



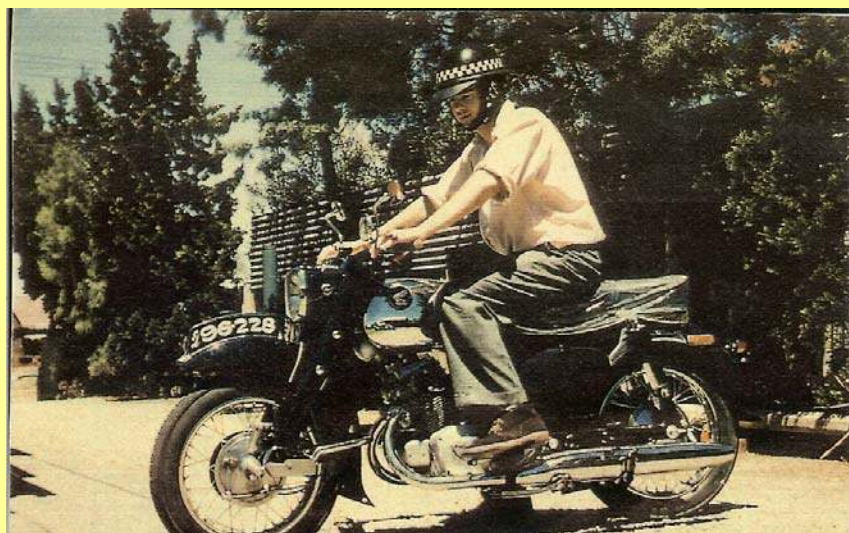
SMOKE SIGNAL



Bob Gill our new Life Member



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



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August 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;	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
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	
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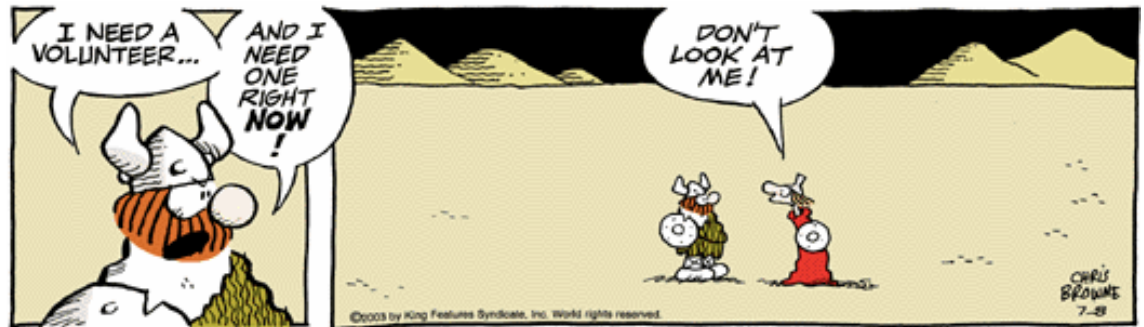
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 S.A. 5109.

Presidents report.

The Financial year has ended. If you have not paid your subs, then you are un-financial and your historic registration on your motorcycle's is null and void, therefore you are technically riding an unregistered motorcycle on the road and subject to heavy fines. If you cannot attend either log book day, post your **SUBS—log book—Registration papers** for the annual endorsement to **The Secretary VVMCCSA, Bill Lorimer, PO Box 1006, Elizabeth Vale 5112** and they will be returned.

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

Brian Forth.
President.



Bob Gill—Life Membership

Bob Gill's involvement within the VVMCCSA began with a 1937 Royal Enfield that he rode to work every day until it was retired and replaced with a C71 Honda in 1960. The Royal Enfield was laid up until 1980, when he started riding it in special events like the Kernewick Lowender, where he met fellow club member David Radloff.

That meeting must have impressed him and his interest in veteran and vintage motorcycles began to flourish. Then in 1982 he rode in the Bay to Birdwood, a very wet day where he met Ted Webster (another club member) who asked what club he was in, none was the reply thus started his addiction with the VVMCCSA.

During Bob's membership he has had great and bad times, but was fortunate to meet Jeff Schaefer, Phil Jenner, David Radloff and Bob Hill who assisted in rebuilding his 1927 Harley Davidson and its restoration.

Bob's involvement included the 2nd Flinders Rally, then the National Veteran Rally held here in South Australia, where he assisted in coordinating the events.

Bob then volunteered to be the clubs Historic Vehicle Registrar. This has been a challenge, but with assistance from Laurie Leibhardt and now with Phill Jenner the club has flourished ensuring that members comply with all requirements of the Historic Registration Scheme, insisting high standards and requirements which have placed this club favourably within the Federation of Historic Motor Vehicle fraternity, giving and a strong voice in all matters pertaining to fairness in the motorcycles. Then there is the 'Tiddler's Run in Kersbrook and Southern Vales area which is designed for smaller bikes to be brought out for a run and some socializing with a lunch after.

Then working with Peter Yates, moving the VVMCCSA motorcycle only swap meet' to Balhannah Oval, 'after Birdwood became unsuitable.

Bob is also the clubs Federation Representative when Laurie Leibhardt became unwell to continue.

Bob's passion is attending National Veteran Motorcycle Rally's, held anywhere in Australia biannually where he participates with his immaculate 1913 BSA.

He has won the club's Veteran Motorcyclist of the Year Award since its inception, always riding his veteran 1913 BSA, regardless of the weather.

