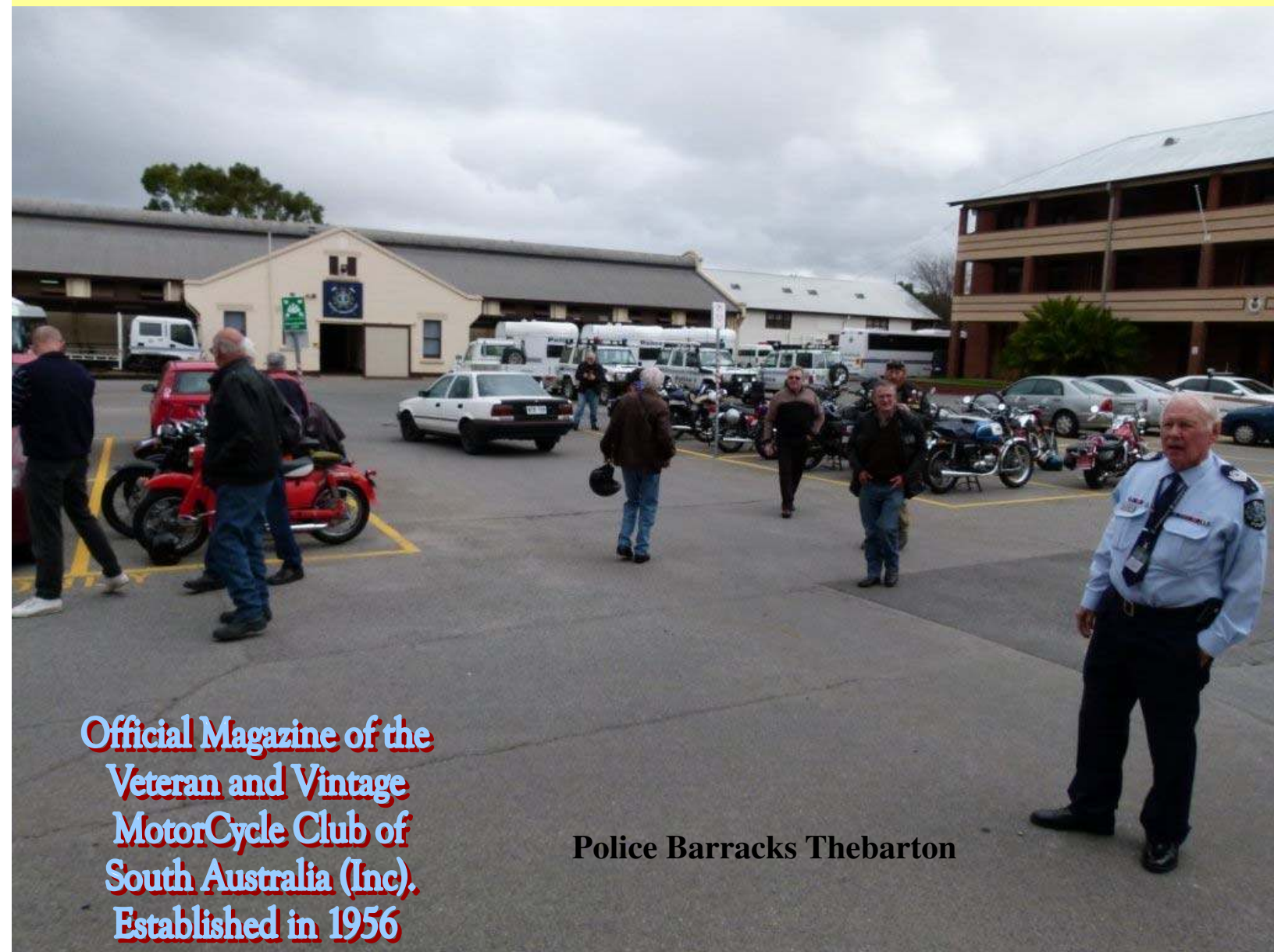




SMOKE SIGNAL



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

Police Barracks Thebarton

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October 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.

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VICE PRESIDENT.	Bob Gill	8258 4982
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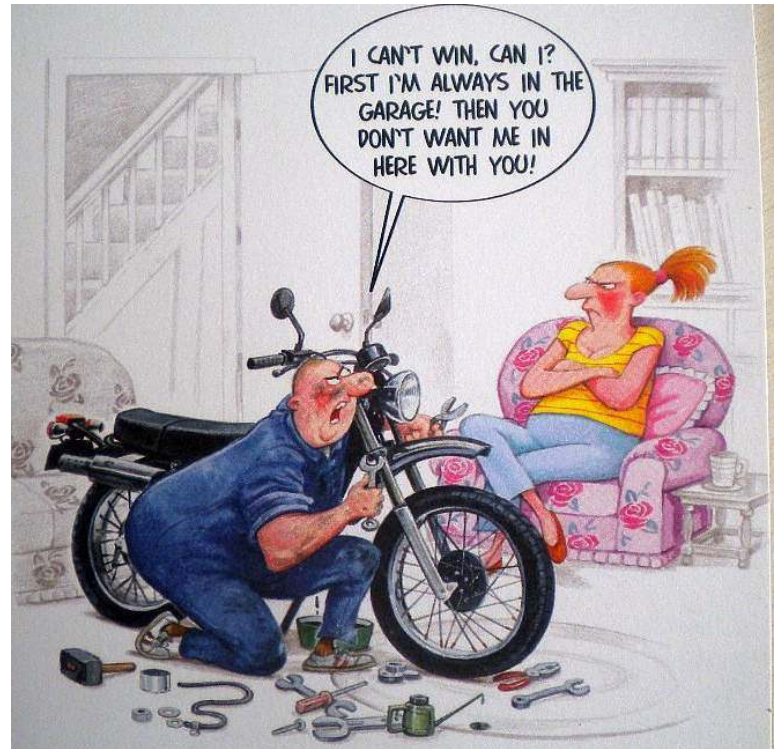
Presidents report.

