfast -cost \$5 per member'.**

26th Jan, **Australia day display** – Carisbrooke Reserve Salisbury - **invitation to display.**

February

3rd Feb, **VICTOR HARBOR** auto jumble and show and shine Encounter Bay Oval.

10th Feb, **All British Day**—Brian Kuerschner organizer **ECHUNGA OVAL** new venue @ 0900hrs

12th Feb, **General Meeting 676** Payneham RSL.

**** 17th Feb,** **Tiddler Run** Kersbrook area. **Bob Gill** organizer - **** BBQ lunch after ride****

March

10th March, **Reynella festival display**—**invitation only to display our motorcycles.**

12th March, **General meeting 677** Payneham RSL

**** 17th March,** **Birdwood figure 8**— Organizer????????? Rides before and after a lunch break.

24th Match, **Moseley Square display**—Stephen Hooper (**free ice creams & coffee**)

April

9h April, **General meeting 678** Payneham RSL

**** 21st April,** **Clarendon area**— OR- **Mannum** area for a **veteran motorcycle rally only?**

28th April, **Logbook day**—Payneham RSL clubrooms— **Bob Gill & Phil Jenner.**

Statuary Declarations required, bring Log book and Registration papers.

May

14th May, **General meeting 679** Payneham RSL clubrooms

**** 18th-19th May,** **Victor Harbor 2 day rally**, Ross Weymouth & Rein Gerritsen organizer.

26th May, **Logbook day**—CCC clubrooms, Clarke Tce Glandore — **Bob Gill & Phil Jenner.**

Statuary Declarations required, bring Log book and Registration papers

June.

11th June **General meeting 681**,Payneham RSL clubrooms

**** 16th June** Lobethal Potato Day—Bushland Park, Malcolm Gray organizer.

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

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

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

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

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

HAHNDORF- 20th January 2013

BALLARAT – 25-26th February 2013

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 - 5th February 2013

CAMPBELLTOWN – 10th Mach 2013;

MOUNT BARKER – March 2013;

SEDAN – 17th June 2012.

ANGLE PARK – 29th July 2012;

GAWLER - 23rd September 2012;

STRATHALBYN – 21st Oct 2012;

GAWLER Motorcycle expo - 18 Nov 2012

Historic Registration.

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

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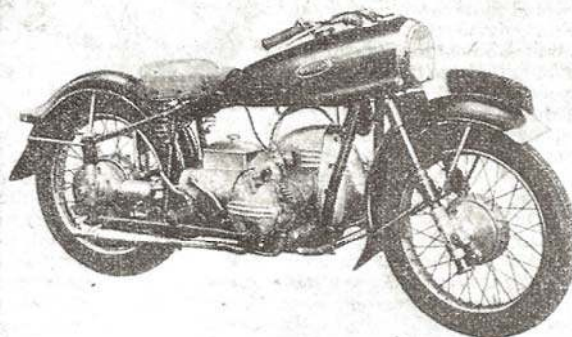
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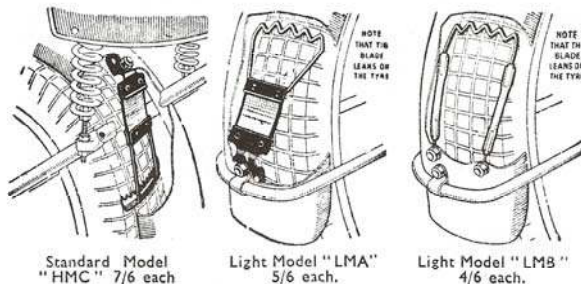
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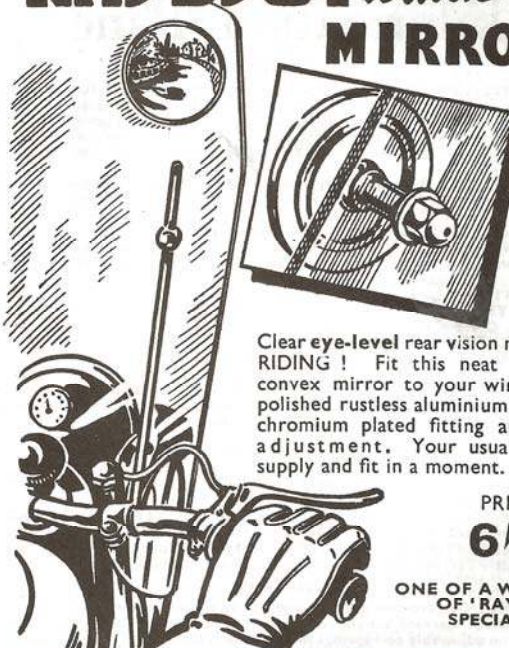
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Road Tests of New Models

