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# SMOKE SIGNAL

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



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**Christmas Dinner 10th Dec.**

Bookings essential—Cost \$10 per member  
Daryl Rosser taking bookings

**November 2013**



## THE VETERAN & VINTAGE MOTORCYCLE CLUB OF SOUTH AUSTRALIA INCORPORATED.

The Club was formed in 1956, the first of its kind in Australia, with the object of Preserving, Restoring and using Veteran, Vintage and Post Vintage Motorcycles.

Membership is open to all and owning a suitable machine is not a pre-requisite.

Machines manufactured prior to **January 1<sup>st</sup> 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 30<sup>th</sup> 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](http://www.vvmccsa.org.au) email [secretary@vvmccsa.org.au](mailto: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.

|                        |                         |                    |                   |                    |
|------------------------|-------------------------|--------------------|-------------------|--------------------|
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| 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;     | Neil CAUST 2013;  |                    |

### 2013-2014 Committee.

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Bob Gill  
Bill Lorimer

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**MOTOR TRADE ASSOCIATION**  
SOUTH AUSTRALIA

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## Presidents report.

**Christmas Dinner—10th December.** Members, the Club is hiring a professional caterer to provide the Christmas dinner. Members and partners/friends the cost is \$10 for meal and drink vouchers tickets.

**Daryl Rosser is handling the booking list at each meeting.** You are asked to put down your name and pay the \$10, if you are unable to attend meetings please forward payment to the secretary.

Our annual swap meet Sunday 6th was a beautiful day, excellent weather, clear sky with a bit of wind. I believe the number of site holders and visitors were down on the day, but many were seen carrying off those prized finds back to their cars. The motorcycle display was this year was amazing on seeing 3 Vincent's, 2 outfits including a beautiful white BMW and BSA plus other makes. I asked Colin Behn to report of the event and supply photos which have been included in this magazine on page 14.

Last meeting, members voted that to be consistent and assist with planning the clubs monthly rides will always be on the 3rd Sunday of the month regardless of other events. Sorry for those making a choice of what they will support.

**Brian Forth. President.**

### 60<sup>th</sup> Anniversary rally in 2016.

It is getting closer to the VVMCCSA 60th Anniversary Rally held somewhere within South Australia. The Committee is asking members to consider volunteering for form a sub-committee and start Planning this event now rather than later. Contact Bill Lorimer, Bob Gill or Brian Forth for information.

## Motorcycle Inspections.

As of the start of July 2012, the new historic vehicle regulations came into force which stated that we had three years for inspections to be completed on your registered historic vehicles, and that a Statuary Declarations is be submitted each year in relation to your vehicles.

Because it has taken so long for the members to understand to the requirement of Statuary Declarations each year, I have decided to hold off on the inspections process. We still have to get Stat Dec's for the 2013-2014 season. When some of the dates for rides and events are finalized we can then nominate days for inspection days which will be in the Smoke Signal and on the club web site.

**The first inspection date could be 1st December 2013 at Scarpantoni's winery.**

**Please make contact with Bob Gill or Phil Jenner if you have further enquiries.**



### 2014 All British Day -Echunga Oval—Sunday 9th Feb 2014

The VVMCCSA will again host a display of members British made motorcycles. This year we had 28 plus motorcycles on display and 'won' the motorcycle display, can we do it again?

Entry form for the 2014 All British Day are now out and need to be returned by **15th November 2013.**

Entry form are located on home page of the club web site. OR email me for one to be sent.

### Power of the Past day at Mt Barker Oval.

**1st—2nd March 2014.**

The Power of the Past will feature **Triumph motorcycles.** I urge all members with any model of Triumph to volunteer there time and motorcycles and hope we can break the record of the most number of Triumphs on display at one time which was 9 T100's at Birdwood figure 8 day about 7 years ago.

Expressions of interest to be registered with **Brian Kuerschner 83903990** for instructions on how to enter for 2014 allowing the VVMCCSA to put on worthy display.

## Christmas Dinner.

**Tuesday 10th December.**

**Cost \$10 per member includes 2 drinks**

**Contact Daryl Rosser and advise him numbers attending and pay the deposit please.**

## **VVMCCSA Committee Meeting held 28th October 2013, Goodwood Community Centre.**

Attendance - Brian Forth, Bob Gill, Ray Collins, Daryl Rosser, Terry Rowe, Ian Hese, Paul Knapp and Bill Lorimer. Apologies –Les Jolly; None Visitors -None

**Minutes of September meeting** were presented as printed in the Smoke Signal, no discussion. Acceptance moved Ian Hese, Seconded Paul Knapp Carried.

