



SMOKE SIGNAL



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

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May 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.

| | | |
|----------------------------------|---|--|
| PRESIDENT. | Brian Forth | 8251 4213 Mobile 0409 514213 |
| VICE PRESIDENT. | Bob Gill | 8258 4982 |
| SECRETARY. | Bill Lorimer | 8265 6468 redpanther@dodo.com.au |
| TREASURER. | Terry Rowe | 8332 5907 terryfrowe@gmail.com |
| CLUB Run Coordinator. | Brian Forth | 0409 514213 |
| LIBRARIAN. | Philip Holmes | 8564 0227 |
| RECORDS OFFICE. | Paul Knapp | 8243 0130 paulschnapp@hotmail.com |
| COMMITTEE. | Daryl Rosser | 8326 0658 |
| | Rob Smyth | 8344 5819 |
| | Ray Collins | 8278 4066 |
| | Barry Carlisle | 8264 5517 |
| MAGAZINE EDITOR. | Brian Forth, 19 Condada Drive, Banksia Park 5091 | |
| | Email - forthy@picknowl.com.au | |
| MACHINE REGISTRARS | 1. Bob Gill (North) | 8258 4982 |
| | 2. Phil Jenner (South) | 8370 6664 |
| CLUB REGALIA OFFICER | Contact a committee member. | |
| SMOKE SIGNAL DISTRIBUTORS | Brian Forth and Bob Gill & Bill Lorimer | |
| CLUB PUBLICITY | Brian Forth mobile 0409 514213 forthy@picknowl.com.au | |

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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 or on the Logbook day either on **Sunday 6th May** at Payneham RSL Clubrooms or **Sunday 27th May** at the CCC Clubrooms at Clark Ave Glandore, both days are from 9.30am to midday. You need to bring you log books for each motorcycle & vehicle you have and the appropriate registration papers.

If you cannot attend for the annual endorsement, please post logbooks and papers to **Secretary- Bill Lorimer PO Box 1002 Elizabeth Vale 5112** and they will be returned.

There have been small changes to club runs and events, Scarpantoni ride and BBQ day will be on Sunday 25th November as the previous weekend clashed with Bendigo swap meet which many members attend. Please check other events and advise if you see a problems with dates etc.

12th June meeting is trophy presentation night followed by a basket supper. Those with trophies can they be returned to the committee or Paul Knapp.

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.

Brian Forth.

President, Club Run Coordinator & Editor



Front Cover

National Veteran Rally gathering



Henk Jorge of Amsterdam on a BSA wm20

Tuesday 14th June 2011 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

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



Minutes of VVMCCSA General Meeting 666 held at Payneham RSL 10th April 2012

Brian Forth chaired the meeting which opened at 8.00pm.

Minutes of March meeting presented as published in the Smoke Signal.

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Acceptance moved Gary Harding, Seconded Robert Freeman

Business arising from the minutes -Nil.

New Member applications received from Rein Gerritson and Robert Tucker . New members ratified and badges and information packs presented to Jarrad Green , Les Jolly.

Treasures report presented by Terry Rowe, Acceptance moved –Malcolm Gray, Seconded by Paul Knapp, Matters arising-Nil.

Correspondence In Addition to that published in the Smoke Signal.

1 Letter and flyer from Delway Brass offering their range of restoration services

2 Poster and flyers from Bakers Springs Winery for their Jazz Food and Wine day 22nd April

3 Letter, Flyer and entry forms for Downunder Jampot Rally, 2nd – 4th Nov 2012 at Highfields on the Darling Downs QLD from AJS & Matchless Club Aust.

4 Letter of resignation from Rob Karran due to age and health.

Publications received in addition to those listed in the Committee meeting minutes---

1 Vintage Motorcycle Club of Victoria

2 Vintage Chatter from VMCCWA

3 Classic Vibrations from Indian Harley Club WA

4 The Throttle Lever from Newcastle VMCC

5 The Radiator from The Riverland V&CC Club

6 The Energette from the Norton MCCSA

Emails in and out-additional to those published in the Smoke Signal Committee Minutes

1 To Leon Mitchell advising of our decision to contract Nicole Aspinall to build new website and requesting access data and passwords to the old site.

2 From Stephen Hooper, providing dockets for Moseley Sq. Display expenses and purchase of a new DVD for the library.

3 Reply from Leon and a follow up with all the required information .

4 Flyer from the Cafe Racer Club of SA advising of their race day at Mallala May 27th 2012

5 From Nicole Aspinall advising that the Website will be in Limbo whilst under construction.

6 To SA Aviation Museum at Port Adelaide requesting a club visit , possibly 20th May

7 From Ben Hortman enquiring about Historic rego. and details about the club ,reply sent

Acceptance moved—Paul Knapp. Seconded Brian Kuerschner

Run Co-ordinators Report Stephen Hooper spoke about Moseley Sq Display, it was a successful day and enjoyed by both the general public and participants .

15th April Southern Run ,starting at Meadows and lead by Dan Moriarty

6th May, Log book day at Payneham RSL

20th May Ride and BBQ.

27th May Log book day at CCC Clubrooms Clark Ave. Glandore

17th June Lobethal at Bushland Pk, Potato Day. Malcolm Gray organiser.

15th July----Run to be advised

General Business

Brian Kuerschner reported that David Schwartz was prepared to give a talk at the May meeting about his Dakkar Rally exploits in South America.

Brian also requested help from some members to dispose of books, parts etc. on behalf of the family of Laurie Leibhardt. He also advised of an overseas owner wishing to dispose of a quantity of Matchless and AJS engines and parts.

Klaus from Rotary reported on their forthcoming Motorcycle Expo and Swapmeet , Sunday 18th Nov . at the Gawler Showgrounds.

Marie Hurley Gave a very interesting and entertaining talk about how she came to have her Bantam and her adventures and experiences with it.

Buy Swap and Sell was read.

Minutes of VVMCCSA Committee Meeting 23rd April 2012, Goodwood Community Centre

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Meeting Opened at 7:45 pm.

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

Minutes of the last committee meeting were presented as published in the Smoke Signal, no business arising. Acceptance moved Bob Gill, Seconded Barry Carlisle and Carried.