49 c.c. Mini-Motor Cycle Engine

**Powerful Two-stroke Unit: Simple to Control:
Excellent Hill-climbing Characteristics**

ONE of the first cyclemotors to be introduced after the war, the 49.9 c.c. two-stroke Mini-Motor—if one can judge by the number seen on the roads—still retains its initial popularity. The engine at present in production is a slightly detuned version of its earlier counterpart; the compression ratio has been lowered, and the result—as evinced by the unit tested—is an engine which is smooth, flexible, and altogether well suited to the task of propelling any standard pedal-cycle.

On first straddling the machine it was noticed immediately that the layout of the handlebar controls is delightfully simple; they comprise only a combined throttle and decompressor lever, and a transmission engagement lever (in addition, of course, there are the usual brake levers). The transmission engagement lever, when locked in the engaged position by its spring-loaded pawl, performs the function of holding the driving roller in contact with the rear tyre; the lever is intended to be operated only when the bicycle is not in motion.

Disengagement of the drive permits the machine to be used as an ordinary pedal-cycle. In practice, therefore, the power is completely regulated by a single control, the throttle-decompressor lever. This point should make a strong appeal to those with no previous experience of riding or driving a powered vehicle.

Starting the Mini-Motor from cold was easily accomplished provided that the Dellorto carburettor was flooded by operating the priming plunger; and the mixture strength was set to "rich" by rotating the air cleaner on the carburettor in a clockwise direction. Then, with the drive already engaged, it was necessary only to pedal the cycle for five or six yards with the decompressor



valve raised, when, with one movement of the control lever, the decompressor was closed and the throttle opened to about the half-way mark, causing the engine to fire and take up the drive.

After the engine had been warmed up and the mixture strength weakened by adjusting the air-cleaner control, perfect two-stroking could be obtained at any sustained speed between 15 m.p.h. and the maximum available (approximately 29 m.p.h.). The engine pulled reliably down to a speed of 5 m.p.h., but if four-stroking was to be avoided in the range between 5 and 15 m.p.h., the throttle opening, and therefore the speed, had very gradually to be increased. No irregular firing occurred on the

INFORMATION PANEL

ENGINE: 49.9 c.c. (38 × 44 mm) two-stroke, with cast-iron cylinder barrel and detachable light-alloy head. Petroil lubrication.

CARBURETTOR: Trojan-Dellorto (made under licence) single-jet, single-lever; combined air cleaner and mixture control.

TRANSMISSION: Drive by friction roller on to rear tyre.

IGNITION: Flywheel magneto.

FUEL CAPACITY: Three-quarters of a gallon.

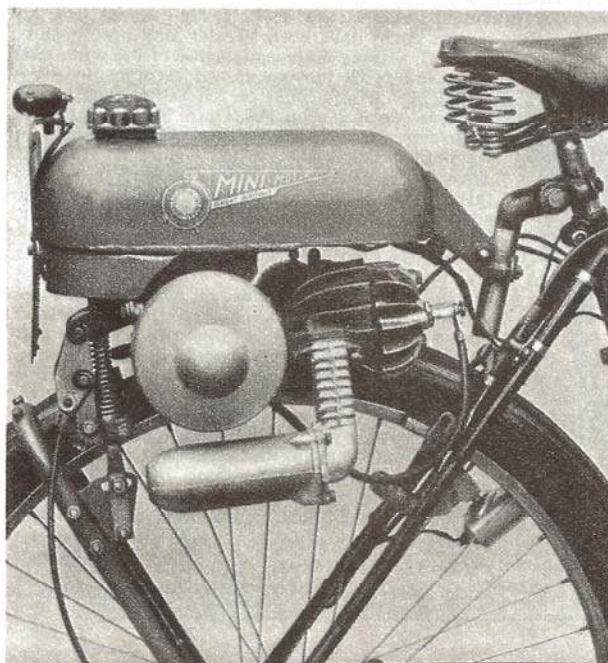
WEIGHT OF UNIT: 24 lb.

ROAD TAX: 17s 6d a year; 4s 10d a quarter.