3

Do not forget **Sunday 7th October** and the VVMCCSA's annual '**Motorcycle only Swap Meet**' at Balhannah oval. Volunteers are required to man the gates for public and sellers gate entrance from **0630 hours** (job description profile will be available) - contact Peter Yates or Bill Lorimer for further info; **** ***All volunteers will receive an egg and bacon sandwich and a cup of coffee with compliments from the Committee***.

Brian Forth. President.

Vintage Tin Australia As from the 14th of May our new phone number is 0406798825 PLEASE BE AWARE WE WILL ONLY ANSWER PHONES DURING THE BUSINESS HOURS BELOW IF WE CAN. EMAIL IS THE BEST OPTION. We are still currently in the process of moving and our new address is 18 Baden Terrace O'Sullivan Beach SA 5166 Strict operating hours are as follows, please note our phones will only be answered during these time if we are able to. Due to the high volume of calls we have to dedicate some time to be away from the phone so we can work. Estimated opening date is mid June 2012. Currently we are working between both shops, moving and finalising all work before we reopen Opening times by appointment only Monday-Wednesday 5pm to 8pm Thursday closed Friday 8:30 am to 4:30 pm Saturday AM by appointment only All correspondence should be directed to: Email: info@vintagetin.com.au



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.



VVMCCSA General Meeting 671 11th Sept. 2012 held at Payneham RSL.

Brian Forth opened the meeting at 8:00 PM.

Apologies- As per attendance book. Visitors-- Ron Bentley.

4

Minutes of August meeting presented as published in the Smoke Signal

Acceptance moved Pud Freeman, Seconded Ron Truscott, Carried. No Business arising.

New Members---following application for membership read to members for Andrew Dansie, David Simpson, Rod Barker. Presentation of membership to Dom Psaila, but Doobie Whitehorn and Kevin Heritage were not present.

Treasurers report presented by Terry Rowe. Acceptance moved Stephen Hooper, Seconded Paul Knapp. Business arising Nil.

Correspondence In.

1 Westpac Bank cheque statement

2 Application sheet from Goodwood Community Centre for renewal of committee meeting room hire.

3 From City of Unley, invoice for meeting room hire.

4 Invoice from MTA printing services for Smoke Signal printing.

5 Subscription notice from FHMC.

Correspondence Out. Swapmeet flyers to Pt. Pirie bike dealers.

Emails In and Out.

1 From Phil Jenner re. Committee position and Info about ULX110 Oil additive.

2 Traffic update for Bay to Birdwood from UHMC.

3 E News from Just Bikes.

4 From Simon Lowe re Raleigh parts and info, forwarded to Terry Rowe.

5 From Mal Wright, chairman , Old Reynella History Weekend , 9th and 10 March 2013 Reply sent.

6 From Jim Scaysbrook and Peter Whitaker re photos of 24 hour trials to illustrate article.

7 From Ian Hese re guest speaker, reply sent.

Publications Received.

1 The Vintage Motorcycle from the UK; 2 Restore and Ride from Coffs Harbour;

3 Classic Vibrations from Newcastle VMC; 4 The Throttle Lever from Indian Harley Club WA;

5 The Radiator from Riverland V&CCC; 6 Vintage Chatter from VMCCWA;

Acceptance moved Paul Knapp , Seconded Peter Gouws , Carried.

Runs and Events.

16th Sept. Ride to Police Historic Museum at Thebarton.

30th Sept Bay to Birdwood.

7th Oct Balhannah Swapmeet.

21st Oct Annual Hills Ride , Dan Moriarty organiser.

25th Nov. Scarpantoni Ride to Southern Vales , BBQ Lunch.

General Business.

Keith Milich reported on Vincent Owners Club and recent Velo Club Run.

Pud Freeman reported on the Classic Owners MCC 50th Anniversary celebrations and bike display at Sunny Brae Farm.

Dean Govan outlined activities for the forthcoming Douglas Rally.

Ron Truscott told the story of how loose valve seat problems were solved on a 4 Valve Rudge with silicon sealant during a rally back in 1988.

Discussion re Xmas dinner, Moved Malcolm Gray that we get it catered for .Seconded Barry Carlisle, Carried Buy Swap and Sell read.

Meeting Closed



VVMCC Committee Meeting 24th Sept. 2012 held at Goodwood Community Centre.

Meeting opened by Bob Gill at 7:45 pm.

In attendance- Bob Gill , Barry Carlisle, Paul Knapp, Daryl Rosser, Ray Collins and Bill Lorimer

5

Apologies -Brian Forth and, Terry Rowe.

Minutes of the August meeting presented as published in the Smoke Signal Acceptance moved by Ray Collins, Seconded by Barry Carlisle and Carried.

New Members read to committee. Second reading of Rod Barker, David Simpson, Andrew Dansie. New application received from John Cross together with payment of fees.

Correspondence In.

1 Member profile of Harold Rosenhain from Warren Hicks in Victoria.

2 Membership Application from John Cross.

3 Cheque from British Allparts for Smoke Signal advertising.

4 Cheque from Paradise Motors Mazda for Smoke Signal advertising.

5 Account from Aust Post for supposed underpayment of Smoke Signal postage, to be investigated.

6 Flyer and letter from Sporting Car Club SA re. 101 Years of Motoring Display, Sun. 21st Oct 2012 at Torrens Parade Ground

7 Account from Thornton Insurance Services re. our Business Ins.

Publications received-

1, The Bulbhorn from Mildura VVC; 2, Maps Review from Maitland APS.

Correspondence Out- Club committee contact list to FHMC.

Emails In and Out.

1 From Simon Lowe re Parts and Info for 1932 Raleigh MO32 298cc, contact secretary if you can help.

2 From the committee of Old Reynella Festival of History weekend 9th & 10th March 2013.

3 Invitation from Rotary Club Salisbury to again participate in their Australia Day Picnic with a bike display at Carisbrooke Park, 26th Jan 2013.

4 Invoice from City of Unley re. hire of meeting room at Goodwood Community Centre.

5 From "Marc" re resto of Honda C100 , 50cc , 1962 Postie Bike ,Reply sent.

Acceptance moved Paul Knapp , Seconded Ray Collins Carried

Rides and Events.