Treasurers report was presented by Terry Rowe, No business arising. Acceptance moved Ray Collins. Seconded Rob Smyth and Carried.

New Members- New membership applications received from Robert Tucker and Rien Gerritson and read to committee.

Correspondence In.

1 Minutes of Federation meeting 18th Feb. 2012

2 Flyers received from Historic Motor Vehicle Club Fleurieu Peninsula, Strathalbyn Swapmeet, 21st Oct 2012

3 Letter from the Vintage Sportscar Club SA re changes to Bay to Birdwood route for traffic control together with sample of a letter sent from a local MP.

4 Letter from Gov. SA re. auction of numeric number plates.

5 Numerous payments of subs. Received.

Correspondence Out -

1 46 Swapmeet Flyers sent to other clubs and Motorcycle businesses.

2 Membership application sent to Domenic Psaila at Koolunga.

Publications received-

1 Bush Chatter from Sunraysia HMCC

2 Beesa Journal from BSA Owners Club SA

3 The Vintage Motorcycle from the UK

4 The Vintage Crankpin from VHMCC in NSW

5 MAPS Review from Historic MVC of Yorke Peninsula

6 The Veteran Car in SA from the Sporting Car Club of SA.

Emails In and Out-

1 Membership enquiry from Mitch Watson and his son, reply sent

2 Received from Rachel Cooper at Holdfast Bay Council outlining changes to Event procedures

3 From Toni Hooi re his membership status, reply sent.

4 To and from Robert Tucker re his membership application and payment

5 Numerous emails to and from Nicole Aspinall re website construction .

Acceptance moved Daryl Rosser, Seconded Rob Smyth , Carried

Runs and Events Report-

20th May Visit to Aviation Museum, 66 Lipson St. Port Adelaide, 10:30 am. Then BBQ lunch Provided, entry fee of \$6, lunch is \$10, but members pay only \$5 for the day.

27th May, Logbook day Triple CCC clubrooms, Glandore 9.30am-midday

17th June Lobethal/Bushland Park, potato day

15th July----?????????

General Business-

1/ Bob Gill Moved that motorcycle importers and dealers be approached to maybe mount a trade display of modern machines ,accessories etc. in the centre of the oval at our swapmeet, Requires further discussion.

2/ Allocation of Trophies discussed.

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*

Norton gear change lever; **Norton** springs for spring heel; Generator fiber gear; Amal carby needle; Villiers carby slide & needle—*Alan Thompson 82963062 (March12)*

1938 DKA 500cc, sorry no other details; **1956 AJS twin** Eng Nr563003 S/A TC-657; **Gilera 330cc** Eng nr 312002 S/A RW-936; *Alan Thompson 82963062 (March12)*

Goulding sidecar wheel for sale \$10; *Ron Truscott 85723010 (March 12)*;

Calthorpe fly wheels w/- pin probably early 30's to 40's 350-500cc; *John Lord 82430653 (April12)*

BSA DBD 1963, S/A DBD349—P.O.A. Daryl Rosser (April12).

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*;

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*

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 Starting rollers—12 volt system; *Garry Nelson 82807428 (March 12)*

Royal Enfield J2 frame wanted; *Gary Page 82657116 (March 12)*

1925 Indian Prince, wanted any information, a manual would be asking too much; *Mick Mango 0401034825 (March 12)*

1937 BSA Empire Star HB34 350 wanted engine cases. *Simon Mussared 0422090701 (March12)*

1951 Norton plunger centre stand to suit 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 *Contact Brian Kuerschner 83903990 Mob. 0418854565 (May)*;

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****

8th May— General meeting 667- Payneham RSL clubrooms

**** 20th May—** South Australian Aviation Museum 66 Lipson St Port Adelaide **** BBQ afterwards****

27th May— Log book day—CCC clubrooms— **Bob Gill & Phil Jenner.**

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 cost***

10th July— **General meeting 669 & Annual General Meeting.** **** 15th July—** Eastern or southern ride—organizer TBA.

14th Aug **General Meeting 670—Payneham RSL.**

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

11th Sept General meeting 671—Payneham RSL clubrooms.

**** 16th Sept** Unknown if a run to be held due to Bay to Birdwood following weekend.

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.

16th Dec General meeting 674—Christmas BBQ at Payneham RSL clubrooms.

**** 18th 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;

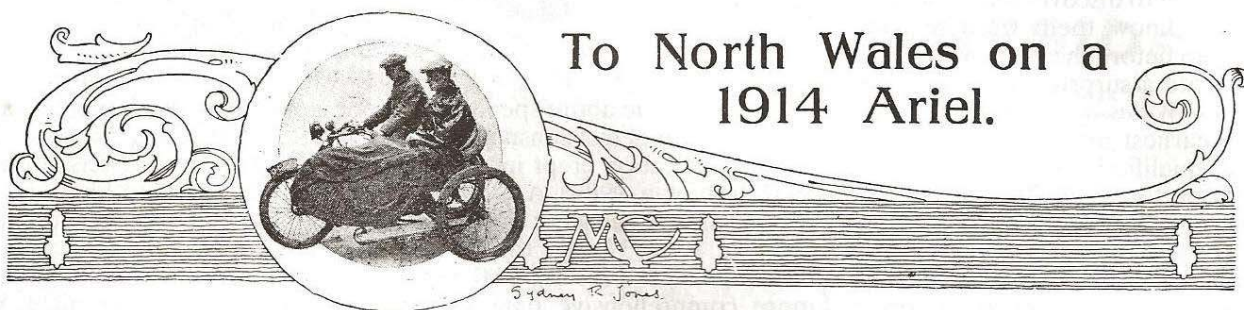
GAWLER - 23rd September 2012;

STRATHALBYN –T.B.A. 21st October 2012; ???

GAWLER Motorcycle expo - November 2012

Historic Registration.