PETROIL CONSUMPTION: Approximately 144 m.p.g. under fairly hard riding conditions.

PRICE: £21.

MANUFACTURERS: Mini-Motor (Great Britain), Ltd., Trojan Way, Croydon, Surrey.



The engine was found to be both smooth and flexible. No roller slip was apparent when main-road hills were climbed in wet weather

overrun (with the throttle closed). Best cruising speed was considered to be about 23 m.p.h.

Petrol consumption, which worked out at 144 m.p.g., was checked (a) under city-riding conditions, and (b) at sustained maximum speed on the open road; both results were almost identical. At a more moderate sustained cruising speed the consumption would undoubtedly be much more economical.

Main-road hills could be climbed without pedal assistance. However, to find out the near maximum capabilities of the Mini-Motor as far as hill-climbing was concerned, the machine was set at a climb more than half a mile in length that boasts a gradient of 1 in 6 at its steepest part near the end of the ascent. For the first two-thirds of the climb the pedal assistance required was no more than that which is necessary to propel an ordinary pedal-cycle along a level road. Much greater effort had, of course, to be applied at the pedals for the remaining distance, but at no time did the engine fail to assist the rider.

The drive roller fitted to the machine tested was of the composite type. When main-road hills were climbed during wet weather, no roller slip was apparent. An additional roller is supplied with each unit; of cast iron, it is intended for use in mainly dry climates. Silencing was commendably quiet at medium speeds and reasonably so at maximum speed.

PARADISE MOTORS MAZDA

10

MAZDA

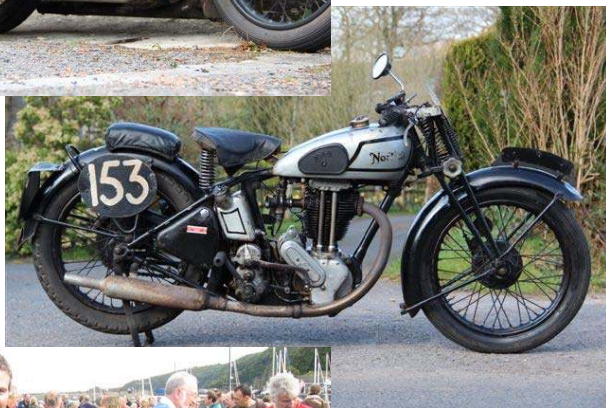
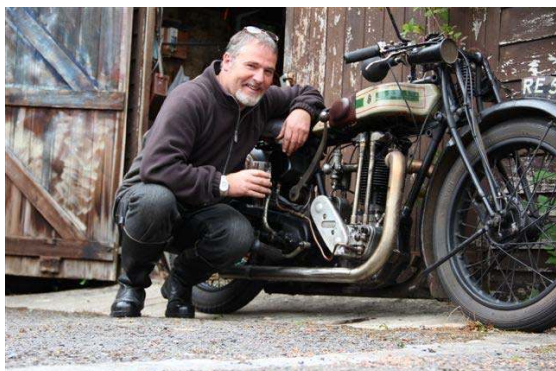
For your brand new or next **Mazda** vehicle update, you need look no further than **Steve Truscott, a Member of our Club** working for

Paradise Motors Mazda

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

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

This is Anthony Devall of Wales—showing his Norton and early Triumph.
Anthony is the proprietor of <http://www.pembrokeshireclassics.com/>



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Who are we?



Hills Ride—Sunday 16th December 2012

12

We thought Sunday 16th was going to be in the high 30c and the run would have been cancelled. But it turned out to be a fine day in the mid 20's, excellent weather for motorcycle riding.

For some members the day did not start off as planned. Garry Nelson's Norton failed on Golden Grove but with the assistance of Brenton Halstead and Rob Whitehead got to the start. Rob Mather arrived with a rather *smokey* Scott. We know that a Scott is a two stroke but this time the smoke was from a broken oil line which could not be fixed as it needed to be solder back in place causing Rob the withdraw. Then Paul Knapp arrived late at 10am very unusual and we never did found out why? Chris Harley cruised in on the Brough, but was not well and went home.

Barry Carlisle who organised the ride was not available but attended to brief Rob Smyth the leader of the ride. Barry is seen instructing where the ride should go. Rob gave a quick briefing, Paul ticked off the names and off we went.