**Treasurers Report** presented by Terry Rowe. Some discussion of Swapmeet takings and club site, Acceptance moved Ray Collins, Seconded Bill Lorimer Carried. Decision taken to again make a donation of \$400-00 to the Balhannah Oval committee in lieu of rent. Moved Daryl Rosser, Seconded Bob Gill, Carried.

**New Members**. Application received from Colin Kranz. Harold Beil, Peter Mc Donnell were ratified, new applications from Paul Venables and Brian McGill were read for the first time.

### **Correspondence In.**

1 Confirmation of booking for catering for Xmas Dinner.

2 One Stat Dec.

3 Invitation from the Model T Ford club to their Show & Shine and Swapmeet Sunday 2nd Feb. 2014 at Lockleys Primary School oval.

4 Flyer from All American Day Car Show 16th Feb. 2014 at Tilley Reserve, Hancock Road Surrey Downs.

5 Letter from Brian Kettle in the UK requesting any information on a 1920 Hazelwood bike.

6 Information and entry forms for Power of The Past, 1<sup>st</sup> & 2<sup>nd</sup> March 2014 at Mt Barker oval.

7 Statement from MTA for printing costs.

8 From Antique Motorcycle Club Victoria requesting expressions of interest for the 10th National Veteran Rally at Ararat 5th to 9th Oct 2015.

9 Flyer for the First Aust. Motorcycle TT celebration event at Goulbourn 12th & 13th April 2014.

### **Emails In and Out.**

1 From Sue Hill , Bay to Birdwood Media Release.

2 From David Eitzen re Wally Woollatt memorabilia.

3 From Graham Ross , CEO Teen Challenge SA.

4 From Kirsten Smith of NZ with invitation to guided tours ,2 or 3 day duration ,bikes supplied , \$795 per day.

### **Publications received.**

1 Kickback from British Singles MCC QLD. 2 Classic Vibrations from Indian Harley club WA. 3 The Vintage MC from UK. 4 Norton Ennergette from Norton MMSA; 5 The Bulbhorn from Mildura VVC. 6 MAPS Reveiw from Maitland. 7 Exhaust Notes from VMCC VIC. Acceptance moved Terry Rowe, Seconded Bob Gill, Carried.

### **Runs Rides and Events.**

27th Oct. Eastern Hills Ride. Dan Moriarty good long ride.

24th Nov. Scarpantoni Southern Vales ride, details inside back page.

10th Dec. Xmas Dinner and general meeting with annual raffle.

15th Dec. Annual Xmas Hills Ride. No place organised.

19th Jan. Hahndorf Swapmeet ride and Breakfast at Old Mill.

15th Feb. Kersbrook Tiddlers Ride, Bob Gill organising it.

### **General Business.**

1/ **\$1000** donation- Further to a motion from Dean Govan that we make a donation to an organisation related to men's health, the Prostate Cancer Research Foundation has been selected and a cheque is on the way.

2/ **VVMCCSA 60th Anniversary" in 2016**—Brian Forth raised the question of "what are we going to do for the rally. Bob Gill has volunteered to speak to potential volunteer members to come up with some ideas.

3/ **Australia Day Picnic at Carisbrooke Park on 26th Jan** 2014 - We have again received an invitation for a display by the Salisbury Rotary Club Bob Gill moved that we accept and the motion was carried.

4/ **Regalia Officer**—Brian Forth expressed concerns about our lack of a regular person as various members have asked about purchasing but no one has been available at General Meetings, volunteer needed. Carolyn needs an assistant and we need someone to volunteer to help.

5/ There was some general discussion regarding Club Eligible cut off dates, resolved to keep the "Status Quo".

Meeting Closed 9.00pm

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## Minutes of VVMCCSA General Meeting '683' 9th October 2013 held at Payneham RSL clubrooms.

Brian Forth chaired the Meeting, opened at 8-00 pm. Visitors– Robert Frost.

Minutes of September meeting presented as printed in the Smoke Signal, no discussion, moved Robert Freeman, seconded Dean Govan.

Treasurers report. Terry Rowe presented the report, no discussion, moves Richard Kretschmer, seconded Stephen Hooper.

