



SMOKE SIGNAL



Balhannah Swap Meet

Motorcycle display

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

Our Club Now Proudly Supported by

**PARADISE
MOTORS** 
MAZDA

POST OFFICE BOX
1006 ELIZABETH VALE
SOUTH AUST. 5112

November 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 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.

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
	Peter GOUWS	0431174646
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	Carolyn Jenner	8370 6664
SMOKE SIGNAL DISTRIBUTORS	Brian Forth and Bob Gill & Bill Lorimer	
CLUB PUBLICITY	Brian Forth mobile 0409 514213 forthy@picknowl.com.au	

Ridgehaven Auto Painters

8281 8804

Call in and see

Jess Hawley at 6 Peacock Rd Para Hills West.

All Custom painting to motor cycles and cars.

Metal finishing and quality repairs to tanks, guards etc.

We can paint new to look old or old to look terrific.



ALL BRITISH SPARE PARTS

• PHONE NUMBER - +61-3-9798 7822
 • FAX ORDERS - +61-3-9799 9798
 • COUNTER SALES - Tuesday 9am - 5pm
 • POSTAL ADDRESS - P.O. BOX 8
 24hours - 7 days
 Thursday 9am - 5pm
 Saturday 9am - 12noon
 Closed Wednesdays
 Riverwood NSW 2210
 AUSTRALIA

536 - 540 Parramatta Road, Ashfield NSW 2131
www.classicalparts.com
 Email: classicalparts@bigpond.com.au

SPECIALISING IN ALUMINIUM ANODISING AND CORROSION RESISTANCE

Sulphuric Acid Anodising in various colours - MIL-SPEC
 Cadmium Plating in Gold and Silver - C.A.S.A. Approved
 Chromate Conversion - MIL-SPEC
 Bead Blasting

Contact - Chris 0417 810 451

Office 08 8281 3033 Email dcanodising@esc.net.au
 Unit 3/4 Bremen Drive Salisbury South SA 5106



Torque General Engineering **Vintage Tin Australia**

Dave Hatcliffe
 Coachbuilder & Tinware Specialist

Veteran & Vintage rebodies, grilles, panels, patch panels, interior skins & more.
 Hot Rod panels, fenders, louvers, alloy door & panel trims.
 Motorcycle fuel & oil tanks, chain guards & mudguards.

PH: 82509092
 Email: info@vintagetin.com.au
 Web: www.vintagetin.com.au

5 Arcoona Rd,
 Salisbury Plain,
 S.A. 5109.

Presidents report.

Members

3

On behalf of the Committee, I would like to thank those who volunteered their service and assisted in running of the annual motorcycle only Swap Meet. Weather was kind to us again, but we down on the number of traders and patrons on the day compared to last year.

I have been advised that past member Dudley Nicolle passed away and his funeral was on Wednesday 10th.

'**All British Day 2013**' entry forms are now available. If you have a British motorcycle and are prepared to send \$15 end enter the machine for display on the VVMCCSA site. We have challenged other clubs for the best motorcycle display for several years without success. Lets make 2013 a lucky year for our display and the club. I would like to see veteran and vintage motorcycle present at the display. 2013 will be at Echunga, new venture, wonder if the weather will be kinder to us?

Brian Forth. President.



Christmas Dinner 11th Dec. 2012.

Members, at the August meeting, you voted that the Committee hire a professional caterer to provide the meal on this occasion.

The cost is approx \$20 and members are asked to contribute \$10 towards the meal and the Club will subsidise any amount above this. Previous years, free drinks tickets will be given to all people attending, including wives, partners and girlfriends etc..

A booking list will be handled by Ray Collins at each meeting. You are asked to put down your name and how many will be attending and pay the \$10.

If you are unable to attend meetings please forward payment to the secretary ASAP please.
Regards, Bill Lorimer—Secretary.

2013—2013 Subscriptions.

Members, for those of you that have not renewed your 2012-2013 subscriptions, time has passed you by. To renew your membership might required a new application form for membership.

Your Historic registration is null and void because you have to be a ceased to be financial member of the club to which you have obtained that historic registration. Riding or driving a motorcycle or vehicle puts you as risk of being reported for driving an unregistered and insured vehicle and subjected to hefty fines.

Brian Forth.

© MARK ANDERSON

WWW.ANDERSTOONS.COM



"There's forty-three of us! Now go to sleep!"

VVMCCSA Minutes of general meeting 672, 9th Oct. 2012 held at Payneham RSL.

Meeting opened at 7:55 PM

Apologies as per attendance book.

4

Visitors - Leonie & John McKinlay, Andrew Dansie.

New Members – Membership presentation to David Simpson, Andrew Dansie & Rod Barker
Applications received from.

Minutes of Sept. meeting Presented as published in the Smoke Signal. , Acceptance moved Stephen Hooper, Seconded Ted Williams, Carried. No Business arising
Who are we was discussed and answered.