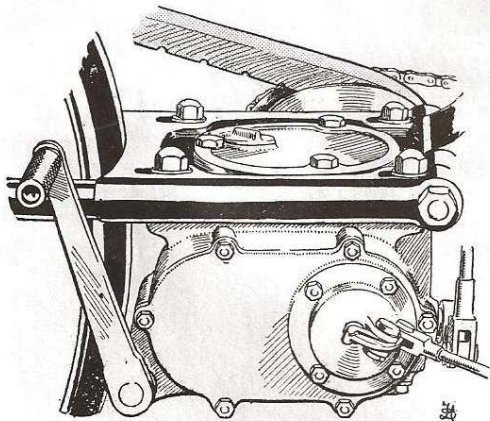
Please ensure you complete your new logbooks before leaving home and that you carry it with you when riding the motorcycle the book is allocated to. **Enquiries to Bob Gill 82584982 (north) - Or - Phil Jenner 83706664 (South).**



SOME weeks ago we received an invitation to test the 1914 single-cylinder Ariel as soon as it was ready for the road with a new counter-shaft gear, and it was on Tuesday, 21st, that Mr. F. C. North arrived at our offices with a forerunner of the new $3\frac{1}{2}$ h.p. model and announced that all was ready for a start. It was arranged that we should head for the valley of Dinas Mawddwy that day, and on the morrow climb the celebrated Bwlch-y-Groes and return—quite a busy day-and-a-half trip. It was nearly one o'clock when our examination of the new mount was complete and we set out from the city of the three spires.

The New Ariel Gearbox.

With the exception of a new three-speed counter-shaft gear the Ariel is but little altered, other changes consisting of improved lugs and butted frame tubes, and provision for removing the cylinder without the necessity of a detachable lower rail. The transmission is by chain to a cork insert clutch, having two cork plates, thence through the gear box, which is of the sliding type, having for engagement purposes two pairs of dogs and one pair of gear wheels, and finally by belt running over large pulleys. The standard gear ratios will be approximately as follows: 5.3, 8.7, and 15.3 to 1, but the machine on test had somewhat



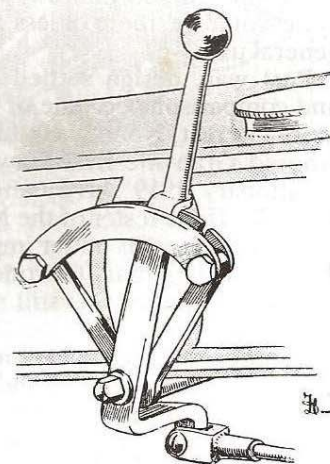
New Ariel three-speed sliding type gear box.

higher ratios, as there was one tooth more than usual in the driving sprocket.

Our first stop was outside Castle Bromwich, where we had lunch and a welcome warm up at the Parson and Clerk. On restarting we changed places with the driver, and were soon bowling along the Holyhead Road at a smart pace. The machine starts perfectly with the kick starter and decompressor, is easy to control, and gear changing is simple, though it is

found advisable to use the clutch as in car practice. The run was without incident until Shrewsbury was reached, where a traffic stop on Wyle Kop made a good opportunity for a test of re-starting. The start on the gradient was, however, accomplished with ease.

At the top North again took control, and our next incident was a stop for lamp charging at Welshpool. About eight miles out of the town we missed a left-handed turning and went several miles out of the way. The cross roads by which we regained the route were so rough and narrow that we lost much time, and almost decided to stop the night at Cann Office. However, we determined to push on over the last section. The roads now became narrower and undulating, and we ran into a sharp rainstorm, but it was not long before we were on the long down grade, and crossing the Dovey, pulled up at the Buckley Arms at Dinas Mawddwy. Here we had an excellent supper and recounted the day's run over a pipe before turning in.

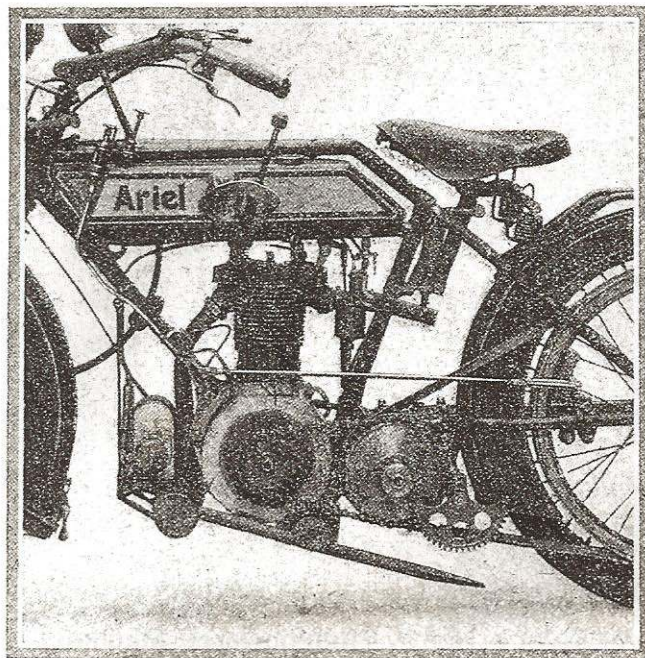


Striking lever of Ariel three-speed counter-shaft gear.

The Ascent of the Pass.

The following morning broke clear and frosty, and after changing a plug which had shown signs of intermittent misfiring, and blowing up a rather slack tyre, we set off in search of petrol, and finally procured a gallon of No. 2 for 2s. Now came the real work, and we wound our way through narrow and greasy lanes, in which we met many carts going to the Dinas Fair, towards Bwlch-y-Groes. At length the famous pass came in sight, and with a well warmed engine the climb was begun. The acute right-handed hairpin at the foot was taken close in over the steepest pitch, but the engine never faltered, and shortly afterwards we were once more in second gear. The ratio, however, was slightly too high, and first was used for a longish stretch. On this gear the engine played with its load, and only a small throttle opening was required to keep up a steady pace. The second gear was used for one more stretch, and then came the crux of the climb. Fortunately the gate was open and changing

To North Wales on a 1914 Ariel.—



Power unit and new counter-shaft three-speed gear on the $3\frac{1}{2}$ h.p. Ariel. Observe belt and chain drive, kick-starter mechanism, and gear change lever mounted on the tank.