The ride was enjoyable, in some places and demanding. My AJS stopped suddenly on a long climb into Kersbrook but a quick kick and it fired and off we went. Bob Gill found some of the hills a little bit long for his Veteran.

Our first stop was Kersbrook rest rooms, everyone accounted for and off we went back road towards Gumeracha then onto Birdwood, turning off and winding back roads to Mt Torrens then to Lobethal for short lunch break.

Here, some members were running low on fuel, but no service station could be found. A quick re-think of the remainder of the run which was to go through Paracombe was chaged. Bob Gills 1913 BSA would not make that hill and he was very low on fuel as the ride was very demanding of a veteran designed for about 100km leisurely riding, too many hills cause his fuel shortage. He returned home via Chain of Ponds, down North East Road to Tea Tree Gully were members departed for home except Rob Smyth was heading of for Murray Bridge for an other short ride. Drovers Dog report.



delivered through a small hole near the drive spindle & oil is delivered directly into the timing cover. Four-stroke Levis models have the pump casting with an elongated section at 6 o'clock position that delivers the oil through a quill directly into the main shaft & big end. While probably the most common is that depicted in the drawing where the feed can be taken from the pump & delivered via a copper pipe to wherever the designer required. This is the case in the 1927/8 A.J.S models.

If you are building up a Pilgrim from 'swap meet bits' there are a number of points to look out for & check. Under the beak is a ball & spring non-return valve; this must work well. The beak is delicate & is held in with an interference fit. The return spring inside the plunger has to be capable of returning the plunger rapidly while 'sucking' 50 grade oil. There are several versions of plungers: 2 face cam types & another with a circumferential cam groove where a peg is located in the body to give oscillation.

Some of the problems faced by restorers are things like a wrong rotational pump has been supplied with your box of bits. Sometime they will still work but will cause trouble with the worm trying to wear away at the body. Another is where a previous owner has put a 1/4" B.S.P. tapered threaded union into pump body causing it to crack or split. This can be repaired on an aluminum body but is nearly impossible to fix on the early Mazak die cast type. The wrong length, diameter or gauge of spring wire for the plunger can either put excessive pressure on cam face & worm, or insufficient pressure will cause the plunger to return too slowly causing insufficient time for the pump to prime or fill for the next stroke. The ball valve spring does not want to be too stiff as it would cause intermittent pumping or none at all.

I have not come across any official drawings with dimensions or technical info so the following is from my own rebuilding of Pilgrims & so far they have all worked well. Incidentally on two of these pumps that had badly worn plungers & plunger bore, I reamed the bore until it was round. This finished at 11.8mm diameter (originally 11.2mm). I then had the plunger hard-chromed & centre-less ground to 11.75mm. These pumps now deliver 11% more oil per pulse. You must make sure if you have work done like this that you mask the gear section of the plunger prior to plating. Regarding the two springs 25 & 28, I found good suppliers are locksmiths; they use springs such as these in lock tumblers. The screws for the end plates or side glass frames - should they be stripped - a M4 seems to be a good substitute. Several of my pumps, both Pilgrim & Best & Lloyd, have 'glass' made from 2 litre rectangular fruit juice bottles which have clear plastic & flattish sides.

Pilgrim Pump Component Dimensions (compiled by D.D.)

- (22k) Spring 0.6mm Gauge Wire, 16mm o/a Length, 2mm Pitch, 5.2mm o/d
- (6) Bush for Worm Spindle, Pb Bronze, 5/8"x26 tpi, 0.720" A/F hex.
- (28) Ball Valve Spring, 0.22mm Gauge Wire, 6.2mm o/a length, 1mm pitch, 2.8mm o/d
- (4) Control Spindle, 1/4"x26 tpi
- (5) Worm Driving Shaft, 5/16" (0.312") dia. Silver steel, either 1/4" sq. or 3/16"x 2 flats
- (26) Frame Screws 1/8" B.S.W. or alternative M4
- (19) End Plate Screws 4 B.A. or alternative M4
- (25) Ratchet Spring 0.3mm Gauge Wire, 9mm o/a length, 1.2mm pitch, 3mm o/d
- (5) Worm 1/2" B.S.W. (12 tpi) L/H or R/H
- (9) Spring Washer, *have used a number of "O" rings to replace this washer*



Entrants for the Southern Ride
Scarpantoni Winery 25-11-2012.