30th Sept Bay to Birdwood.

7th Oct. Club Swapmeet Balhannah.

21st Oct. Annual Hills Ride, organiser Dan Moriarty map and details inside back page.

25th Nov. Scarpantoni southern vales ride and BBQ lunch.

11th Dec Christmas Dinner at RSL club - \$10 per member to be paid before the event.

16th Dec. Annual Xmas Hills Ride, Barry Carlisle organiser.

General Business.

A suggestion had been made to sell club regalia at the Swapmeet, the committee consensus was that club clothing should not be sold to the general public as it identifies people as members of the club. Moved Paul Knapp that no clothing apparel be sold other than to club members, seconded Barry Carlisle, Carried.

Bill Lorimer moved that another storage cabinet be purchased as we need more storage and the RSL has given the ok for one more cabinet to be placed in the shed, seconded Daryl Rosser, Carried.

Barry Carlisle moved that all committee members have an identifying badge to particularly assist new members to recognise and approach committee members for information and assistance. Seconded Bill Lorimer, Carried.

Bill Lorimer presented website printouts from a number of roast and BBQ caterers for our Xmas Dinner. Decided to put together a menu and get quotes, Bill to follow up.

Moved Bill Lorimer that as the Xmas Dinner will be costing approximately \$20 per head and that we need to give the caterers specific numbers of attendees, we can not have a situation whereby whoever turns up gets fed , in the past we normally get about 100 names but average attendances are about 125+ , for a fully catered dinner we would have no idea of actual attendance as names on a list have proven to be a very unreliable indicator.

In order to get a firm commitment from members, that we make a charge of \$10 and only members that have their name on the list and have payed the \$10 will be catered for, otherwise it is all guesswork. Drink tickets will still be given to all who attend. Seconded Bob Gill, 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*

Motorcycle trailer/ Caravan for sale—room for a motorcycle and sleeping, double bed, microwave, fridge and storage space etc; single axle, electric brakes, etc \$15,000 ono Colin Pauley 82613673 (Aug12)

Dunlop tyres for sale—1 of 450x18 and 1 of 400x18 any one interested Ron Truscott (Aug12)

BSA B31 1946-1948 no gearbox or guards; Bevan McLaren 0419437285 (Aug12)

Ariel & Triumph motorcycle parts mainly mechanical no wheels/frames; Alan Thompson 82963062 Aug Spokes, polished with no nipples—\$100 Paul Knapp 82340130 (Aug12)

Triumph 3t engine parts, oil pump etc; Norton rear wheel rim; Suzuki rear wheel 18"; Suzuki 38t sprocket, sprocket 5 stud; 18" scramble tyre; Inter Norton 21" front tyre and 19" rear; Villiers Carby slide and needle; Gear between generator and mag; Triumph oil pump; *Alan Thompson 8296 3062 (Sept12)*

Triumph 1999 Sprint ST 955cc, red colour, panniers, 92,000km S/A TIX391—\$6,000 ono; *Garry Harding 0448644999 (Oct12)*

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)

10 inch Shaper in excellent condition \$500 ono; Rob Smyth 82445819 (Oct12);

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.*

Excelsior Autobyk 98cc, British Made fitted with the Spryt MkII engine. Help is wanted from any Club Member who is familiar with the bike. *Contact Brian Kuerschner 83903990 Mob. 0418854565 (Aug12);*

NSU 500cc OHV, wanted information on the pre-war model; Jim Spratt 82764349 (Aug12)

Waratah 1923 parts wanted; Simon Mussared 0422090701 (Aug12)

Sidecar to suit 1950 Ariel 500cc twin; Peter Wilksch 82696894 or 0431 953 010 (Aug12)

Elliott of Payneham; wanted information—in the 1960's Elliott of Payneham had a veteran P&M which seems to have disappeared from the face of the earth. I would like to know where it is; David Radloff 82640090 (AUG12)

Norton centre stand wanted for plunger model; Paul Knapp 82340130 (Aug12)

BSA wm20 1941, wanted a rear stand wanted; *Ed Sanders 83891348 (Sept12)*

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)

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**

7th Oct VVMCCSA swap meet—Balhannah Oval

9th Oct General meeting 672—Payneham RSL clubrooms.

** 21st Oct Dan Moriarty annual hills ride.

13th Nov General meeting 673—Payneham RSL clubrooms.

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

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

** 16th Dec Annual hills ride somewhere.

2013— Club rides and Meetings work in progress.

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,

Barossa Valley Classic Motorcycle Club , 28th Annual Rally”21st October 2012

Meet at Williamstown Oval at 8-30am for 9-30am start. Run approx 100 km and back to Williamstown for lunch at 12-30pm, Entries close 10th Oct. Entry fee and cost of lunch must be prepaid with entry form, contact Sec.

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).

THE 348 C.C. O.H. CAMSHAFT VELOCETTE.

ORIGINALITY does not necessarily imply freakishness in design, and the four-stroke Velocette, with its overhead camshaft and dry sump lubrication, cannot possibly be described as a freak. It is, in fact, a particularly fine example of the modern high efficiency 350 c.c. type.

Since the valve operation of the 348 c.c. model is its most outstanding feature, it may be as well to begin by giving impressions of this particular point gained on the road. During experience with the machine no sort of disadvantage due to the overhead camshaft could be discovered, but, on the other hand, the valve gear demonstrated its very definite advantages of neatness, quietness, total enclosure, and thorough lubrication; the light weight and small number of reciprocating parts should reduce the stresses both in valves and cam gear to a very considerable extent.

Systematic Lubrication.

It is true that a slight hum emanates from the bevel gear, but this is infinitely more pleasant than the chatter of push rods and tappets, while the fact that the camshaft casing is attached to the cylinder head obviates any trouble due to valve clearances increasing through cylinder expansion. The noise of the bevels is most noticeable at low revolutions, but becomes almost inaudible at touring speeds. Both upper and lower pairs of bevels are immersed in oil, the pressure being maintained by the delivery pump at a few pounds per square inch. A certain amount of lubricant is allowed to leak from the upper bevel box to the rocker shoes and bearings, any excess being drained back to the crank case and to the front chain.