Treasurers report was presented by Terry Rowe with some explanation regarding Swapmeet takings and expenses with final results to follow later. Acceptance moved Bob Whitehead, Seconded Brian Kuerschner, Carried . Business arising Nil.

Correspondence In -

1 Westpac Bank Cheque a/c statement.

2 Invoice from MTA for magazine printing.

3 Letter of thanks from Police Historical Scty.

4 Letter and entry forms from Adelaide Hills Motor Restorers Club re. 28th Power of the Past ,2nd and 3rd of march 2013.

5 Letter and Flyer from Historic Motor Vehicle Club , Victor Harbor re Old Fashioned Picnic at Clayton Bay , Sunday 25th Nov. 2012.

6 Letter from MP for Schubert I Venning re Retention of Number Plates.

7 Letter from All British Day committee re change of venue, 2013 event will be at Echunga.

Correspondence Out- Confirmation of committee meeting dates to Unley Council.

Emails In and Out--

1 From Ashley Blair, President of NZ BSA Owners Club, requesting detailed summary of SA registration regulations regarding Motorcycles.

2 Event update re Geelong Cars Revival Festival.

3 From Brian Kuerschner re R7 restoration.

4 From Peter Yates re Swapmeet details, reply sent.

5 From Pam Warner at Kersbrook, invitation to club members to attend their Live Presentation show ,A Country Radio Station . 26 &27th Oct. And 3rd Nov.

6 From Stephen Hooper re potential guest speaker, reply sent.

7 From Robyn Edland re article for Smoke Signal.

8 From Peter Yates with results of Peoples Choice Trophy Award at Swapmeet.

9 From Smartprint re 2013 Calenders.

Publications Received-

1 Classic Vibrations from Indian Harley Club WA; 2 Exhaust Notes from VMC Victoria; 3 The Radiator from Riverland VCCC;

4 The Throttle Lever from Newcastle VMCC; 5 The Energette from Norton MCC SA.

Acceptance moved Pud Freeman, Seconded Paul Knapp, Carried

Runs and Events-

21st Oct. Annual Hills Ride, Dan Moriarty organiser.

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

11th Dec. Xmas Dinner at the club followed by general meeting.

16th Dec. Annual Xmas ride through the Eastern Hills , Barry Carlisle organiser.

General Business-

Philip Holmes reported on a Motorfest function.

Brian Kuerschner reported on progress of arrangements for All British Day.

No further business and our visitors Leonie and John McKinlay from their business "No wet waterless Cleaning", gave a presentation and demonstration of their products on their beautiful but monstrous Yamaha Shadow . It seemed that most members enjoyed the presentation and many took the opportunity to purchase some of their products .The club thanks them for their attendance.

Meeting closed 9.20pm.

VVMCCSA Committee Meeting Minutes 29th Oct 2012, Goodwood Community Centre

In attendance-Bob Gill, Bill Lorimer, Barry Carlisle, Terry Rowe, Paul Knapp, Daryl Rosser and Ray Collins.
Apology -Brian Forth.

Minutes of September meeting presented as printed in the Smoke Signal, no discussion.
Acceptance moved Ray Collins, Seconded Barry Carlisle Carried.

Financial report presented by Terry Rowe. Acceptance moved Daryl Rosser , Seconded Bob Gill
New Members-Second reading John Cross.

Correspondence In.

1 Letter from Brian Kuerschner re Power of the Past 2nd-3rd March 2013, Matchless is the featured motorcycle, Owner members urged to contact him for details and participate .

2 Minutes of FHMC August meeting received

3 Flyer re McLaren Vale Vintage and Classic event 2013, Dinner 27th April , Street Parade Sunday 28th April

4 Flyer re Milang Yesterday Power Rally, 19th Jan. 2013 Featured motorcycle is BSA .

5 Letter from Westpac re online banking

6 Letter from Good Guys Hectorville re sponsorship

7 Gift vouchers from Paradise Hotel.

Correspondence Out-Booking form to Golden Roast for Xmas Dinner 11th 12- 2012 deposit paid.

Emails In and Out.

1 From Brian Kuerschner, attached letter re. All British Day, 10th Feb 2013 at new venue Echunga Recreation Ground, Entries must be in before 30th Nov 2012

2 From Brian Forth to Ian Digby re Adelaide Motor Show, Not on in the foreseeable Future

3 To Nicole Aspinall re Website progress, replied that it is now being finished off and operating instructions are being prepared

4 From History SA re. Annual grants for history projects

5 From David Chantrell, Secretary Veteran Car Club SA re, Gov has moved to revoke tariff concessions

6 From Stephen Hooper re proposed purchase of Velo book, reply sent

7 From Stephen Hooper requesting Certificate of Currency of Liability Ins. For Moseley Sq display.

Publications Received.