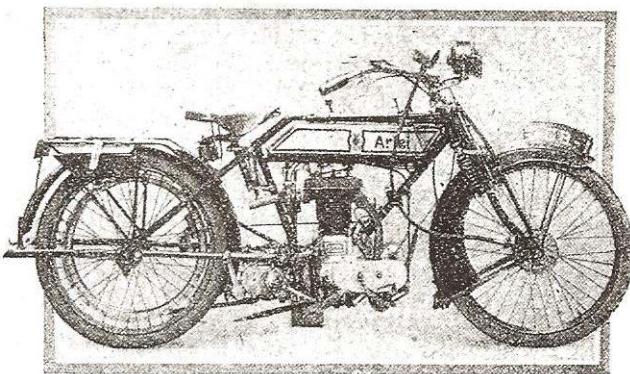
into first the throttle was opened and the machine roared away over the steepest part of the hill with plenty of power in hand and not a sign of overheating. At the crest of the hill after congratulating the driver we enjoyed the scenery for a few moments before starting the descent. The "Pass of the Cross" is close on two miles long, in which distance the road rises 1,750 feet, and the surface is of small loose shale. The gradient is really severe for the whole length of the hill, and it was up this climb that the sturdy 500 c.c. Ariel engine had pulled a fairly heavy sidecar with a driver and passenger weighing $21\frac{1}{2}$ stones. Added to this were heavy overalls, a complete equipment of tools, spares, lamps, speed indicator, etc., the only missing part being the sidecar mudguard, which had been damaged before the start of the run.

Surely this is a fine performance if ever there was one, and 1914 Ariel riders need have no qualms about the hill-climbing capabilities of their mounts. The hill was taken on the run, and the engine was absolutely standard. No trick driving was done, and the passenger remained normally seated throughout.

A Further Climbing Test.

The descent was safely accomplished, and we set out for the pass to Dolgelly, which is so often confused with the real Bwlch-y-Groes. Dinas Mawddwy is the hill on which so many failed (including ourselves) in the Shrewsbury six days trials less than five years ago, and yet we climbed it almost all the way on middle gear. Our task was now accomplished, and after a hearty lunch we started for Birmingham at a smart pace. The return journey was uneventful, but we were forcibly struck by the wonderful way in which the engine may be driven on nearly full throttle for mile after mile without showing a sign of overheating.

We reached Birmingham in good time, and so ended a pleasant trip and a most successful test. Components, Ltd., are to be thoroughly congratulated on their gear, which renders the $3\frac{1}{2}$ h.p. machine a go-anywhere sidecar mount. There never was any doubt about the efficiency of the engine, which seems

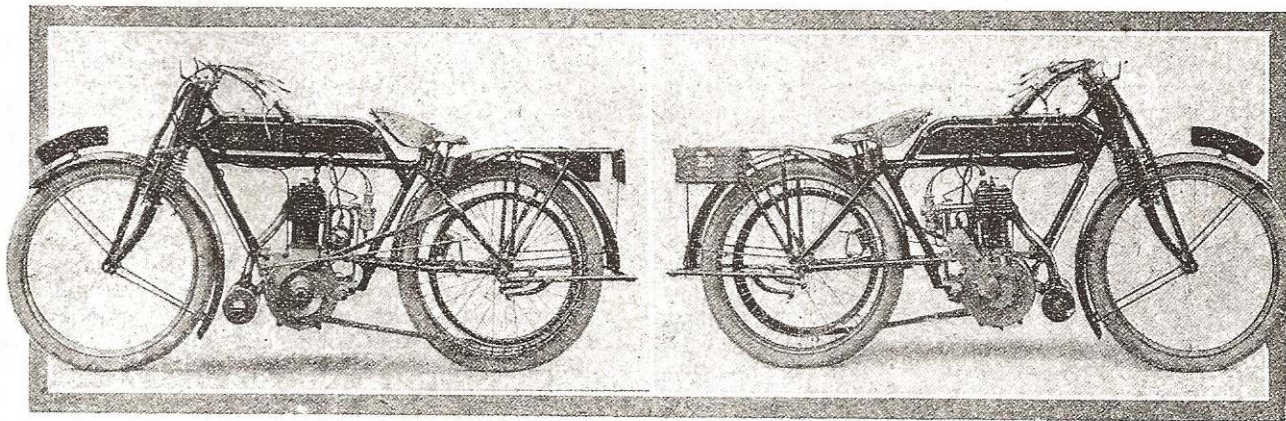


Valve side of the $3\frac{1}{2}$ h.p. Ariel—showing kick starter and spring seat-pillar.

capable of pegging away indefinitely. Our adjustments on the road were nil, and the new Pedley belt was never touched, nor were the Liberty tyres except for a few strokes of the pump in the garage.

— — — — —

A SINGLE GEARED TOURIST ARNO.



A new model $3\frac{1}{2}$ h.p. T.T. tourist Arno, which is finished throughout in red and sells at a very moderate price. The head and seat lugs are formed in one piece.

PARADISE MOTORS MAZDA

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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



Who are we?

**Your bike. Your bike club.
Share your passion
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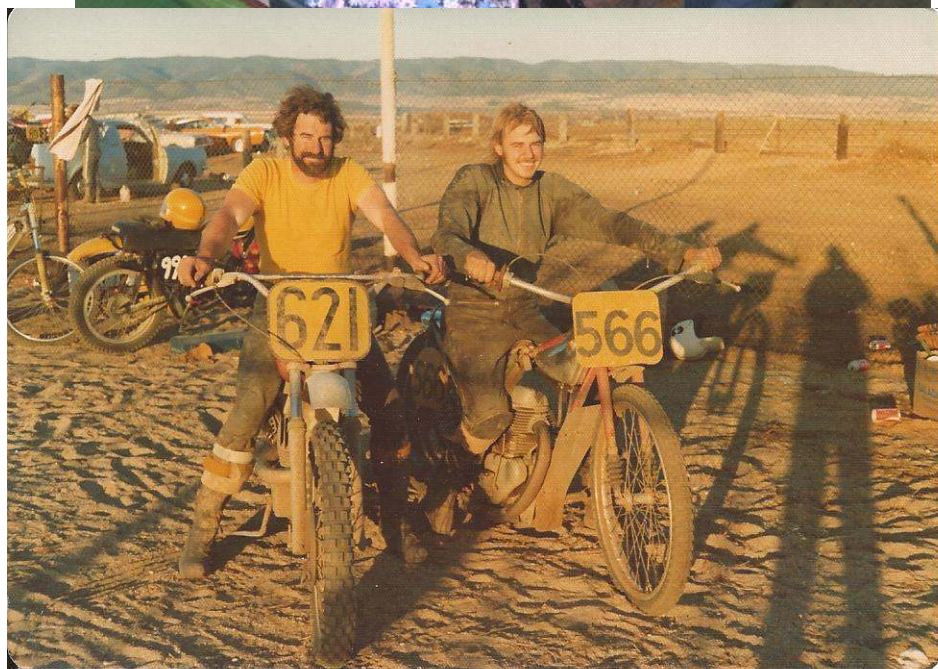
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OK-Supreme