Ride Organised by TONY MORRISSET

Name Year Make Solo/Outfit

Leon Mitchell 1914 Radco
Bob Jones 1924 Harley Davidson
Rien Gerritsen 1924 Indian Solo F.T.O.
David Radloff 1927 Sunbeam
Brian Forth 1927 Harley Davidson
Phil Jenner 1928 Indian
Alan Bain 1929 Norton F.T.O.
Peter Yates 1929 Indian F.T.O.
Bob Mather 1932 Scott
Ian Diss 1937 AJS
Dean Govan 1937 Triumph Outfit
Lyndon Rogers 1939 BMW
David & Rosanna Cant 1947 Indian
Carolyn Jenner 1947 Indian
Peter Stagg 1948 Indian F.T.O.
Trevor Cooke 1949 BSA
Alf Lear 1949 BSA
Geoff Thompson 1949 Ogar
Rob Bergin 1950 Indian
Paul Knapp 1951 AJS Twin
Ray Collins 1953 Tilbrook
Colin Behn 1953 AJS
Roger O'Loughlin 1953 Horex
Peter Arriola 1954 AJS Twin
John Deacon 1954 Panther
Ron & Joan Truscott 1954 Norton O/Fit
Michael Scarpantoni 1955 BSA
Neil Caust 1954 Adler
Bill Browne 1955 Matchless Twin
Jim Hamilton 1956 Matchless
Ian Tonkin 1957 Triumph
Richard Kretschmer 1956 Norton O/Fit
Bob Whitehead 1956 BSA
Alan Lovell 1957 Ariel F.T.O.
Don Tonkin 1958 Velocette
Dave Holbrook 1958 Ariel
Tony Morisset 1959 Norton F.T.O.
David Jackson 1959 Triumph
Daryl Rosser 1963 BSA
Richard Rake 1964 AJS

Martin Blindell 1967 Triumph
Peter Langdon 1973 Triumph
Don Cellier 1974 BMW
Bob Frankham 1994 Yamaha
Bill Giamos 1975 Moto Guzzi
Ron Roy 1975 Honda
Michael Clarke 2001 Harley Davidson
Bob Frankham 2003 Honda
Harry Richards 2004 Suzuki
Pud Freeman 2008 Suzuki
Alan Wallis 1963 Norton Visitor

Bob Whitehead Supplied back up trailer

Businesses who donated items to the VVMCCSA raffle—thankyou

Sprint Auto Spares Enfield
Greenacres Charcoal Chicken
Radio Rentals
Flufferz Car Wash Café
First Choice Liquor
Coleman Pillar Walsh Chemists
Captain Hook Seafood
TMH Safety Equipment
Floormaster
Stratco Gepps Cross
Power Brakes
Kessner Motor Cycles
North East Dry Cleaners
Main North Nissan
Yamaha Pitmans
Hair & Beauty Warehouse
Blair Athol Auto Parts
Japanese Motor Cycles
Road & Race Motorcycles
Lake Side Nissan
S.A Tools
KFC
Bob Jane T Mart Prospect
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Yamaha Retro Motorcycles
Melbourne Street Wine Cellar
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Restorers Hotline
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Italian Motorcycles
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Windsor Hotel
OG Hotel
Caledonian Hotel
Brahma Lodge Hotel
Walkers Arms Hotel
Royal Oak Hotel
Somerset Hotel
Hotel Enfield
Hilton Hotel
Rex Hotel
Payneham Tavern
The Valley Inn Hotel
Highbury Hotel
Tower Hotel
Alma Hotel
Lord Melbourne Hotel
Paradise Hotel
Rex Hotel
Glynde Hotel
Mr Motorcycle Dismantlers
Promotion Exposure
New Mantra Indian Cuisine
Peter Kittle Toyota
Coles Greenacres