Bob continues to assisted Bill Lorimer arranging the Xmas BBQ each year, the supply of photos and information for the Smoke Signal followed by the monthly ritual magazine folding capers.

Bob has been on the committee for the past 9 years, the last 4 as Vice President and readily advises me with my Presidential duties ensuring our club strives for greatness.

I present to the members our new Life Member - Bob Gill .

VVMCCSA General Meeting 669 held 10th July 2012 at Payneham RSL

Meeting opened at 8 PM, Brian Forth chaired the meeting.

Apologies Nil; Visitors-Robert Tucker

4

Minutes of June meeting were presented as published in the Smoke Signal, Acceptance moved Richard Kretchmer Seconded Philip Holmes Carried; Business arising- Nil

New members, Robert Tucker presented with membership. Applications from Mike and Tom Schell, Peter Gouws and Tony Ingram read out to meeting.

Treasurers report - Presented by treasurer Terry Rowe. Acceptance moved Carolyn Jenner Seconded Stephen Hooper Carried. Business arising- Nil

Correspondence In.

1 Request from FHMC for update of new Club office bearers.

2 Account from SGIC for Club insurance.

3 Westpac Bank statements.

4 Numerous Subs renewals and log books for processing.

5 Thankyou letter from Kersbrook Soldiers Memorial Park for the framed photo of members bikes in front of their club rooms.

6 Flyer from Lions Club of Willunga re their Swapmeet Sunday 19th August 2012 at Lions Reserve , Blinney Rd, Willunga.

7 Flyer from Classic Owners MCC re their 50th Anniversary Bike Display at Sunnybrae Farm Sat 18th and Sun 19th August 2012 All invited to attend.

Correspondence out Nil

Emails IN and OUT.

1 Email to Nicole Aspinall re Website , reply received.

2 Email from Kevin and Grace Heritage re membership, reply sent.

3 From History SA advising us of Bursaries still available, primarily for Volunteers in Historic Museums.

4 From Peter Miller re Ariel Club movies from the 50s.

5 From Gregg Johnson re subs, reply sent.

Publications received.

1 The Throttle Lever from Newcastle VMCC.

2 Restore and Ride from Coffs Harbour MCRC.

3 Classic Vibrations from Indian Harley Club WA.

4 Vintage Chatter from VMCCWA.

5 The Radiator from Riverland V & Classic CC.

Acceptance moved Peter Grace Seconded Peter Allen Carried.

Rides Runs and Events.

15th July- Carlisle's Caper Starting Feathers Hotel, eastern and southern hills.

26th August -Southern Vales Tiddlers Run Tony Morrisset and Jim Mottillo.

16th Sept Police Historic Museum, be at Thebarton Barracks by 10am, Morning tea etc. Cost TBA.

30th Sept- Bay to Birdwood Run.

7th Oct. Club Swapmeet at Balhannah Oval.

21st Oct.-Dan Moriarty annual hills ride.

General Business.

Malcolm Gray asked about All British Day 2013, Brian Kuerschner explained that it has been moved to Echunga.

Bob Gill, Dean Govan and Bill Lorimer reported on the Historic Rego Seminar, outlining new rules

Keith Milich reported on Vicent and Velo Clubs activities

John Byles reported on Ariel Club activities.

Pud Freeman reported on the Classic Owners 50th Anniversary celebrations and bike display.

Brian Kuerschner advised that he is attending the AJS Matchless Jampot national rally 2nd to 4th Nov in QLD . and asked that anybody going or wanting to go to contact him.

Richard Kretschmer advised that the London to Brighton run is on again, Oct. 30th.

Philip Holmes reminded all members that the 24hour trial is on again 14th and 15th July.

David Radloff asked if anyone knew of the whereabouts of 1909 P&M motorcycle.

Buy ,Swap and Sell read to the meeting.

Meeting Closed



Minutes of VVMCCSA Committee meeting held 30th July at Goodwood Community Centre

Meeting Opened 7-40 pm; Attendance, Brian Forth, Bob Gill, Terry Rowe, Paul Knapp, Bill Lorimer, Ray Collins, Daryl Rosser and Barry Carlisle. Visitors nil.

Minutes of June meeting presented as printed in the Smoke Signal. moved Ray Collins, 2nd Daryl Rosser Carried; No Business arising.

New Members. New applications received from John Heritage, Dominic Psalia, David (Doobie) Whitethorn. Last months applications Tony Ingram, Peter Gouws, Mike & Tom Schell read to the meeting and ratified.

Treasurers Report - Presented by Terry Rowe. Acceptance moved Daryl Rosser 2nd Barry Carlisle, Carried. Business arising, accounts to Advertisers

Correspondence In.

1 Minutes of FPMC meeting held on 16th June.

2 Flyer from VVMCC Northern Yorke Peninsula detailing their Lee Russack Memorial Run , leaving and returning to their Kadina Clubrooms for lunch , 23rd Sept 2012.

3 Receipt from SGIC for our Commercial insurance.

4 Westpac Bank detailing interest earned on term deposit.

5 5 subs renewals.

6 Flyer from Vintage MCC Victoria, 50th Anniversary Rally, April 4th to 11th 2014.

Correspondence Out-Nil

Emails In and Out-

1 From Harry Richards, given Ariel to his son and will only be riding a push button starter from now on.

2 From British Singles re change of address.

3 From Brendon Hampton re. his lobbying for DPTI to approve right hand sidecars ,wants letter of support from our Club.

4 To Nicole Aspinall re. our Web site, reply received.

Publications Received- 1/ Kickback from British Singles Vintage MCC Qld. 2/ Vintage Chatter from VMCCW; 3/ The Bulbhorn from Mildura VVC; 4/ The Radiator from Riverland V&CCC; 5/ Maps Review from Maitland APScty; 6/ Bush Chatter from Sunraysia HMCC; 7/ The Vintage Motorcycle from UK; Acceptance moved Bob Gill, 2nd Knapp Carried.