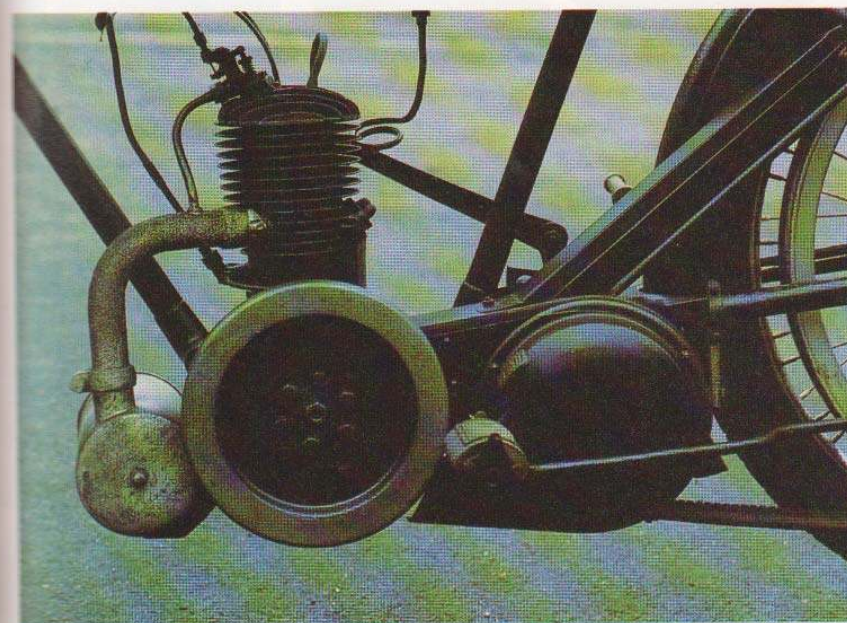
Out around the famous Isle of Man TT circuit, enthusiasts were agog as the drama of the 1927 250cc race unfolded. In front on his Rex-Acme was Birmingham wonder-boy Wal Handley, but holding a consistent second place, and looking ready to pounce at any time, was Canadian superstar Alec Bennett, riding a JAP-powered OK-Supreme – a make new to the TT series. For lap after lap the battle raged, while playing a waiting game in third spot was the continental threat, in the form of Luigi Archangelli and his Moto Guzzi.

Five laps gone, two to go; but then came the news that Bennett was out of the running, and coasting in slowly from Craig-ny-Baa. What the crowd hadn't known was that the OK-Supreme's mechanical oil pump had gone on strike as early as the first lap and from then on Alec had been relying on the auxiliary hand pump. He had even set a new lap record at 64.42mph, a speed which would have put him third in the 350cc event, let alone the 250cc; but a piston can take only so much maltreatment before eventually crying enough.

OK-Supreme may have been a make new to the TT but OK machines, without the 'Supreme' suffix, had been around for a very long while. In fact it was in 1882 that Humphries and Dawes Ltd had set up shop in Lancaster Street, Birmingham, to produce bicycle components for the trade and, under the Criterion trade mark, complete bicycles for the discerning penny-farthing fancier. As early as 1899 they had had a tentative dabble in the motor cycle field, following up in 1906 with another attempt featuring an SOS (Smith's O'Saltley) engine which they themselves were manufacturing on Smith's behalf.

All the same, not until 1911 did the OK motor cycle earn anything more than local fame, because it was then that they first took space at London's annual Stanley Show, exhibiting a three-model range powered by 350, 500 and 600cc side-valve engines, from the recently-established Precision works of F. E. Baker. 'Humphries and Dawes', commented *Motor Cycle*, 'are capable of turning out a thousand bicycles a week, and now they are building motor cycles in no half-hearted manner.'