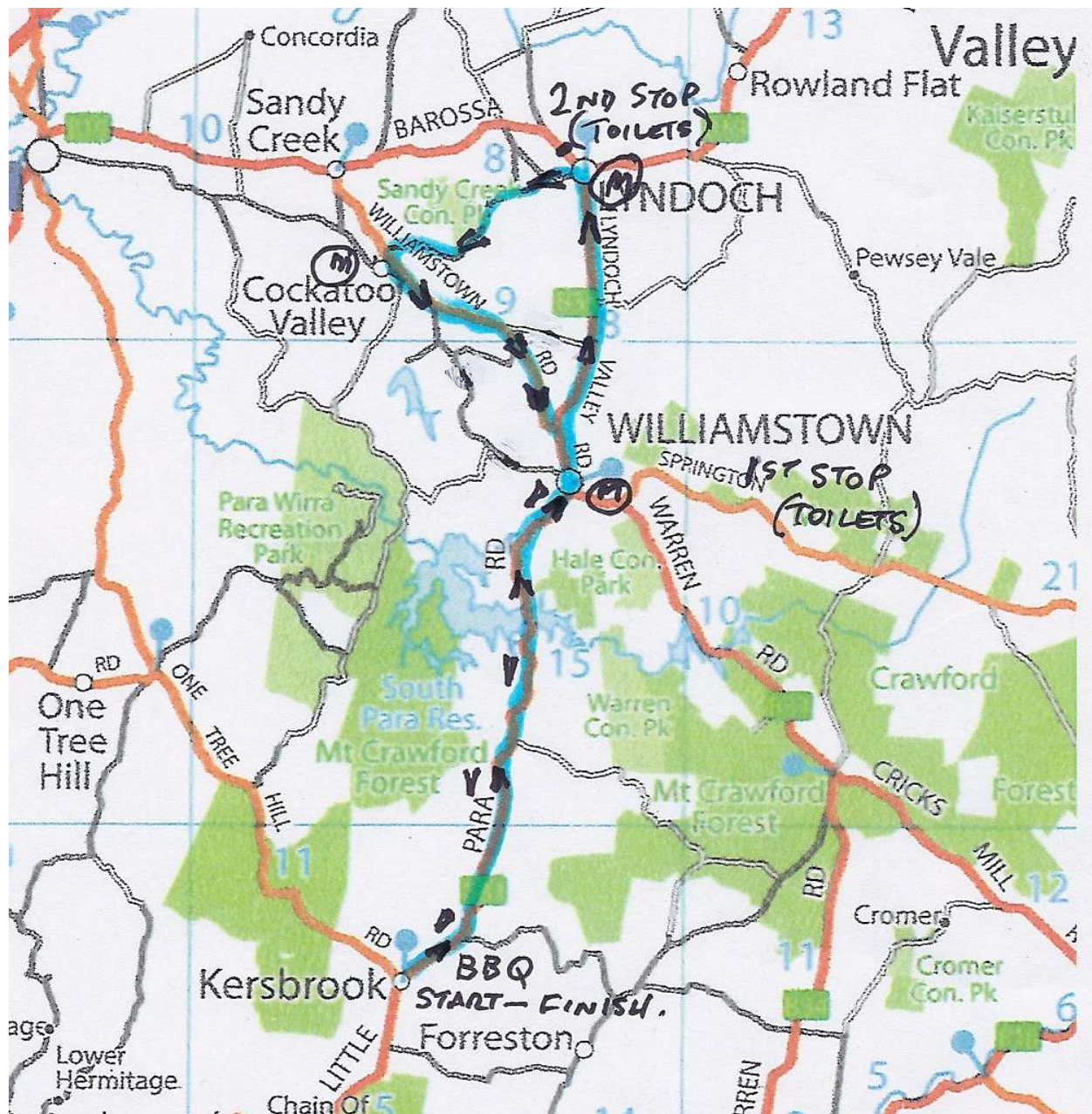
Mitre 10 Glynde
Pomegranate Cottage Coffee Shop
Bunnings
Hoyts Theatre Norwood
/Adelaide Fish
United Fasteners
Car Torque
Magic Hand Car Wash Klemzig
Greenacres Greengrocers
The Original Pancake Kitchen
Harvey Norman City Cross
Super Cuts
Hairdressing Greenacres
Auto Trans
Spender Motor Trimmers
Gasweld Tool Centre Pooraka
Dan Murphy's Norwood
The Spud Shop Hampstead Gardens
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The Spud Shop Salisbury
Tony & Mark Adelaide Fresh Fruiters Newton
Wynns Products c/- Sprints Enfield



Malte Bostrom of SWEDEN is a s member in
MCHK o Mc-veteranerna in Sweden.

He sent me a photo of his 1919 Scott he is restoring, and his veteran Henderson.





This is the 3rd **VVMCCSA Tiddlers Run**—Sunday the 17th February 2012 starting at the **Kersbrook Community Clubrooms** at 19 Glover Street Kersbrook gathering at 9.00am to start the run at 9.30am.

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

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

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

Regards Bob Gill



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