1 The Veteran Car in SA from Sporting Car Club SA

2 The Throttle Lever from Newcastle VMC

3 Vintage Chatter from VMCCWA

4 MAPS Review from Maitland Auto Pres. Scty.

5 The Vintage Motorcycle from UK

6 The Burnt Piston from Barossa Valley CMCC

7 The Bulbhorn from Mildura VVC

Acceptance moved Terry Rowe, seconded Paul Knapp , Carried.

Runs, Rides and Events.

25th Nov Scarpantoni Southern Vales Ride and BBQ

11th Dec Xmas Dinner followed by short meeting

16th Dec Annul Hills Ride, organiser Barry Carlisle.

General Business.

Discussion re ride dates ,moved Daryl Rosser that the committee explore the possibility of having the occasional Sat .ride to avoid some of the Swapmeets . Seconded Ray Collins, Carried.

Moved Bob Gill that the usual donation be forwarded to the Balhannah Combined Sports Club for the use of the oval for the Swapmeet , seconded Daryl Rosser , Carried .

Meeting Closed.



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 (Oct12)*

Tilbrook Dandeloo double sidocar, 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)*

10 inch Shaper in excellent condition \$500 ono; *Rob Smyth 83445819 (Oct12);*

Claxton hand horn in good condition and working order \$160; *Daryl Rosser 0419 817 745 (Nov12)*

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)*

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)

Cylinder for 1925 Norton Big Four 633cc—Any condition, even damaged, even a lend so I can get patterns made to cast new ones. This cylinder is about an inch taller than a 16H and is 82 mm bore instead of 79mm. Neil Bromilow Phone Evenings 08 98446275 r.bromilow@westnet.com.au (Oct12)

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

FRANK MILLIGAN
PARTS AND SERVICE
HONDA Goldwing parts & accessories
'JAMA' Exhausts J&M Communicators
KRIS Products - PENRITE - SLICK 90 Stockist
Phone - Fax 8255 2977
Mobile - 0412 247 489
Mailing address
PO Box 153 Elizabeth SA 5112



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—see page 15 map& details

** denotes club point s**

13th Nov General meeting 673—Payneham RSL clubrooms.
**25th Nov Scarpantoni ride in the Southern Vales and BBQ lunch after ride.
11th Dec General meeting 674—Christmas BBQ at Payneham RSL clubrooms.
**16th Dec Annual hills ride somewhere.

2013— Club rides and Meetings— any corrections please advise

8th January—General Meeting 675 Payneham RSL.
**20th January— Breakfast run then to Hahndorf Swap meet –‘Breakfast’
26th Saturday – Australia day display – Carisbrooke Reserve - *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.
12th Feb—General Meeting 676 Payneham RSL.
17th Feb—Tidlers Run—Kersbrook area. **Bob Gill organizer - **BBQ lunch after ride**

March

9th – 10th March Reynella festival display—*invitation to display our motorcycles.*
12th March—General meeting 677 Payneham RSL
**17th March—Birdwood figure 8— Organizer?????????
24th Match 2013 Moseley Square display—Stephen Hooper (*free ice creams & coffee*)

April

9h April—General meeting 678 Payneham RSL
21st April—SOUTH Clarendon area— OR- Mannum Area for a **veteran motorcycle rally?
28th April—Logbook day—Payneham RSL clubrooms— **Bob Gill & Phil Jenner.**

May

14th May—General meeting 679 Payneham RSL clubrooms
19th May—Ride TBA - somewhere— organizer TBA— **BBQ after ride
26th May—Logbook day—CCC clubrooms Glandore — **Bob Gill & Phil Jenner.**

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 Oct 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;