Club's Runs and Rides.

26th August-Tiddlers run, McLaren Vale area, report and map in magazine.

16th Sept- Police Historic Museum, Thebarton Barracks, arrive 9-30am for 10am start, Morning tea provided, subsidised by club, members pay \$5-00 each.

30th Sept- Bay to Birdwood.

7th Oct—Club Swapmeet, Balhannah.

21st Oct - Dan Moriarty annual Hills ride.

25th Nov -Scarpantoni Southern Vales ride and BBQ lunch.

General Business.

Brian Forth reported on his communication with Nicole Aspinall re Website, Brian Bill and Bob to meet with her to finalise requirements.

Bill Lorimer reported that Swapmeet arrangements are in hand and he is ready to do another club and business mail out.

Bob Gill reported on the new Code of Practice for Historic Rego.

Moved Brian Forth, Seconded Ray Collins that we investigate alternative caterers for our Xmas BBQ, Bill Lorimer to make enquiries.

Paul Knapp moved that 1st Time Out trophies be awarded only to the Bikes owner regardless who is riding it. New layout of rally/run entry form will provide the data. Seconded Terry Rowe- Carried

Bill Lorimer moved that no more reminders of Subs. Renewals will be sent out after the elapsed 30 days after due date 30th June. **Members are reminded that after due date no bike on historic rego may be ridden until subs are paid.** After 31st July we are required by law to advise DPTI of any un-financial members with bikes on Historic Rego.

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.

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

Autocycle, this has been restored, but condition is unknown. It has been painted black no idea of make. The front wheel & seat is not original. Machine looks OK but does not run. There is still a fair amount of work to do. He wants \$1,000 & at this stage not negotiable. Contact Malcolm Gray, 83643445, mobile anytime 0427727737

Motorcycle trailer/ Caravan for sale—room for a motorcycle and sleeping, double bed, microwave, fridge and storage space etc; single axle, electric brakes, etc \$1500 ono; Colin Pauley 82613673 (Aug12)

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

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)

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;

1929 Douglas B29 wanted, Information, manual, assembly drawings etc, foot boards, control levers; Gary Harding (July 12)

BSA Bantam 1949 D1, wanted front mudguard mounting bars, head light lever and cable plus contacts; Bob Tilbrook 82618808 (July12)

BSA A7 or A10 suitable for restoration; Bob Whitehead 83965148 (July12).

AJS 18s wanted rear brake lever and rod; Tom Whaites 0400119937 (July12)

Panther 1939 M100, wanted inner and outer primary case; Nick Clarke 0417827604 (July12)

1927 Matchless, wanted pair of crankcases or engine side valve; Phil Holmes 0885640227, 0417948831 (June12)

BSA C11 motor wanted pre 1951; Ken Hurley 82619033 (July12)

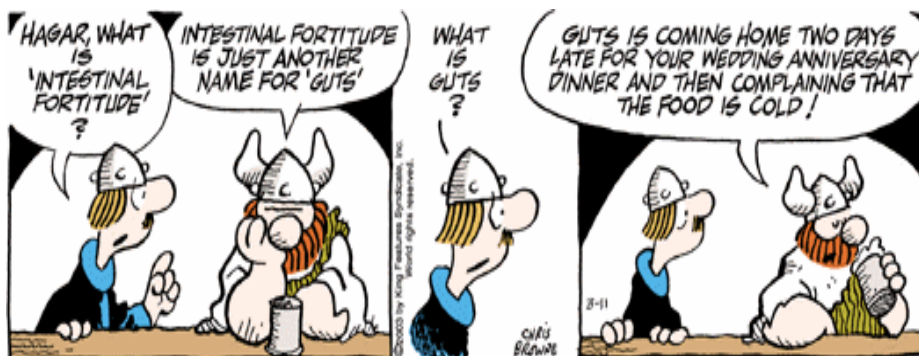
NSU 500cc OHV, wanted information on the pre-war model; Jim Spratt 82764349 (Aug12)

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)



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**

- ** 14th Aug General Meeting 670—Payneham RSL.
- ** 26th Aug Southern Vales Tiddler ride—Tony Morrisset and Jim Mottillo—BBQ lunch.
- 11th Sept General meeting 671—Payneham RSL clubrooms.
- ** 16th Sept Police Historical Museum Thebarton Barracks, cost \$5 per person
- 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.
- 11th Dec General meeting 674—Christmas BBQ at Payneham RSL clubrooms.
- ** 16th 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,

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 October 2012.
BENDIGO – 17-18th Nov 2012;