It is just possible that the overhead camshaft makes decarbonising a little more complicated than would be the case if push rods were used, but this point has been very carefully studied on the Velocette, and all parts are clearly marked, so that if the instructions supplied with the machine are followed, stripping and re-erecting the valve gear should present no difficulty. Valve springs can be changed without the operating gear having to be disturbed.

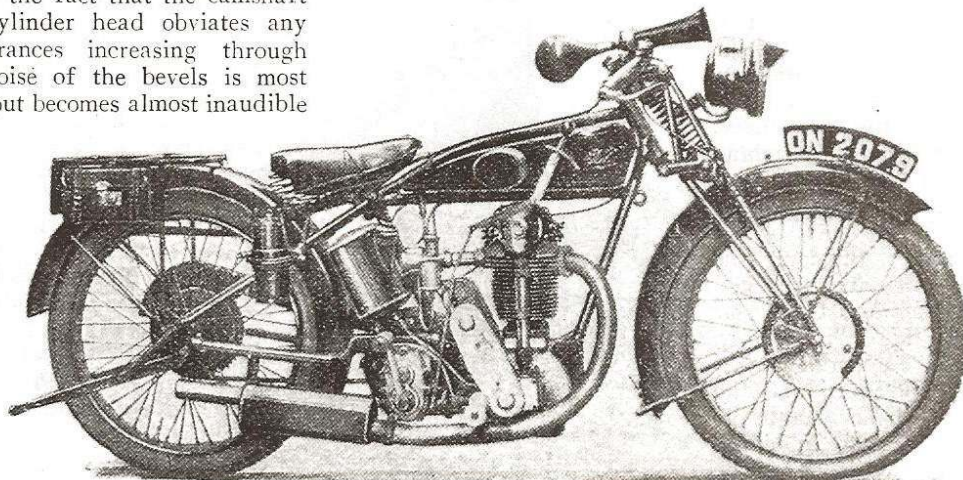
It is, of course, impossible to say that wear on rocker gear is reduced by camshaft operation without a full season's usage, but the theoretical advantages of the overhead camshaft engine in this respect are so clear that we may leave it at that. At any rate, experience proved

that the 348 c.c. Velocette has a charming engine—lively and powerful, and combining to a remarkable degree an ability to pull strongly at low speeds with a propensity for turning over smoothly at very high speeds.

The standard model, such as was supplied to *The Motor Cycle* for test purposes, can, on its compression ratio of $5\frac{1}{2}$ to 1, be driven quite comfortably on "straight" petrol. With this fuel it is rather sensitive, however, to spark control, but will not "pink" if properly driven. On the open road the machine must be handled with respect, for, though it is capable of speeds in the neighbourhood of 70 m.p.h., it is deceptively smooth and comfortable at high speeds, and it is not easy to realise how fast one is travelling.

High-speed Engine which "Pulls."

On the top gear ratio of 5.25 to 1, Frizz Hill, between Wellesbourne and Kineton (Warwickshire), can be taken fast, and Edge Hill itself can be climbed with comfort on the same gear without hurry on the corners. To anyone acquainted with Edge Hill, unusual pulling



Neatness is inseparable from an overhead camshaft engine, but the Velocette designers have carried the principle further to include the whole layout of the 348 c.c. model.

qualities for a small high-speed engine are indicated by this statement; after the first right-hand corner—which was taken at a modest touring speed—the hill steadily increases in gradient to its maximum of nearly 1 in 7. During the climb the engine showed no signs of labouring or knocking, but the ignition had to be retarded slightly.

Throughout the test the absence of piston slap was particularly noticeable, and, except for the slight hum at low speeds previously mentioned, the engine makes remarkably little mechanical noise. The exhaust, however, is rather too strident—quite a pleasant exhaust noise

SPECIFICATION.

ENGINE: 74 × 81 mm. (348 c.c.)
single cylinder, overhead camshaft

GEAR BOX: Velocette; ratios 5.25, 7.5
and 13.3 to 1.

CARBURETTOR: B. and B. two-
lever with pilot.

FORKS: Webb single spring type.

TRANSMISSION: Chains.

LUBRICATION: Dry sump; pressure
feed to all engine parts.

BRAKES: Internal expanding front
and rear.

TYRES: 650 × 65 mm.

WEIGHT: 220 lb.

WHEELBASE: 53½ in.

SADDLE HEIGHT: 27½ in. (with
rider seated, 26½ in.).

GROUND CLEARANCE: 4 in.

PRICE: £65.

1926 Models on the Road.—

as such noises go, but rather excessive except at small throttle openings.

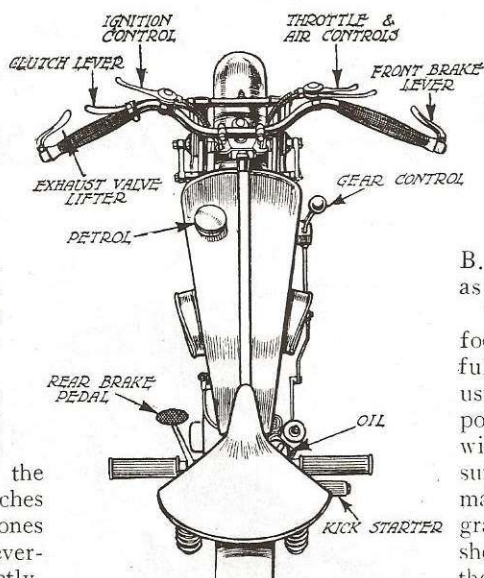
In the expansion chamber there is a baffle consisting of an extension tube over the main exhaust pipe; this is almost closed at one end, and drilled at the sides. It can, the makers say, be reversed in order to reduce noise, but efforts in this direction failed to produce what could fairly be termed a quiet exhaust.