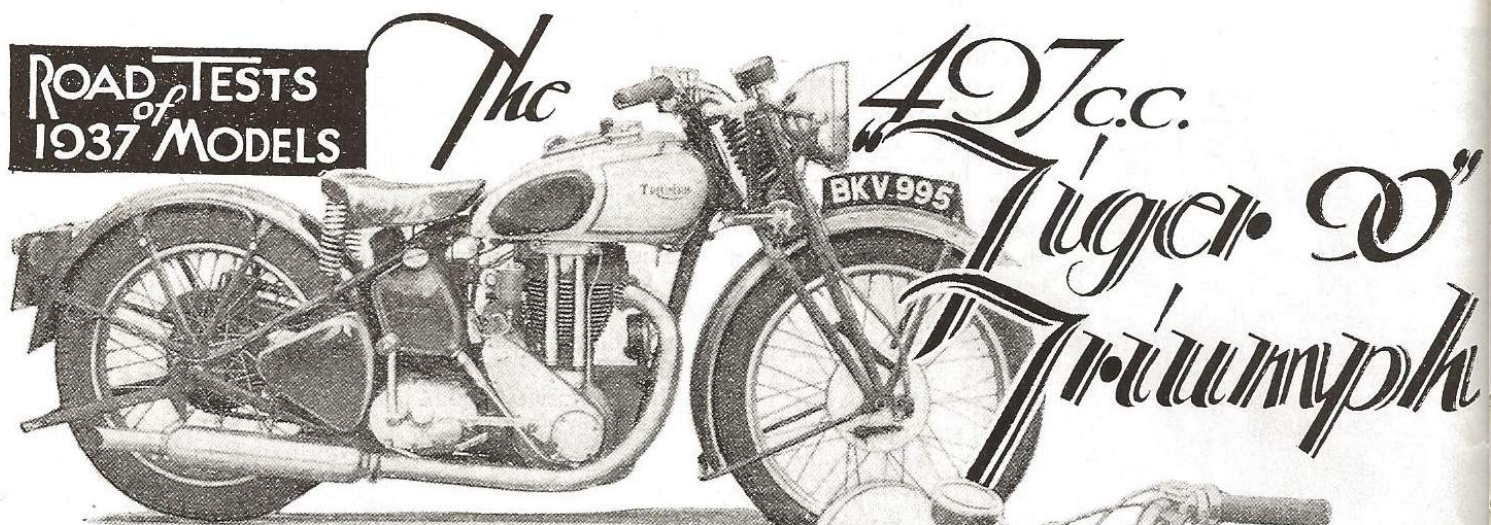
GAWLER - 23rd September 2012;

STRATHALBYN – 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).



This latest product of the Triumph factory is sturdy, compact, and businesslike down to the last detail

EVEN in these days, a single-cylinder motor cycle with a genuinely high performance wedded to the smoothness and docility of a side-valve is something of a rarity. Such "Jekyll and Hyde" qualities are a feature of the latest Triumph "Tiger 90." Since its introduction last year the "Tiger 90" has come to be looked upon—and rightly so—as a specially tuned machine designed for the connoisseur and the hard rider alike. It is unusually swift, and yet at the same time it is extremely flexible and docile.

Starting is a comparatively simple and effortless matter, thanks to a suitable kick-starter-engine ratio. Even when started from cold the engine idled perfectly, but there was a slight trace of a weakening of the mixture just off the pilot jet, and this at times caused spitting back and even stalling of the engine. To remedy this, the needle valve of the horizontal jet Amal carburettor was raised one notch, and the slight richening of the mixture resulted in more even running with the throttle just off the tick-over setting.

Likes Hard Work

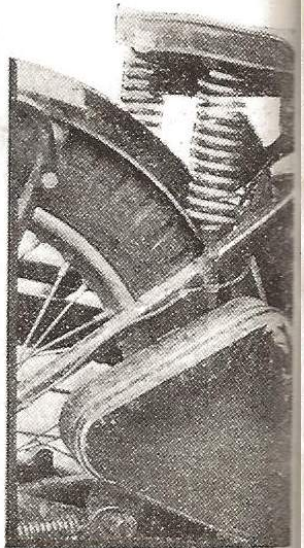
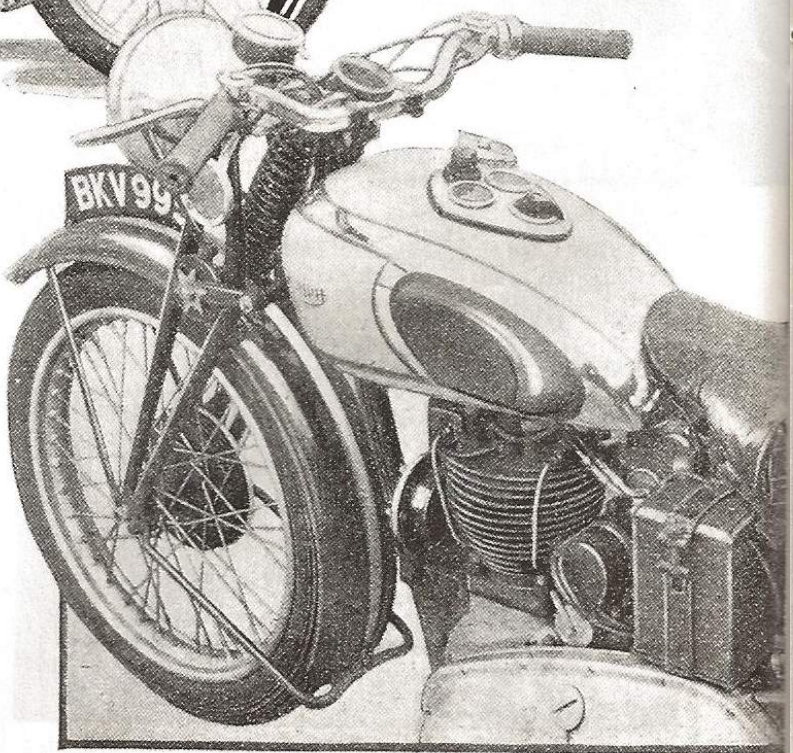
The riding position is designed for a person of normal height. The footrests, pedals and handlebars are correlated to a nicety, although the handlebars are a trifle wide for long-distance work. They are, however, rubber mounted, and all the controls are exceptionally well finished. Both clutch and front brake levers are of the racing type, and are conveniently placed on the bars. The large but graceful 3½-gallon petrol tank, with its moulded-rubber knee-grips, does not interfere with the rider's comfort.