They raced them, too, and as with any

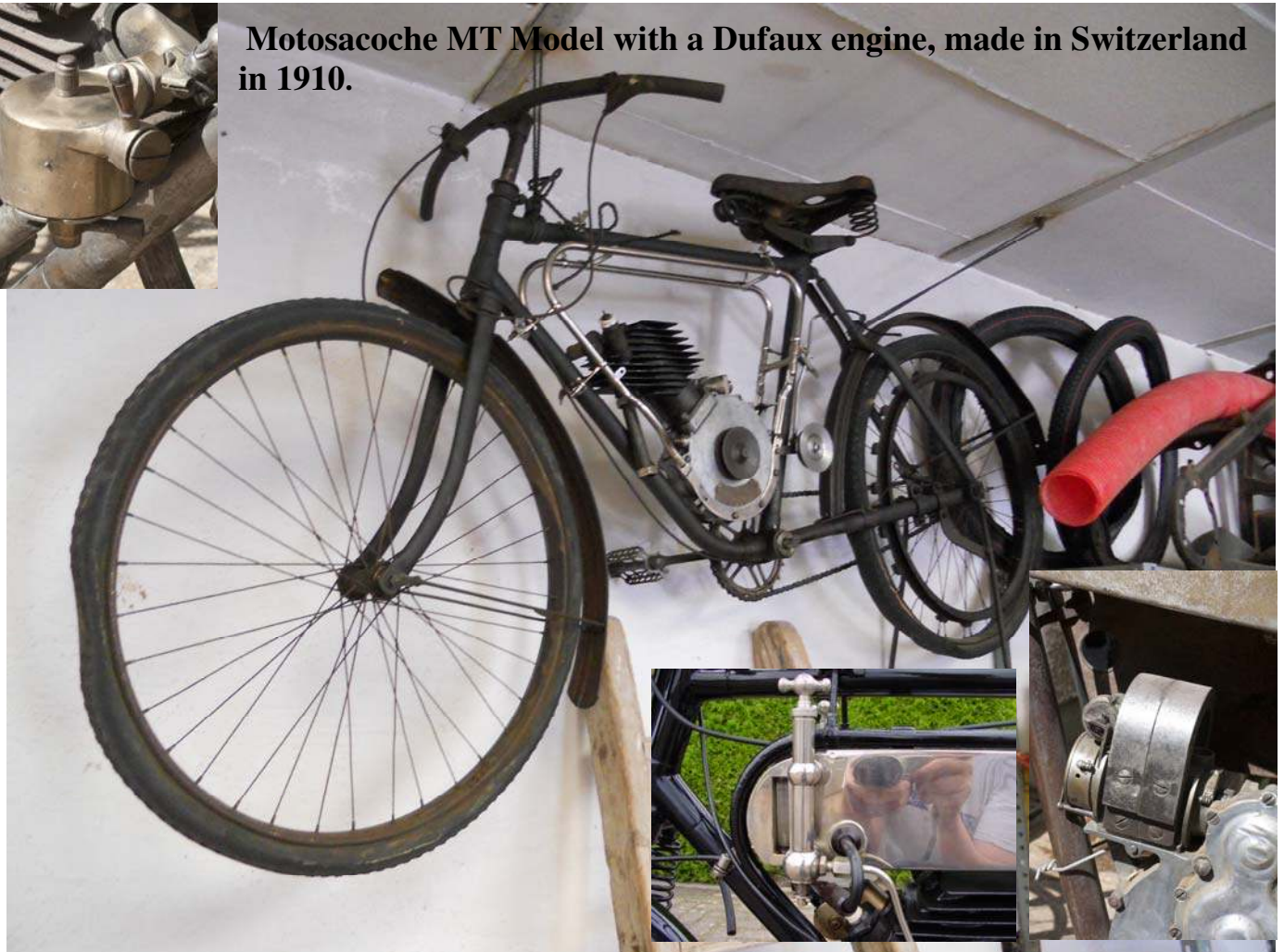


Left and above: this superbly restored machine, which is the property of the W. H. Fenby Collection on show at the Nostell Priory museum in Wakefield, Yorkshire, is an OK Junior of 1920. It is powered by a single-cylinder, two-stroke engine, rated at 2½ hp, and has an Albion gearbox with hand-operated change. It was the forerunner of the famous OK Supreme model

British maker worthy of the name, OK entered the lists in the Isle of Man TT series. Equipped with Sturmey-Archer three-speed hub gear, a 346cc (70 x 90mm) OK-Precision plodded round in the 1912 Junior TT to finish third from last at a not very inspiring 28.51mph. For the following year, there were a couple of 346cc models, now sporting water-cooled Green cylinder barrels, and a fore-and-aft flat twin with overhead valve ABC engine. The team was out of luck though. One of the water-cooled models failed to start and the other dropped out with a broken



Motosacoche MT Model with a Dufaux engine, made in Switzerland in 1910.



Motosacoche was founded in 1899, by Henri and [Armand Dufaux](#), in [Geneva, Switzerland](#). Motosacoche was once the biggest Swiss motorcycle manufacturer, known also for its MAG (Motosacoche Acacias Genève) proprietary-engines used by other European motorcycle manufacturers. From 1900 Motosacoche produced a bicycle auxiliary engine, in a sub frame that could be installed into a conventional bicycle. This looked like an engine in a bag, hence the Motosacoche name, meaning "engine in a bag".

In 1910 [Royal Enfield](#) used Motosacoche 344 cc 2.75 hp engines in a successful V-twin model. They are reputed to have supplied [Triumph](#), [Ariel](#), [Matchless](#) and [Brough-Superior](#) with engines at times too, first through H & A Dufaux England Ltd, and then, by 1912, Motosacoche Ltd (GB), with Osborne Louis De Lissa. Motosacoche had factories in Switzerland, France and Italy, and supplied MAG engines to continental manufacturers including Clement, Condor, Imperia, Neander and Monet Goyon.

When the Bol d'Or 24-hour event was first held on the outskirts of Paris in 1922 the winning rider covered more than 750 miles (1206 kilometres) on a 500 cc Motosacoche.

It was not until 1928 that they made a name in the [Grand Prix](#), with the Motosacoche 350 M 35 ohc racing bike, built by [Dougal Marchant](#), of England, ridden to two European championship titles, 350 and 500, by [Wal Handley](#).

[Bert le Vack](#) joined Motosacoche in the late 1920s. He had ridden in the **1914 Isle of Man Tourist Trophy** and became the works rider, chief designer and tuner. Le Vack was killed in an accident in the Swiss Alps on 17 September 1931, while testing the Motosacoche A50 on public roads close to their factory.

During the 1930s Motosacoche were eclipsed by the [Norton Motorcycle Company](#) and went into decline. After [World War II](#), an unusual Marchant designed 200 cc sv was shown in 1947, but not produced. In 1953 Richard Kuchen designed German UT motorcycles were marketed under the Motosacoche name, but this was unsuccessful, and by 1956 motorcycles were no longer produced, but MAG stationary and industrial motors continued.

From [http:// en.goldenmap.com/ Motosacoche](http://en.goldenmap.com/Motosacoche)

On any Sunday—15th April 2012

On any Sunday was an incredible movie starring Steve McQueen racing across deserts, up and down sand hills having fun on a motorcycles. Wait a minute what was I thinking of, this was a normal Sunday¹³ morning at Meadows in the lower Adelaide hills about to head out on another VVMCCSA club ride. Normally Dan's hills ride end up being wet, but the gods were shining on Dan's parade and produce another glorious day in the Adelaide Hills.

Members gathered in Meadows car park, with the roll call competed the merry band headed off towards Clarendon for morning tea. From there they back tracked to McLaren Vale. Here Bob Gill was seen heading in the wrong direction. How wrong were we to think that as Bob was going down the street to gain speed on his 1913 BSA to negotiate the next hill. From there they went onto Willunga and looped south finally returning to Meadows.