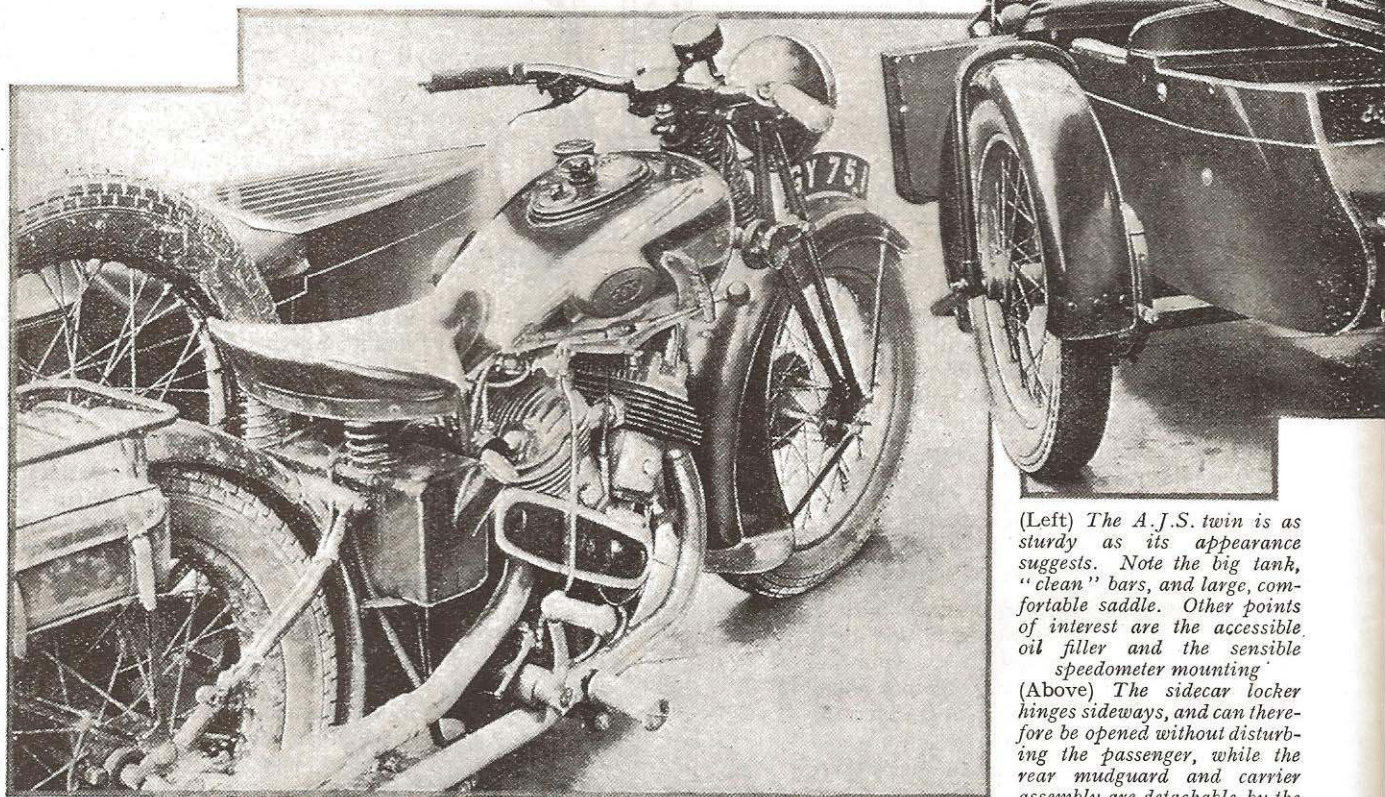
REGENCY PARK - 5th February 2012
CAMPBELLTOWN – ?? Mach 2013;
MOUNT BARKER – March 2013;
SEDAN – 17th June 2012.
ANGLE PARK – 29th July 2012;
GAWLER - 23rd September 2012;
STRATHALBYN – T.B.A. 21st Oct 2012;
GAWLER Motorcycle expo - November 2012

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).

The Road Tests of 1933 Models

The 990 c.c. A.J.S. and Sidecar



(Left) The A.J.S. twin is as sturdy as its appearance suggests. Note the big tank, "clean" bars, and large, comfortable saddle. Other points of interest are the accessible oil filler and the sensible speedometer mounting.

(Above) The sidecar locker hinges sideways, and can therefore be opened without disturbing the passenger, while the rear mudguard and carrier assembly are detachable by the removal of three bolts.

WITH its big black launch-type sidecar, the 990 c.c. twin A.J.S. starts off with two very good points in its favour. It looks comfortable and is comfortable—to passenger and driver alike. It looks fast and it is fast—without fuss or bother.

The graceful all-steel sidecar body is mounted on two coil springs at the front and slung from two cee-springs at the rear; these are in their turn attached to the well-known A.J.S. chassis with outrigger support for the sidecar wheel spindle. The wheel is quickly detachable and interchangeable, and a spare wheel is included, being mounted between the machine and sidecar. The four-point connection system is utilised. The body itself is roomy, and the pneumatic seat cushion minimises the more violent road shocks, while the detachable screen is set well back and gives ample protection. During the course of the test a certain amount of pitching of the sidecar body was set up, even with a passenger. When the sidecar was empty, this pitching slightly affected the steering.

Coupled with the big 27 x 4 in. tyres, the extra large saddle provides a high degree of comfort for the driver. The driving position is natural and well forward, giving a feeling of complete mastery over the outfit. The

"clean" handlebars are well placed and of pleasing shape.

The engine started readily with the ignition lever advanced, but when cold it required a certain amount of effort to turn over, and in such circumstances had to be run for several minutes with the air shut off. When the engine had warmed up the tick-over was excellent. Little or no engine vibration could be felt, and this remark applies equally well throughout the range of revolutions.