In fairness to the high-efficiency engine, the Triumph was run on an Ethyl fuel throughout the test. No doubt a mixture of 50-50 petrol-benzole would have given even better results, but at no time did the engine show signs of distress. On the contrary, it seemed to revel in hard work for mile after mile, without a trace of a knock. In fact, on fast main roads it was difficult to refrain from letting the "Tiger" have its head.

The gear ratios are ideal for fast main-road work. All the ratios are suitably spaced, thus permitting a neat

and fast change when required. Some riders might find the foot-change a trifle disconcerting at first. It works in an upward direction for the higher gears and downward for the low. This operation was a little uncertain when changing from third into top gear at speeds in the neighbourhood of 70 m.p.h. However, the selector mechanism is very precise and positive in action, and no one should have any difficulty after a few hours' riding.

Throughout its range the engine was delightfully smooth and remarkably free from vibration. It was lively without being unpleasantly so. The power output seemed to improve noticeably at speeds of over 50 m.p.h. in top gear. At high speeds the "Tiger" gave the feeling of exceptional power



without being unduly noisy. However, the exhaust note certainly did change from a burble to a healthy but not obtrusive crackle when the throttle was well open.

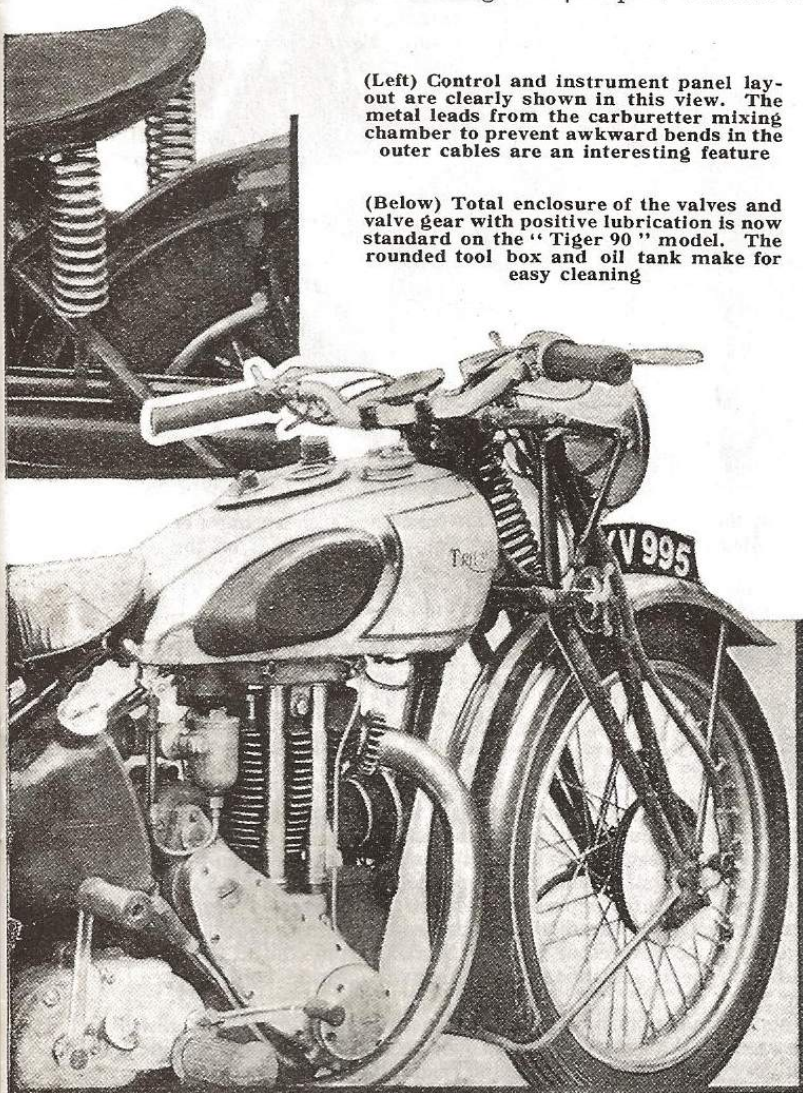
Because the power is more apparent at high speeds than is usual, the acceleration, as shown by the table, may not seem outstanding. The best acceleration was obtained at speeds of over 50 m.p.h., and only began to tail off after seventy-five.