Unfortunately there were some mishaps on this run. The main one was David Canty's Ariel square4 loosing a nut inside the motor and causing significant damage and ending his day on a sad note. The other was a member thinking his petrol tank had enough fuel in it to complete the ride then back home, how wrong he was ending up on the back up trainer indicating preparedness is the most import thing before committing oneself to a club ride. We were joined by several Classic Owner members on the ride, welcome gentlemen. *'Drovers Dog'.*

Bob Gill 1913 BSA
Bob Whitehead 1918 Jap Healing
David Radloff 1927 Sunbeam
Terry Rowe 1929 Raleigh
Rob Smyth 1929 AJS
Bob Mather 1932 Scott
Dave Canty 1940 Ariel
David Cant 1941 Indian
Les Carter 1944 BSA F.T.O.
Keith Milich 1948 HRD
Geoff Thompson 1949 Ogar
Paul Knapp 1951 AJS
Graeme Bartlett 1952 Norton
John Deacon 1954 Panther
Daryl Rosser 1956 Triumph
Dan Moriarty 1956 Ariel
Don Tonkin 1957 Triumph
Ian Tonkin 1958 Velocette

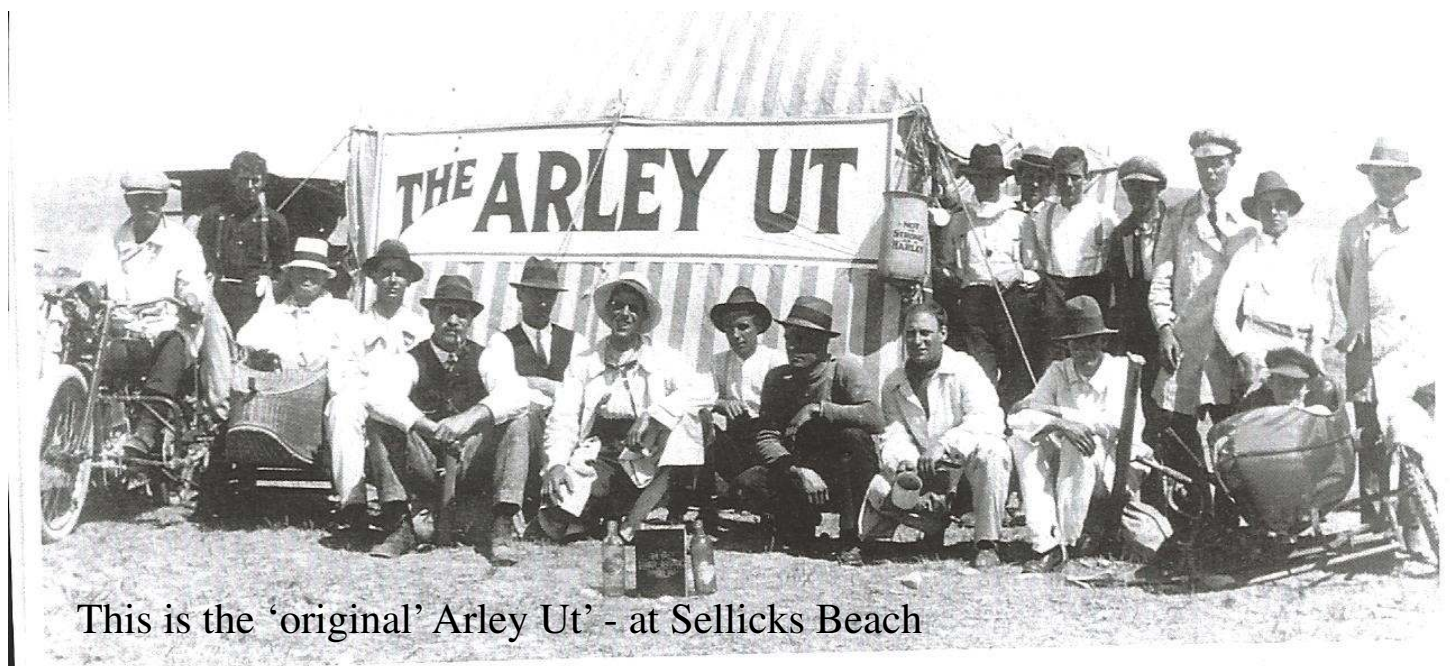
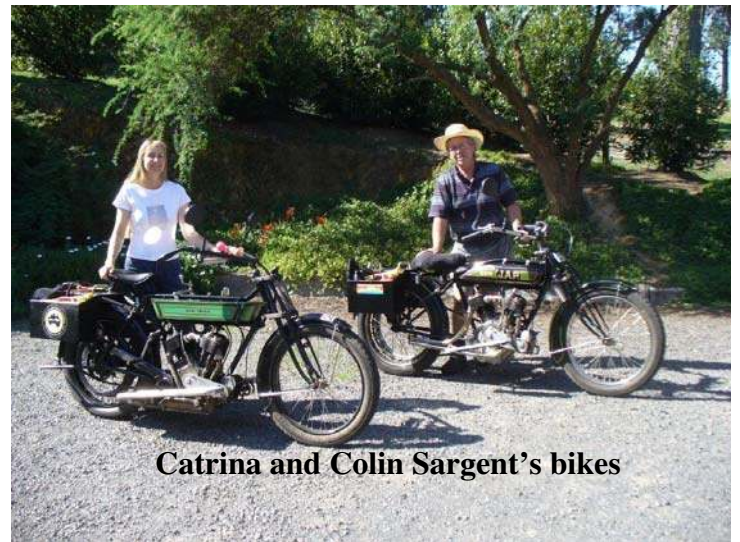
Barry Foster 1972 Moto Guzzi
Martin Blindell 1967 Triumph
Peter Arriola 1974 Honda
Tony Morisset 1974 Benelli
Jim Mottillo 1974 Benelli
Madeleine Tonkin 1974 Benelli Visitor
Bill Lorimer 1979 Honda Solo
Ian Baldock 1980 Kawasaki Solo
Ian Hese 1996 BMW Solo
Bob Frankham 2003 Honda Solo





Across Australia 2012.