To judge its behaviour on rough surfaces, the machine was ridden up a hill the condition of the surface of which, on the day of the test, was particularly villainous, patches of grease between large loose stones making wheel grip uncertain. Nevertheless, the Velocette behaved perfectly, and a correct feet-on-rests climb was accomplished at the first attempt. The stiff, deep mud on either side of Kenilworth Common water-splash occasioned some footing, but the splash was comparatively shallow, and, as the magneto is mounted well up behind the cylinder, no trouble was experienced.

Oiltightness of Engine Joints.

Cleanliness and freedom from oil leakage are strong points of the Velocette engine, and the same applies to the gear box. In spite of well-planned pressure lubrication, the only trace of leakage took the form of a slight smear on the camshaft case where the rocker ends emerge. The working of the lubrication system while the machine is in motion is not indicated, but, since there is nothing to go wrong with the simple type of double gear pump employed, a tell-tale would be superfluous. An immediate check is available, however, by removal of the screw cap of the oil tank; if the pump is working, oil from the return pump will be seen flowing into the filter just inside the tank.

A pressure regulating screw for the oil delivery is located just behind the magneto chain cover on the crank case, and to increase the oil pressure this screw



Plan of the control layout on the 348 c.c. Velocette.

needs to be turned right handed

Handle-bars adjustable for angle and reach, a Lycett "Aero" saddle, an excellent riding position, convenient placing of the controls, a smooth clutch with light operation, and a gear lever well forward on the tank all contribute to make the Velocette a pleasure to ride. The B. and B. pilot jet instrument gives carburation as nearly perfect as could be desired.

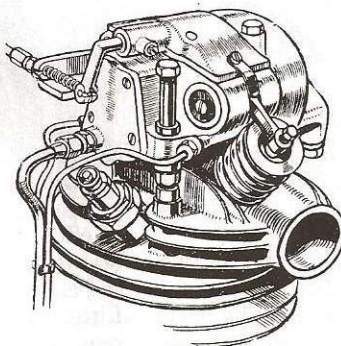
The footbrake, operated by the left foot, is smooth in action and very powerful, but the front brake, though unusually efficient, is inclined to be noisy: possibly this noise would have worn off with further use. The front brake is sufficiently powerful to bring the machine to a standstill on single-figure gradients; the aluminium deflector plate should prevent, to a considerable extent the ingress of mud and water.

Contrary to previous Velocette practice, the frame of the overhead camshaft model is not of the loop type, but twin tubes from the head to the sturdy engine plates give a satisfactory feeling of rigidity, and the steering is delightful. The action of the Webb fork through a wide range of travel is very smooth, all chatter and dither being damped out by the shock absorbers.

Reasonable Fuel Consumption.

A spring-up stand has long been a feature of Velocette productions, and on this machine the stand legs are H-section steel forgings, which are said to be lighter and stronger than tubes.

A rough test showed that the petrol consumption was in the neighbourhood of 80 m.p.g.—quite a reasonable figure for a machine which was driven hard, often over rough surfaces. It is impossible to obtain the terrific acceleration which is available on the lower gear ratios without some extra expenditure of fuel, but the compromise in the case of the Velocette is admirable. It should seldom be necessary to employ the low gear of 13.3 to 1, and the 7.5 to 1 middle is just right for acceleration on normal roads, and permits high speeds to be maintained.



Camshaft casing and cylinder head of the Velocette four-stroke.

PROTECTION OF THE EYES.

SEVERAL doctors have said lately that many minor ophthalmic complaints are due to motoring. Though usually not very serious, these complaints are annoying, and, if possible, should be avoided.

The most usual ones are inflammation, and, more serious, a strain on the muscles of the eyes, which brings on headache, though this is also caused by other things.

Inflammation, shown by the eyes feeling hot, watering, or being bloodshot, is caused by either road dust or wind. It can best be prevented by keeping the goggles always over the eyes.

The second complaint is a variety of ordinary eye strain, as it is caused by the continual alteration of focus necessary for safe motoring. Another cause of headache is the reflection of the sun's rays on tarred roads. If possible, avoid travelling westwards late in the afternoon.

There are two possible means of preventing this last complaint. One is available only to those machines equipped with handle-bar screens, on which a miniature "visor" could be fastened. The other is to have a student's eye-shade attached to the peak of the helmet.

A. G. P.

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

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

**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

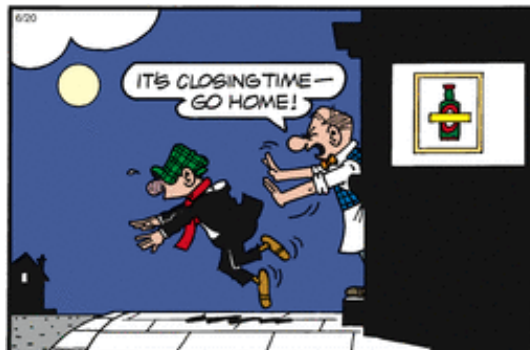
Add Shannons Home & Contents insurance and receive a **10% Multi-Policy discount** with **\$10,000 worth of Enthusiast cover** included. So call Shannons today on **13 46 46** for a quote and talk to an enthusiast just like you.

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Who are we?