Third gear is an extremely useful ratio for fast work, and was a pleasure to use. Circumstances at the time of the test did not permit a two-way run for the timing of the maximum speed in top gear. The speed of 82 m.p.h. was the mean of four runs against a stiff wind, and there is no doubt that the "Tiger," fitted as it was with full electrical equipment, silencers, etc., was good for a genuine 85 m.p.h., if not more. At these speeds wind resistance plays a big part, and for this reason the Triumph's performance was all the more creditable, because the rider had only limited opportunities of "getting down to it," since no mudguard pad was fitted.

While the bottom gear ratio is high enough to permit speeds of 35-40 m.p.h., it was low enough to permit an effortless restart on a 1 in 5 gradient. In spite of a slightly weak mixture at small throttle openings the machine pulled admirably at slow speeds. In top gear it was possible to trickle along at 14 m.p.h. without a

(Left) Control and instrument panel layout are clearly shown in this view. The metal leads from the carburettor mixing chamber to prevent awkward bends in the outer cables are an interesting feature

(Below) Total enclosure of the valves and valve gear with positive lubrication is now standard on the "Tiger 90" model. The rounded tool box and oil tank make for easy cleaning



PERFORMANCE DATA.

Gear.	Maximum Speeds.	Acceleration.	
		15-30 m.p.h.	20-50 m.p.h.
First (12.1)	45 m.p.h.	2½ secs.	—
Second (8.26)	54 m.p.h.	3½ secs.	6½ secs.
Third (5.75)	68 m.p.h.	4½ secs.	9½ secs.
Top (4.78)	82 m.p.h.	7 secs.	13 secs.

Speed attained over ¼ mile through gears from standing start: 60 m.p.h.

Braking from 30 m.p.h. in top gear: 44ft.

Fuel consumption at a maintained 40 m.p.h.: 85.6 m.p.g.

Minimum non-snatch speed in top gear: 14 m.p.h.

trace of snatch. Naturally, when accelerating from this speed the engine was liable to pink a little if the throttle was opened too quickly.

As befits a model with a really sporting performance, the steering and road-holding were beyond reproach. The steering was of the positive type—very firm at low speeds, but becoming lighter higher up the speed range. At all times there was a complete absence of any pitching motion, even when the rear brake was fiercely applied. Corners could be taken with a feeling of immense confidence. In fact, the whole machine inspired confidence.

All the controls worked smoothly and lightly, calling for a minimum of effort. In this connection mention should be made of the clutch, which, although running in an oil-bath, suffers little from drag, even when the machine has been left overnight. It is exceptionally light, is very positive without being fierce, and requires little movement of the lever for complete withdrawal.

Both brakes are of the "spongy" type, and consequently very pleasant in action. The front brake could have been a little more positive—it was comparatively easy to bring the racing-type lever almost against the twist-grip. Both brakes were very safe in use at high speeds.

At one period of the test the roads were ice-bound, but so excellent were the steering and road-holding of the "Tiger" that any natural nervousness was quickly allayed. Over this type of going the brakes were undoubtedly ideal, and this point should be remembered when considering the braking figure from 30 m.p.h.

On wet roads the cleanliness of the engine testified to the efficiency of the mudguarding. The engine, too, with its enclosed valve gear, remained completely oil-tight. No signs of seepage at any of the crank case joints were present.

To sum up, the Triumph "Tiger 90" is a most attractive machine. It has a really first-class performance, coupled with excellent docility and flexibility.

SPECIFICATION

TYPE: Triumph "Tiger 90."

ENGINE: 84 × 89 mm. (497 c.c.) o.h.v. two-port Triumph, with dry-sump lubrication and enclosed valve gear.

CARBURETTER: Amal, with quick-action twist-grip.

GEAR BOX: Triumph four-speed.

TRANSMISSION: Chain, with primary oil bath.

IGNITION: Lucas Magdyno.

LIGHTING: Lucas 6-volt, with voltage control.

FUEL CAPACITY: 3½ gal.s.

TYRES: Dunlop, 3.00 — 20 (26 × 3in.) ribbed, front; 3.50 — 19 (26 × 3.50in.) "Universal," rear.

GROUND CLEARANCE: 5in.

WEIGHT: 372 lb., in full touring trim.

PRICE: £66, with full electrical equipment, but without speedometer.

MAKERS: Triumph Engineering Co., Coventry.

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

Who are we?



Your bike. Your bike club. Share your passion with Shannons.



SHARE THE PASSION

That's why Shannons have Bike, Motor and Home insurance for the real enthusiast, club members just like you. Our Bike insurance policy offers all the features you want;

► Agreed value ► Choice of repairer ► Pay by the month premiums ► Lifetime guarantee on repairs ► Special low usage rates ► Riding Gear cover ► Multi vehicle discount

Add Shannons Home & Contents insurance and receive a **10% Multi-Policy discount** with **\$10,000 worth of Enthusiast cover** included. So call Shannons today on **13 46 46** for a quote and talk to an enthusiast just like you.