Mechanical noise was conspicuous by its absence, the hiss of the carburetter being the most predominant sound. The silencers, too, were efficiency itself—too efficient for their chromium-plated sides, which were inclined to turn all the shades of the rainbow. It must be borne in mind, however, that the A.J.S. was driven mercilessly under all conditions.

Once under way, the engine imparted a feeling of immense power, which, as the throttle was opened, became a concrete fact. Fifty to 55 m.p.h. could be kept up all day. Long main-road climbs such as Wrotham Hill, on the main Maidstone road, which slows most traffic down to a crawl, was stormed at 52 m.p.h. in third gear.

Down a long but slight gradient, with a strong head

wind and the driver sitting upright, the extremely useful speed of 71 m.p.h. was reached. On the level the best speed touched was 68 m.p.h., while 63 m.p.h. was held in third gear. The ultimate speeds reached in second and bottom gears were 46 m.p.h. and 28 m.p.h. respectively. All these figures were accomplished with a passenger (8st. 8 lb.) and with the driver (13 st. 1 lb.) sitting normally.

The time taken to accelerate from 20 m.p.h. to 45 m.p.h. with the ignition advanced and without using the clutch was $7\frac{4}{5}$ s. in second gear, $9\frac{4}{5}$ s. in third, and $12\frac{3}{5}$ s.

it was clear that the ignition timing was slightly over-advanced.

The petrol consumption, at a maintained speed of 35 m.p.h., worked out at 50.6 m.p.g., while the amount of oil consumed was negligible—nearly 2,400 m.p.g. was the approximate figure.

A certain amount of difficulty was experienced in disengaging bottom and second gear, although selection was simple, requiring but the pressure of finger and thumb. The clutch was exceptionally light and smooth on the take up, but twice during a run through the congested streets of London the clearance between the clutch rod and clutch arm on the gear box became nil and clutch slip set in. On another occasion the reverse took place, the clearance becoming so excessive as to make the clutch inoperative.

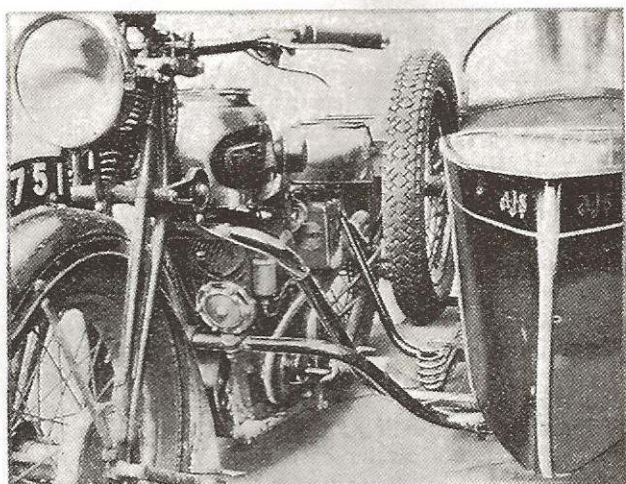
In view of the high performance of the outfit, the braking could have been better, the front brake being the worse offender, while, in the case of the back one, moderate pressure on the pedal would cause the wheel to lock and slide.

It was virtually impossible to lift the sidecar wheel on rounding a sharp left-hand bend, even without a passenger. By way of confirming this point, a left bend was taken excessively fast, and the outfit actually started skidding instead of the sidecar lifting. On the straight it steered almost automatically.

As befits a machine of this type, the mudguarding was excellent, while the protection afforded to the sidecar passenger by the windscreen justified to a certain extent the absence of a hood.

Both the engine and gear box kept remarkably free from oil leakages, as did the built-up oil-bath primary chain case.

During the course of 400 hard-driven miles no adjustments were made, except to the clutch cable.

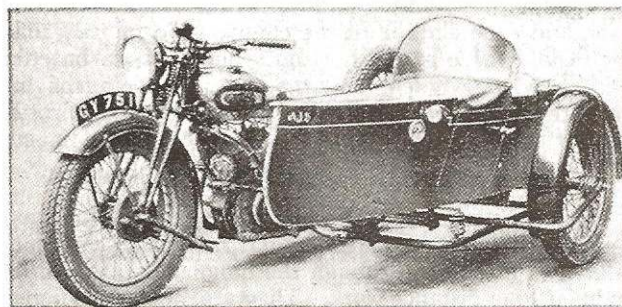


This view shows the four-point sidecar attachments and the spare wheel

(Right) The steel-panelled sidecar, finished in black and chromium, is very handsome in appearance

in top. Without a passenger the first figure was decreased by $\frac{3}{5}$ s. and the last two by 1s. and $1\frac{2}{5}$ s.

In top gear the A.J.S. could be throttled down to a quick walking pace before the chains started snatching. Normally the engine would accelerate without complaint, but when really hot, after a spell of hard driving, it would emit a rather excessive pink or knock on the throttle being opened or a hill encountered. However,



With its interchangeable and quickly detachable wheels, its remarkably high performance and its comfort, this 990 c.c. A.J.S. outfit represents a fitting answer to the so-called challenge of the baby sports car of to-day.

ENGINE: 85 x 85 mm. (990 cc.) A.J.S. side-valve vee-twin (50 degrees).

IGNITION: Lucas Magdyno.

CARBURETTER: Amal, twist-grip throttle.

GEAR BOX: Pivot-mounted Sturmey-Archer, four-speed, hand-operated. Ratios; 4.3, 5.7, 7.6 and 12.8 to 1.