Proprietary Sidecars

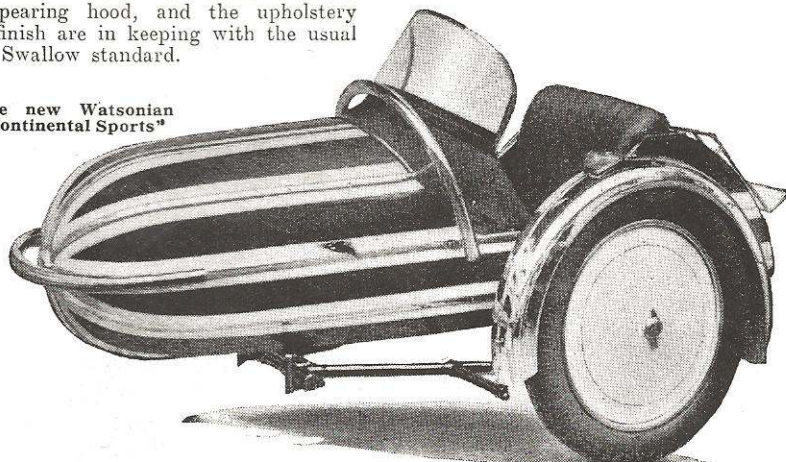
— Swallow —

STAND 8: Smart New Models: Existing Designs Improved

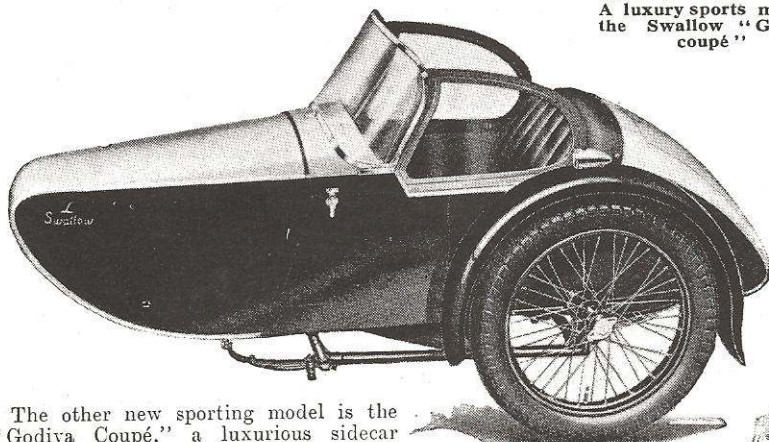
SWALLOW COACHBUILDING CO. (1935), Ltd.,
Foleshill, Coventry.

FOUR entirely new sidecars are shown on the Swallow stand. Two are sporting models and the other two are tourers. The lines of the "Shelsley Sports Tourer" are very smooth; the nose and tail have sweeping curves and the hinged dash does not spoil the forward line. There is a wide door and a disappearing hood, and the upholstery and finish are in keeping with the usual high Swallow standard.

The new Watsonian
"Continental Sports"



A luxury sports model,
the Swallow "Godiva
coupé"



The other new sporting model is the "Godiva Coupé," a luxurious sidecar with very smart lines. The hinged dash is held in position on a rubber seal, which prevents rattle. The "Tourer De Luxe" is on more conventional lines with a three-piece screen and an exceptionally roomy body.

Known as the "Ascot," the other new model is an addition to the range of two-seater sidecars. It has a saloon body and there is room for an adult at the rear and a 5ft. person in the front. For two full-sized adults there is the "Hurlingham," an open model which costs £22 10s. Various other models in the Swallow range have been improved in detail, and comfort and suspension have been studied with due regard to the retention of a very smart appearance.

D17

— Watsonian —

STAND 5: Wide Range of Sports and Touring Sidecars: Four New Models

WATSONIAN SIDECARS, LTD., Albion Road,
Greet, Birmingham, 11.

PRICE reductions and four new models are points of appeal in the Watsonian exhibit. The new models include the "Tamworth," the "Stratford Sports," and the "Milverton," the last

a two-seater of the coupé type with a hinged front screen and side screens. The body has a sliding bucket seat in front to facilitate access to the rear seat.

The "Tamworth" is an inexpensive launch-type sidecar suitable for sports use. It has a fabric-covered body with hood, three-piece screen, and hammock seating; it costs only £12 5s.

The "Stratford Sports" is a more elaborate version on the same lines, although it has a door, hinged scuttle and screen (with side pieces), and a collapsible hood stored in the luggage locker.

The "Continental Sports" model is an entirely new design built, as the name indicates, on Continental lines. Special constructional features are embodied which give exceptional rigidity to the body.

Many other models covering every possible requirement from touring to competition use are exhibited.

— Noxal —

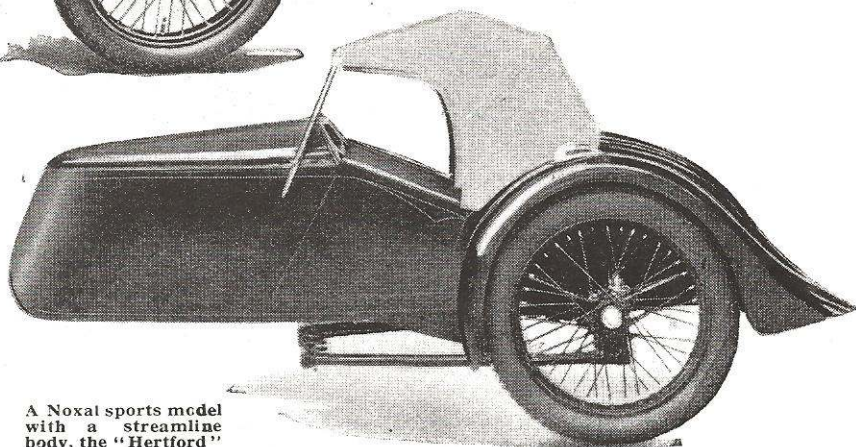
STAND 17: Handsome New Saloons and Sporting Models: A Comfortable Two-seater

NOXAL LTD., Elstree Way, Elstree, Herts. SEVERAL new models are to be seen on this stand in both single- and two-seater styles. A handsome single-seater saloon is the "Hadley," which has a sunshine head with a roll-up apron and a pleasing streamline shape.

In the sports class there are the "Radlett" and "Hertford," the latter showing originality in design. With its disappearing hood and cutaway sides it presents a rakish appearance, yet offers excellent protection to the passenger. A fascia board embodies a convenient cubby hole, and luggage space is also provided.

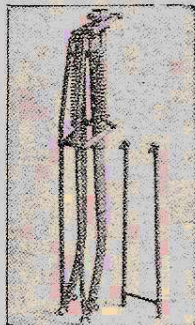
The "Hertford" is suitable for most classes of work, but the "Radlett" is on rather more sporting lines.

In the "Watford" an adult and child can be accommodated comfortably, and full two-seater comfort is reached in an excellent model which is known as the "Imperial Twin."