**INSURANCE FOR MOTORING ENTHUSIASTS |
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Limited is an authorised representative of Australian Alliance Insurance Company Limited, the issuer of this product. Refer to the Product Disclosure Statement by calling 13 46 46.

Dan Moriarty hills ride—Sunday 20th October 2012.

Sunday turned out to be a wonderful day, the sun shining brightly with a slight breeze. When I arrived at the Feathers Hotel at 9.10am there was no one present. I thought they had left early and that I had the time wrong so I decide to head off to Balhannah when John Mills, Malcolm McKay and others arrived. We had a quick chat and then headed off. On arrival at Balhannah we were met by a large number of members waiting for us. Dan gave a quick briefing of the proposed trip, Paul completed the roll call, and yellow marshal vest were distributed. We then headed off along main road and back roads to Echunga for a quick break, then along Bulls Creek Road into Strathalbyn. I went to the swap meet while the while the remainder went on to Langhorne Creek for Lunch. A few stayed in Strathalbyn for lunch before venturing off and joining the main group for the ride home. It was luck that Terry Rowe decided to join the group for he suffered a broken primary chain on his Raleigh which required a trailer ride. No other problems were reported that I know of. The roads were very busy, but we kept to minor roads thus avoiding the traffic and congestions of major towns.

Bob Hill 1927 Harley Davidson
Rob Smyth 1929 AJS
Terry Rowe 1929 Raleigh
Arnold DeGroot 1930 Norton
Bob Mather 1932 Scott
Ian Diss 1937 AJS
Lyndon Rogers 1939 BMW
P. Nickolai 1941 Indian
Matthew Croucher 1942 BSA
Alf Lear 1948 Ariel
Richard Engel 1948 BSA
Mal Mackay 1948 BSA
John Deacon 1949 Norton
Graeme Bartlett 1952 Norton
David Conway 1953 AJS F.T.O.
Peter Arriola 1954 AJS
Nip Kuerschner 1954 AJS
Barry Carlisle 1956 Norton
Daryl Rosser 1956 Triumph
Jim Hamilton 1956 Matchless
Dan Moriarty 1956 Ariel
John Keay 1956 Matchless
Richard Kretschmer 1956 Norton
Paul Knapp 1957 Triumph
Brian Forth 1957 Triumph
Denis Smyth 1958 Triumph

Peter Langdon 1973 Triumph
Bill Giamos 1975 Moto Guzzi
Ian Hese 1996 BMW
John Mills 2000 Kawasaki
Bob Frankham 2003 Honda
Pud Freeman 2008 Suzuki
Bob Whitehead Back up trailer



VVMCCSA Balhannah Swap Meet 7-10-2012

When I arrived at the Balhannah Oval after 8.00am Club Members appeared to have it all under control with at least two circles of sellers around the oval.

The Display of Motorcycles of which most were already there included AJS's, BSAs, Panthers, Triumphs, Indians, Harley Davidson, Velocette, and Yamaha triple.

Whenever I looked over at Display there appeared to be groups of people looking and discussing the Bikes. After adding some donated boxes of parts for sale to the club site I tried to find "Nip" who had his Trailor next to the Club Tent but no where in sight.

I had a quick look around the oval and back to "where's Nip".

Took some more photos and then took my turn at the Gate taking \$5 off people coming in and trying to remember people asking for pass-out stamp so they could bring in their vehicles to pick up their purchases.

Some of the Riders coming in had trouble getting their money out as their fingers were a little cold (bloody cold) was some comments and even had a late Seller.

Some people coming in appeared to be looking for Voting slip for the Display Bikes as had been done in previous years.

A few of the Club Members had their own sites to sell their various parts, "where's Nip".