— SPECIFICATION —

LUBRICATION: Dry-sump, with oil tank mounted on seat pillar. Oil capacity, $4\frac{1}{2}$ pints.

TRANSMISSION: Chain, with oil-bath primary case.

TYRES: Firestone, 27 x 4 in.

FUEL CAPACITY: $3\frac{1}{2}$ gallons.

WEIGHT: 649 lb. in full touring trim, including lighting, sidecar, petrol and oil.

PRICE: £91 2s. 6d., with Lucas electric lighting and horn, licence holder, speedometer, spare wheel, sidecar and screen, but without clock.

MAKERS: A.J.S. Motor Cycles, Plumstead Road, London, S.E.18.

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

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Who are we?



VVMCCSA—AGM 2012 held 10th July 2012 at Payneham RSL

General Meeting 669 closed, Stephen Hooper took the chair as returning officer . The Minutes of the 2011 AGM were tabled as published in the Smoke Signal.

All committee positions were declared vacant and nominations were called.

President Brian Forth nominated , seconded Barry Carlisle and elected.
Vice President Bob Gill nominated , seconded David Hooper and elected.
Secretary Bill Lorimer nominated , seconded Paul Knapp and elected.
Treasurer Terry Rowe nominated , seconded Dean Govan and elected.
Records Officer Paul Knapp nominated , seconded Lesley Jones and elected.
Librarian Philip Holmes nominated , seconded Peter Allen and elected.
Club Captain Malcolm Gray nominated , declined but will do a run.
Dan Moriarty nominated , declined but will also do a run.
In abeyance awaiting a volunteer

Machine registrars. Bob Gill nominated , seconded David Radloff and elected.

Phil Jenner nominated ,seconded Barry Carlisle and elected.

Magazine Editor. Brian Forth nominated ,seconded Colin Behn and elected.

Committee- Ray Collins nominated , seconded Carolyn Jenner and elected.

Barry Carlisle nominated, seconded Don Cellier and elected

Daryl Rosser nominated , seconded Paul Knapp and elected

Rob Smyth nominated but declined due to other commitments

Richard Kretschmer nominated by Paul Knapp, seconded Lesley Jones, elected.

Regalia Officer Carolyn Jenner nominated ,seconded Bill Lorimer and elected.

The meeting was handed back to the committee and a vote of thanks was passed for Toni and Neil Caust for providing suppers for the last year.

Life Membership. A nomination had been received and approved by the committee and Brian Forth made the award to Bob Gill and spoke of his service and dedication to the club over many years. Bob responded well and was congratulated by the members in the appropriate manner .

The Meeting was then closed.



Bob Gill (new life member) & Brian Forth Club President.



'All British Day Committee'

Has a **Vacancy** on the for motorcycle representatives.

An opportunity exist for a V & V Club Members to join this ABD group. We meet approximately 5 to 6 times a year in the planning of this annual event.

They meet on a Friday evening in the Sporting Car Club rooms on 51 King William Road, Unley.

If you're at all interested please see Brian Kuerschner at a V & V Club meeting or phone on 83903990 Mob. 0418854565'.



Bob Gill's 1913 at a recent display in Rundle Mall, Adelaide

Vincent HRD Owners' Club of South Australia Inc.
Vincent HRD Australian National Rally 2012

Cox Road, Aldinga Beach, South Australia
 September Friday ~~29th~~ to Monday October 1st



-28th-

Official Registration Form



Program in brief (as at January 2012))

<u>Friday</u>	4.00pm onwards	Arrival and Checking in at the Aldinga Beach Holiday Park, Cox Road, ALDINGA Beach (a map of the area is attached, please bring it with you for reference as to how to find us, as the park is not in Aldinga)
	6.00pm – 7.30pm	BBQ Tea – Included in Registration cost
<u>Saturday</u>	7.00am – 8.30am	Breakfast (in the large Recreation Hall at rear of park, on left
	9.00am	Meet in front of Mini Camp in the Visitor's car park for the Morning Run – Departure will be 9.30am
	9.30am	Photo Shoot at Myponga Reservoir – bring your cameras!
	Lunch	in Goolwa, at the Goolwa Hotel - cost is \$10.00 per head (for the lunch specials or you can order from the main menu on the day & pay the difference). This needs to be pre-booked & paid with this form, or you can sort your own lunch in the town on the day.
	2.30pm	Leaving Goolwa & heading back to Aldinga. You will be notified by text message 15 minutes before we leave so we can gather everyone up
	3.30pm	Approximate arrival back at Park, time to relax and socialise
	6.30pm	Catered dinner – The cost of this dinner has been included in your registration and will be held at the Park
<u>Sunday</u>	9.00am	Meet in front of Mini Camp in the Visitor's car park for the Morning Run – Departure will be 9.30am
	Lunch	Lunch at Strathalbyn. <i>We have included a map & recommendations for dining options and it is your choice. Take the opportunity to read it as there are some fantastic antique & Bric-a-brac shops in the town as well</i>
	2.00pm	Leaving Strathalbyn & heading back to Aldinga. You will be notified by text message 15 minutes before we leave so we can gather everyone up
	3.00pm – 5.30pm	Show & Shine, Judging of Bikes - To be held on the lawn area in front of the Mini Camp facility. If not already, please put your number on your bike head light prior to judging
	7.00pm Dinner	Club Dinner – A Catered Roast meal has been organized & the cost of this dinner has been included in your registration.
	Evening	Trophy presentations, Raffles & Auction (Auction to be confirmed)
<u>Monday</u>		Close of Rally – Pack up & depart, or spend the day being a Tourist if you are staying on awhile, brochures available at Reception.