A Noxal sports model
with a streamline
body, the "Hertford"

THIS IS IT, THE E.L.I. SPRING FORK.



Reg. No. 358970.

Special Points—

Long range of movement with short pull on spring.

Absolutely rigid laterally.

Takes front brake.

Neat & compact. Well finished.

Suitable for machines from 2½ h.p. up to 6 h.p.

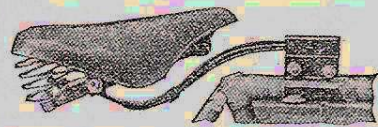
Wheel can be removed without springing fork.

Made to suit any make of motor cycle.

Steel links and bearings.

Made by experienced cycle makers.

The **E.L.I. Motor Manufacturing Co.,**
Station Rd., Montpelier, **BRISTOL.**
Don't forget the **E.L.I. Mudguard.**

**ADJUSTABLE LEAF SPRING**

Pro. Patent 11,231.

Can be fitted to any motor cycle or saddle.

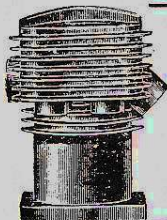
Perfect comfort and freedom from vibration at all speeds.

7 days' free trial.

State diameter of top tube.

10/6 each.

HUGH BLAIK, Motor Engineer,
MONKTON, Ayrshire.



**Castings of
CYLINDERS,
PISTONS, RINGS,
BUSHES, Etc.,
for REPAIRS.**

J. C. DALMAN & SONS,
BIRMINGHAM.

WANTED.

£10 and unused 1912 Lincoln Elk free engine offered for 1912 combination.—Claydon, Easby. [4453]

WANTED, immediately, perfect mag. set, to drive 90° twin engine Bedelia.—Cockton, Fitz, Cockermouth. [4360]

WANTED, motor cycles in exchange for new motor or push cycles.—Watson's Garages, Retford and Tuxford. [X1955]

WANTED, 3½ h.p. mag. motor cycle; accumulator machine in part payment.—T. Burgess, Jun., Fencote, Bedale. [X1752]

WANTED, Rex motor cycle, 2 speeds, mag., good condition; reasonable price.—Finister, Ottery St Mary, Devon. [4381]

WANTED, cyclecar or combination, modern, give 75 h.p. aeroplane engine and cash.—80, Blenheim Rd., Southport. [X1788]

WANTED, front cylinder and piston for twin Rex, automatic, 76x80, round fin type.—T. Greenhow, Crosby Garrett. [X1791]

N.S.U. 2-speed Gear, fit 1909 Triumph; exchange lady's cycle, good condition.—Wall, 173, Kingston Rd., Wimbledon. [4517]

WANTED, Small Modern 2-seat Car, cheap; 8-10 h.p. Phoenix preferred.—Gardner, Bank House, Wolverton, Bucks. [X1885]

SCOTT Frame Wanted, complete less engine, must be in good condition.—F. Lightowler, 13, Fleece St., Battershaw. [4482]

WANTED, 2½ h.p. twin Enfield, chain, 1911; cash; fullest particulars and condition.—Kemp, Furzedown, Purley. [4490]

815x105 Car Covers, good condition; exchange motor cycle goods.—Maudes, 136, Gt. Portland St., London, W. [4622]

WANTED, cheap, magneto, single, for 3½ h.p. B.B. carburettor, n.b.c., 8½ ft. belt.—Lang, 23, Rothersey Rd., Luton. [X1901]

£10-£12 (about) offered for low motor cycle, 2½ h.p., accessories, perfect, 1910-11.—Sparks, 142, Southtown, Gt. Yarmouth. [X1344]

WANTED, engine, twin preferred, stands, saddle, fit Minerva frame; approval.—Kenworthy, Long Bennington, Grantham. [4511]

WANTED, frame and forks, suitable for 3½ h.p. Rex, must be good condition.—35, York St., Buckingham Gate, S.W. [4483]

WANTED, P.N. 5-6 h.p. from complete, less engine.—Full particulars, Box L8,476, The Motor Cycle Office, 20, Tudor St., E.C. [4374]

WANTED, new ordinary bicycles, good makes, in exchange for 2nd-hand cars, dozen 2 and 4-seats.—Murrett Bros., Huntingdon. [X1927]

GOOD Sidecar Wanted, fit 8 h.p. Bat; exchange high-class photographic outfit, cost over £20.—Hankin, Tobaccoist, Basingstoke. [4582]

WANTED, second-hand sidecar, to suit Triumph, speedometer and acetylene lamp.—Best price to Parsons, 66, Regent St., Leamington. [X1861]

WANTED, back cylinder for twin Rex, 77½, free engine clutch for same, and good rubber tyre, wired, 26x2½.—Conliss, Gillygate, York. [4496]

WANTED, mag. motor cycles to sell on commission, good centre.—White's Motor Mart, 14, Upper Duke St., and 66, Roscoe St., Liverpool. [X2057]

WANTED, a 4 or 4½ h.p. sidecar combination, 2 or 3-speed, and free engine.—Apply, with fullest particulars, Speller, 1, Broad Street Place, London. [4325]

WANTED, N.S.U. 2-speed gear, fit 1910 Triumph, must be in first-class order; cheap for cash, or exchange jewellery.—Dawson, Jeweller, Halesworth, Suffolk. [4421]

WANTED, motor cycle, suitable for sidecar, exchange brand new overstrum piano by Steinback, Berlin, maker's price 65 gu.; approval.—Taylor, 37, Derby St., Leek. [X2047]

WANTED, higher power; cash adjustment; exchange 3½ h.p. Auto, guarantee perfect, very fast, low, 26x2½ new tyres, etc.—Particulars, Goodall, Littlewick, Maidenhead. [4477]

CLASS'S Motor Mart purchase motor cycles, diocars, and sidecars for prompt cash.—Call or write, 5, Warren St., W. (opposite Warren St. Tube Station). Telephone 3624 Mayfair. [4556]