Some photos taken at Peterborough of entrants from the Across Australia on a lay day for repairs and rest. I understand that the motorcycles riders have had a long ride, went through many belt drives with few minor repairs. Questions is "would they do it again"?



This is the 'original' Arley Ut' - at Sellicks Beach

South Australian Aviation Museum

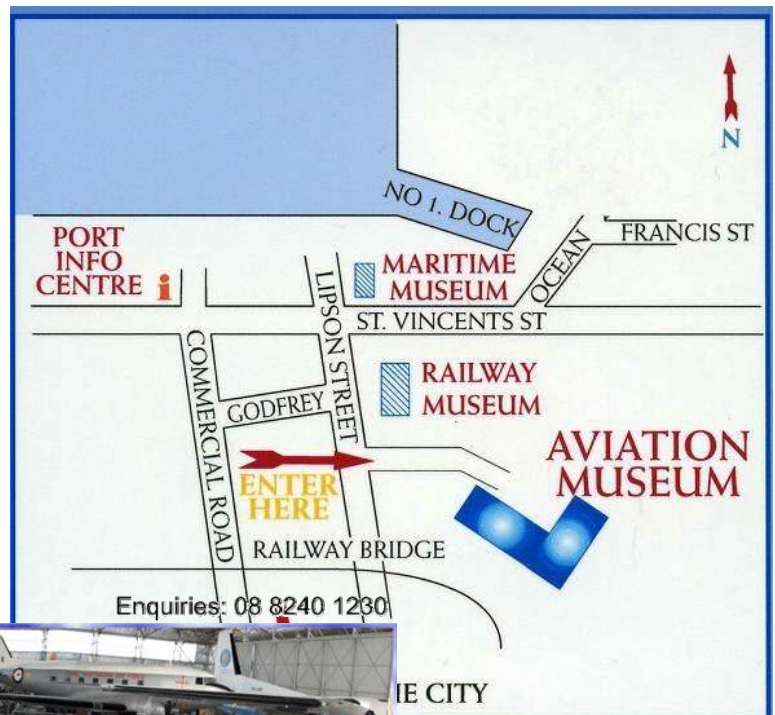
Sunday 20th May 2012.

Arrangements have been made for the VVMCCSA members to visit the South Australian Aviation Museum at 66 Lipson Street Port Adelaide on Sunday the 20th day of May 2012.

Members are to ride to the Museum by **10.30am** opening time and hopefully there will be guided tours. It is not known if there will be any engines running on this day.

After the visit, the Museum staff will be supplying a BBQ lunch and salads.

It will cost \$5 for the visit and BBQ, the remainder cost will covered the club.



4th Australian Douglas Motor Cycle Tour

Where:: Victor Harbor – South Australia

When: : 24th – 28th September 2012

Contact: Doug Hill

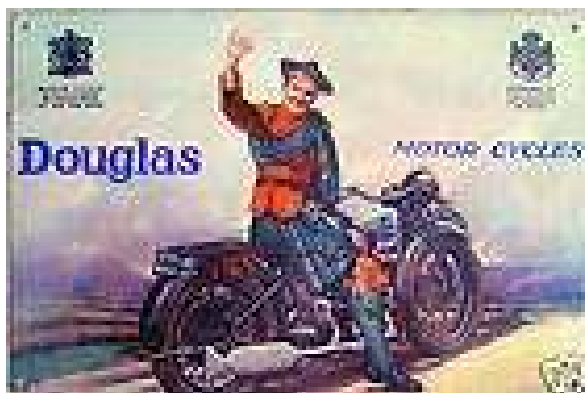
Email vivienne.k.hill@gmail.com

Ph: (08) 8555 5841

Postal Contact:

C/- PO Box 155, Milang SA 5256

We have great pleasure to inform you that the bi-annual rally for owners of Douglas motorcycles will be based at TOC H at Victor Harbor South Australia. Our organisers are Doug Hill, John Humberstone & Rien Gerritsen members of the Historic Motor Vehicles Club at Victor Harbour who will be supporting us.



MOTORCYCLE ONLY SWAP MEET

Organised by

The Veteran and Vintage Motorcycle Club of South Australia Inc



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.

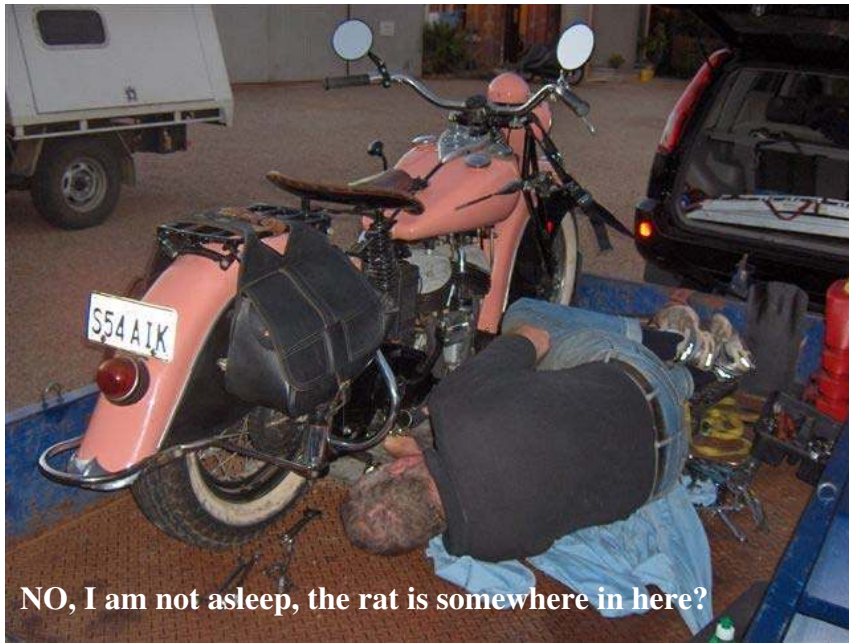
Variety of wholesome country style catering provided on-site.

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



NO, I am not asleep, the rat is somewhere in here?



Francisco Javier Rodríguez Vigo



Terrott 500 Type RL 1931



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