You need to book & pay for your room with Margaret Wilkins. Do so now to save disappointment - if you are wanting a specific style of accommodation there may be none available if you leave it too long to book. We are anticipating most of our individual attendees will opt for the mini camp accommodation and share a room as the costs there are quite reasonable. Phone Margaret on 0430 120 942 or email her at Margie48@live.com.au

- ❖ All personal belongings brought to the "Rally" will be the responsibility of the Owner.
- ❖ *All Children attending the Weekend are the responsibility of their Parents/Guardian(s).*
- ❖ **EASE NOTE** – There is a swimming pool at the park so bring your bathers if you wish. However, no children are allowed in the pool at anytime, unless in the company of one of their Carers at all times. A Spa is also by the pool as well as a well equipped play area for children.
- ❖ Please complete the enclosed Registration Form and forward with a Cheque or Money Order payable to Vincent HRD Club of SA with this Form, or email Margaret for bank details if you wish to "eft" the payment

SPUD DAY AT LOBETHAL

17.6.2012

ORGANISED BY ROGER O'LOUGHLIN
AND MALCOLM GRAY

Name Year/Model/Solo/Outfit

Dave Holbrook 1925 New Imperial
Brian Forth 1927 Harley Davidson
Rob Smyth 1929 AJS
Mal Mackay 1930 BSA
Brenton Halstead 1938 Panther
Lee Longmire 1947 Ariel F.T.O.
Chris Harley 1946 Morgan Tri-car
Marie Hurley 1950 BSA
Garry Harding 1954 Matchless
Kym Moreton 1955 Triumph
Malcolm Gray 1955 BMW
Paul Knapp 1957 Triumph
Dave Holbrook 1958 Ariel
Les Wilson 1967 BSA
Bob Whitehead back up vehicle



New type of hand warmers—hope he wasn't riding at the same time?



AJS and Matchless news.

This is the first opportunity I've had to put together the report you asked for on behalf of the AJS & MOC as follows.

At the **Power of the Past day at Mt Barker** in early March 2013, the featured motorcycle is the **Matchless motorcycle**. I'd like to see as many Matchless's as possible assemble at this event. I know there's plenty in the Club, so give due consideration to this request please.

A few Club Members have already entered the 2012 Downunder Jampot Rally the first weekend in **November (Friday 2nd to Sunday 4th)**. If any other Club Members would like to join us they are most welcome. The theme I believe is 'Competition Models' of both AJS and Matchless so drag out all those crusty competition models please. We have at least four travelling with us and would like someone with a five bike trailer preferably covered in or at least another towing vehicle with trailer. Our intentions are to leave Adelaide on the Wednesday 24th October to take in the **Gatton Motorcycle Only swap meet** on the 27th October the weekend before the Jampot Rally. Whether or not we'll have time to visit the **Nabiac Motorcycle Museum** on the east coast then the National Motor Racing Museum at Bathurst remains an option. We could be away for about a fortnight.

Anybody interested should be in touch with **Brian Kuerschner** at the earliest.

Phone 83903990 or 0418854565 or this e-mail address nipper@picknowlo.com.au

EASTERN HILLS RIDE ENTRANTS ORGANISED BY BARRY CARLISLE 15-07-2012

Name Year Make Solo/Outfit

Bob Gill 1913 BSA
Rob Smyth 1929 AJS
Ian Diss 1937 AJS
Lyndon Rogers 1939 BMW
Matt Croucher 1942 BSA
Bruce Lehmann 1948 Ariel
Geoff Anderson 1950 Norton F.T.O
Kym Moreton 1955 Triumph
Paul Knapp 1957 Triumph
Dave Holbrook 1958 Ariel

Martin Blindell 1967 Triumph
Don Cellier 1974 BMW
Barry Carlisle 1980 Honda
Roger O'Loughlin 1984 Suzuki
Pud Freeman 2008 Suzuki
Bob Frankham 2013 Honda
Bob Whitehead Back up trailer

The Tiddler Challenge - Sunday 26th August 2012.

The Tiddler Challenge is open to all bikes but we encourage members to bring out your small capacity bikes. This is a chance for the Villiers-powered machines, the European two strokes and the Bantams to come out on a run. The route this year again includes a couple of challenging hills which may be second gear climbs for the Bantams!

Meet at Oxenberry Wines in McLaren Vale for a 10.00a.m. start.

Oxenberry Wines is located on the left hand side of the road a few hundred metres down Kangarilla Road as you are leaving McLaren Vale and heading to Kangarilla. There is an empty block next to Oxenberry for cars and trailers. Please wheel your bikes to the paved and grassed area **in front** of the winery. If required, wooden boards will be provided for solid standing on the grass. Please do not leave vehicles in the car park (except for unloading) as this is used by winery customers throughout the day.