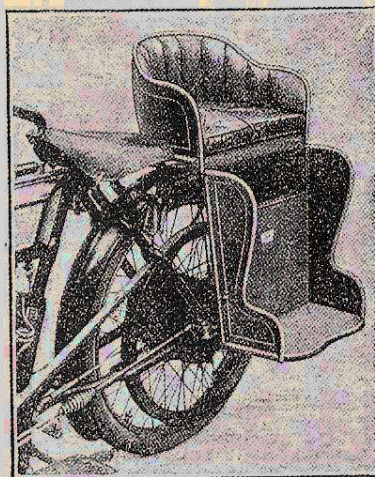
WANTED, agencies for good runabouts, scarce make motor cycles, etc. good contracts given and guaranteed sales.—Send all details to Cordingley, Haslingden, Tel.: 2Y. [0137]

TO Sidecar Manufacturers.—Wanted, good up-to-date lines in sidecars; prompt delivery essential.—Send catalogues, best trade terms, etc., to Cordingley, Haslingden, Tel.: 2Y. [0138]

T.A.C. in exchange for a 9 h.p. Sociable tri-car, Riley engine and gear box, 3 speeds and reverse; any trial given and expected; or sell.—A. W. Ayden, 17, Backstock Rd., Finsbury Park, N. [X201]

WANTED, motor cycles, to be included in next auction at Earl's Court Garage, September 25th.—Apply for terms, Mordant and Mordant, automobile auctioneers, 9, Fenchurch St., London. Result last sale all sold. [4088]

TYNESIDER PILLION SEAT.



The **TYNESIDER** can be used as above illustration (on either side) also passenger facing back. The heel and foot board can be detached in two minutes and used tandem fashion or in four other positions. It can be swivelled any way user likes in a few minutes.

TYNESIDER SEAT is **COACHBUILT**, painted and lined on a motor car, weighs about 11 lbs.

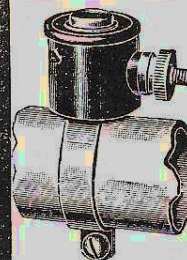
We give you strength with lightness. Set it self-balancing when fitted with spring attachment.

Can be used with sidecar combination, as extra seats for Two Siders, Cyclecars, etc. An ideal seat for lightweights.

Prices: 19/6, 25/6, 30/- and 35/6. Set portion only, without heelboard, 15/6.

According to quality and style, complete with couplings, reversible cushion, strap, etc., spring attachment, 7/6 extra. Children's seats, 14/6, same as adults, to suit infants. Send for Catalogue and Testimonials.

HENDERSON, Camden St. W. North Shields England.

DON'T BE SHOCKED !!

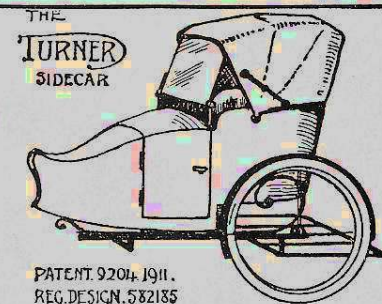
Use a "**SENTINEL**" magneto cut out, which by a touch of the finger will give you perfect control of your ignition.

Shock-Proof and Absolutely Reliable.

A small unobtrusive fitting for the handlebar, being only the height of shilling, and the diameter of a sixpence - for rim and fin, bars.

Price 1/9.

BOWEN & ODERY MFG. CO.,
62, NEW CROSS RD., LONDON. S.E.



PATENT 9204, 1911.
REG. DESIGN 582185

PROTECTION. COMFORT. ELEGANCE.

Luxurious, weatherproof, as good as a motor car. Hood, Adjustable Screen, Luggage Carrier. £14 15 0. Extra for hood and screen. £3 10 0.

Manufacturers: **GRIFFIN & CO.,** Minories, B'HAM.
Can be seen and tried at
Robertson's, 157, Great Portland Street, London.

SA Police Historical Society visit—Sunday 16th September 2012

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On Sunday last it was a ride to the Police Barracks where 36 members of VVMCCSA and friends paid a visit to the SA Police Historical Museum. Everyone was able to park within the parade ground where we were greeted by Retired Detective Senior Sergeant Kevin Beare, AO, who gave a quick explanation of the formation of South Australia's Police force in 1836, and the origin of how the Museum started and of items were donated and collected over time. Members quickly devoured scones and cream with tea and coffee before venturing off under Police escort. We were given a tour of the Mounted Cadre area, the shed containing the various restored Police vehicles and finally the display rooms housed within the old barracks quarters. Members were amazed at the amount of photographs, information equipment that the Society has over time been able to acquire and display. The last room contained hats, badges and clothing collected by retired Deputy Commissioner John White who 'loaned' his vast collection to the Society. Bruce McKenzie rode his 1958 Triumph Thunderbird & I rode my 1957 Thunderbird, both were ex- SA Police motorcycles & keenly sought by the Society.



POLICE BARRACK TOUR RIDERS 16/ 9/ 12 ORGANISED BY BRIAN FORTH

<i>Name</i>	<i>Year</i>	<i>Make</i>	<i>Solo/Outfi</i>
Paul Knapp	1951	AJS	Solo
Peter Arriola	1974	Honda	Solo
Peter Langdon	1973	Triumph	Solo
Rob Smyth	1924	AJS	Solo
Kevin Mead	1948	Velocette	
Colin Behn	1920	H/ Davidson	
Brian Forth	1957	Triumph	Solo
Bob Gill	1913	BSA	Solo
Barry Carlisle	1956	Norton	Outfit
Steve Jenner	1955	BSA	Solo
Richard Kretschmer	1956	Norton	Solo
Ken Olsson	1949	Matchless	
Greg Paterson	1960	Honda	Solo



Hills Run October 21st.

Those coming up from the plains by bike meet at the **Feathers Hotel car park to depart at 9am.**

Members to me at **Balhannah Oval at 9.30am.**

The run takes us south to Echunga via the River Road for a morning tea stop. From there we make our way via Ashbourne and Strathalbyn to the Langhorne Creek. Some may wish to delay in Strathalbyn for a quick inspection of the annual Swapmeet.



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