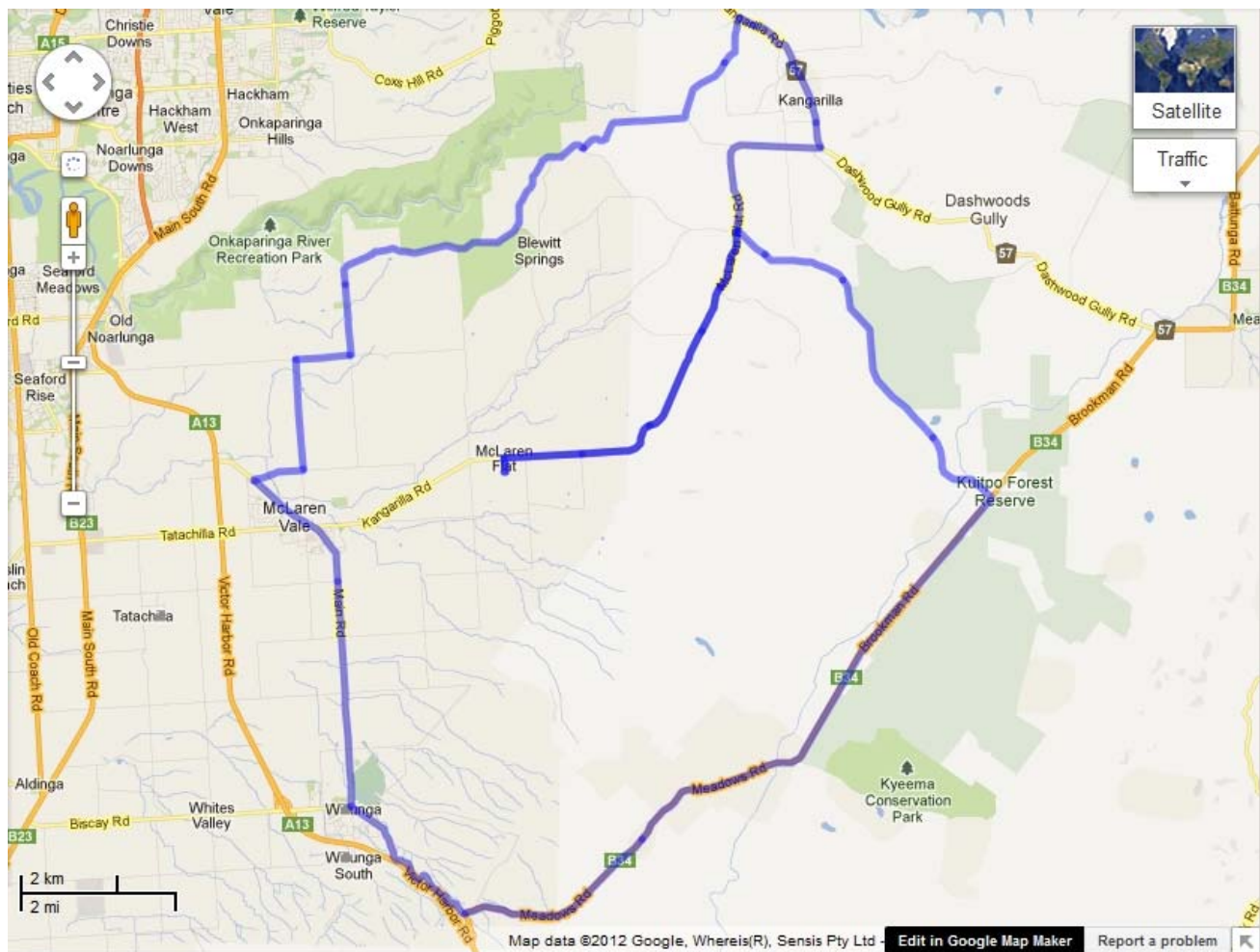
Buyers had a great selection of parts from the old and rare and unknown up until the modern and every type of motorcycling from Road, Enduro, Motocross, Road Racing, Trials, Mini-bikes and Speedway and free Magazines.

Food and Drinks from the ladies in the Canteen was greatly appreciated by all.

Congratulations to all that organised and ran the swap Meet and those that had Stalls and those that bought a bargain.

Colin Benn.





The Scarpantoni Rally,

will commence at 10.00am on Sunday 25th November, 2012. Please meet at Scarpantoni Winery in Scarpantoni Drive, McLaren Flat. Note this is **not** the same winery where the Tiddler Run was held! Bikes should be lined up on the concrete hardstand and cars and trailers should be left in the lower carpark.

The run will leave the winery and turn right onto the main Kangarilla Road. We will ride through McLaren Flat and to Kangarilla where we will turn left onto the Clarendon Road. Shortly after, we will turn onto Baker's Gully Road and Chapel Hill Road, and follow the edge of the Onkaparinga Gorge. This is an excellent winding motorcycling road with good views over the Willunga Basin and usually little traffic. We will travel the back roads almost into McLaren Vale until we stop at Alpha, Box & Dice Winery for morning tea. A,B&D is a quirky new McLaren Vale winery with a very interesting cellar door and a very different approach to the wine business! A,B &D will provide coffee and a muffin and you are welcome to taste their wine during the short visit.

After leaving Alpha, Box and Dice we will head to Willunga, up Old Willunga Hill Road (no visit to the South is complete without one hill climb!) and then through Kuitpo Forest to Wickham's Hill Road. Down past the sawmill and back to the Kangarilla Road and returning to the winery for a **sausage sizzle at 12.30 - 1.00pm.**

Once again, the Scarpantoni family has offered their great facility for our rally. You are encouraged to enjoy your lunch, sit around and chat for the afternoon and try some of their award winning wine.

The rally is about 90 kilometres in total and we will need about eight marshals for each loop. We also need a back-up trailer for the rally so if you can assist with this please speak to me at the November meeting.

Tony Morrisset, Tour master



Members enjoying the VVMCCSA motorcycle only swap meet.



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