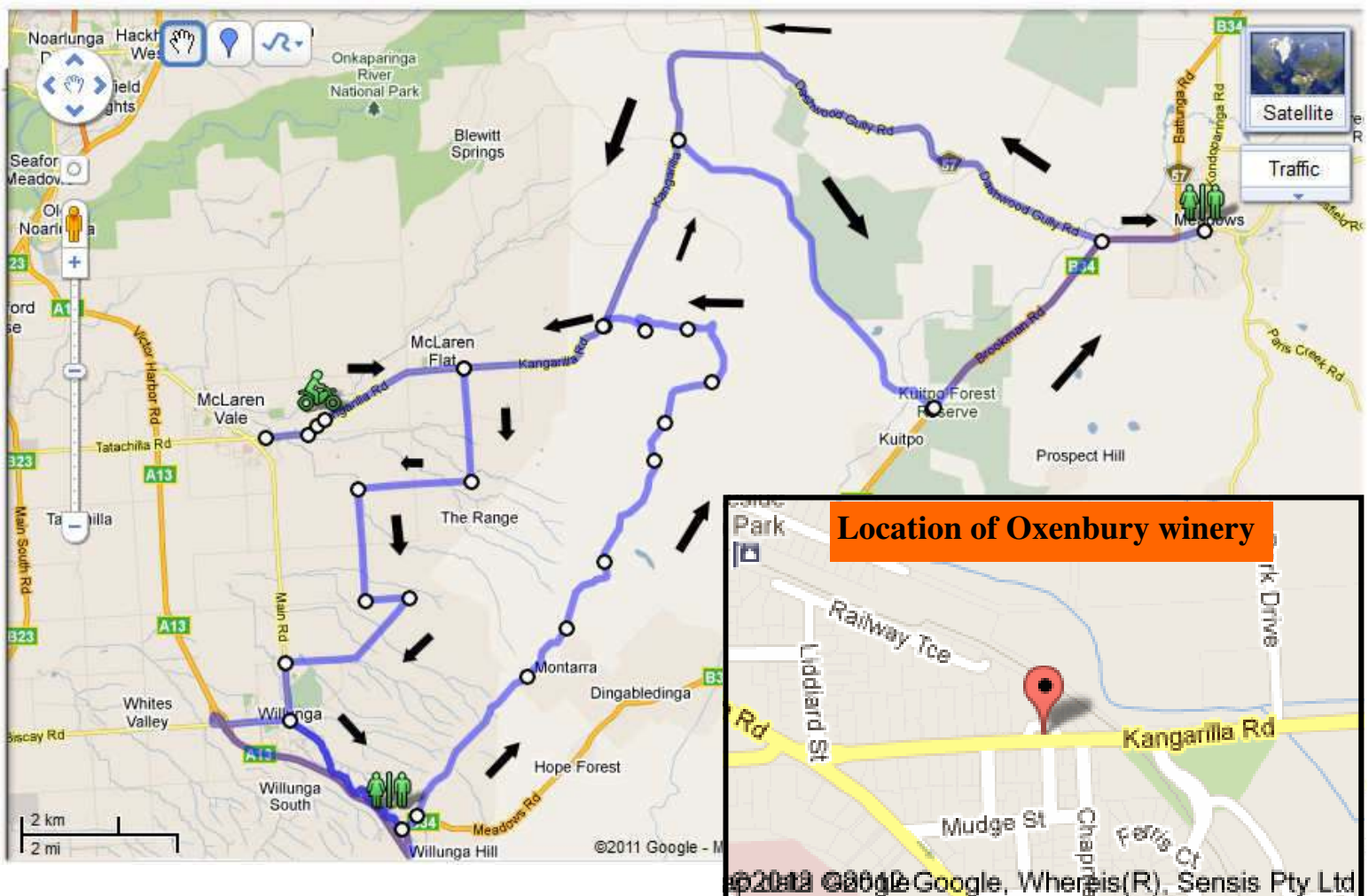
The rally will depart and head towards McLaren Flat then follow the back roads to Willunga. We will regroup in the usual spot outside the Alma Hotel (toilets available). We will continue on from here up the Old Willunga Hill. At the top of Willunga Hill we will follow Range Road for almost its entire length - one of the best riding roads in the district. At Wickhams Hill Road we will descend to the plains again before we climb the second hill of the run on Peters Creek Road. This hill takes us back to the top of the range where we join Brookman Road and ride into Meadows for morning tea. Morning tea and coffee can be obtained at the Meadows Bakery or the cafe opposite. Ample parking is usually available in the street or beside the bakery.

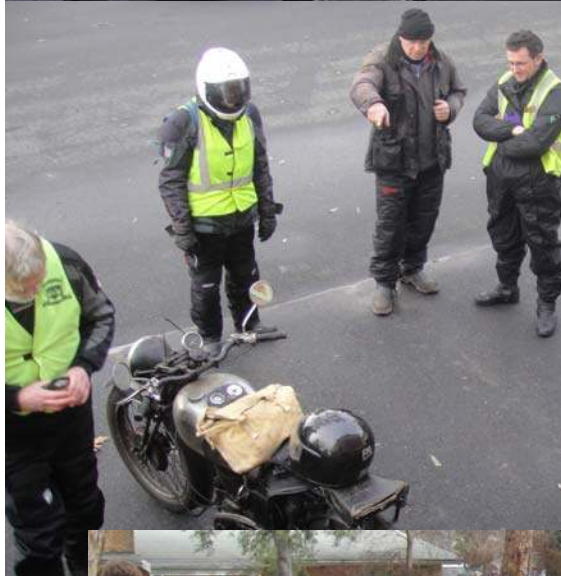
After coffee we head back to McLaren Vale - downhill all the way by Bakers Gully Road. Total run distance approximately 85 kilometres. About 2.5 hours tiddler time.

Back at Oxenberry the tireless workers should have finished cooking the **sausage sizzle** just in time for us. There will be no afternoon run.

Cheers,

Tony Morisset.





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