Who are we – Malcolm McKay, second photos no idea but Shirley Williams in background.

New members. New applicants from Peter McDonnell and Harold Beil read to members. Adrian Browne, Jim Black and Robert Frost presented with membership pack and name badges.

### Correspondence in.

Cheque account statement from Westpac Bank.

Letter and publicity cards for McLaren Vale vintage and classic 5<sup>th</sup> & 6<sup>th</sup> April 2014

Account from MTA for printing of Smoke Signal

Federation HMC minutes of August meeting.

Flyer and letter promoting 'World on Wheels' motorcycles adventure TV 7mate channel 73.

Return of Public Liability certificate of currency from Goodwood community Club.

Roseworthy Agricultural museum flyer 20h Oct.

AVCCA national 12&2 cylinder rally for 4-9<sup>th</sup> April 2014.

### Emails in and out

From Martin Hasse update of Bay to Birdwood committee with update on this year event.

Invitation from Veteran Car Club to participate in their Creepy Crawly run 8<sup>th</sup> Dec in Willunga area.

Vicki Boquck trying to trace 1954 AJS once owned by her husband Stan Boquicki and father Geoff Collins both were member of VVMCCSA, phone 0432563214 if you can help. Brian Kuerschner has made contact.

Peter Yates re swap meet arrangements.

Bob Kretschmer re suggestion about Robert Shannon award, whether our club could be something similar?

### Publications Revived.

Vintage Chatter from VMVWA; The Radiator from Riverland V&CCC; The Throttle Lever from New Castle VMCC; Exhaust Notes from Vintage MM of Victoria. Moved Bob Whitehead, second Phil Holmes.

### Runs rides and events.

27<sup>th</sup> Oct, Eastern hills ride, map in magazine, start Feathers Hotel, collect riders at Balhannah oval. Map on page 15. Back up trailer – Ian Hess.

24<sup>th</sup> Nov, Scarpantoin's ride and BBQ. Waiting for map and information.

15<sup>th</sup> Dec, annual hills ride – looking for some to nominate a ride please.

19<sup>th</sup> January 2014, Breakfast for \$5 at Hahndorf Old mill and swap meet.

1-2 March 2014 Mt Barker Power of the past, Triumph motorcycle display, members encourage to support.

London to Brighton rally 27<sup>th</sup> Oct.

Discussion re changing dates of rides, members voted to retain them for the 3<sup>rd</sup> Sunday of the month regardless of other events it will clash with.

David Radloff gave a brief report of the Parkes biannual National Veteran motorcycle rally.

Possible suggestion of the of this rally be held in South Australia 2017 by VVMCCSA?

Phil Holmes reported on the Ford "T" rally in Barossa area.

November the National Adler rally at Tanunda.

Peter Allen attended the 'National Levis Rally at Wangaratta and gave a report.

All British Day entry before 15<sup>th</sup> November, form on web site.

Reports from Velocette/Vincent outings and upcoming events.

### 60<sup>th</sup> Anniversary rally in 2016 –

Brian Forth asked members to consider volunteering for form a sub-committee and start planning.

### General business.

Darryl Rosser collection \$10 per member for Christmas Dinner.

All British day entry form on web site.

Bay to Birdwood survey received.

Richard Kretschmer have a report on the Velocette restoration problems.

Aviation museum at Port Adelaide with engine runs 10<sup>th</sup> November.

But – Sell & Swap board read out

Closed 9.05pm.

### Australia Day Carnival.

– On behalf of the organizing committee of the Australia Day Carnival in Salisbury we would like to invite the V & V MCC to stage a display of V & V motorcycles on Sunday 26th January 2014.

Set up in 8.30am in a designated area on grass, (with a hard base supplied) entry off Main North via Malinya Drive, (before the overpass) after which they can partake in a FREE egg and bacon sandwich for breakfast between 8.00 and 10.00am. Lunch food and drinks available.

Information Bob Gill or ring Betty Gill on 0417.868283

## 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](mailto:radloff@chariot.net.au)*

**1 x 12 Volt 35/35 watt Quartz Halogen bulb** to suit the earlier British Pre-Focus type of headlamp fitted to bikes from late 1940s to the 1970s up until the introduction of the sealed beam unit. \$15 NEW in box. Paul Knapp 82430130; (Oct13);

**300 litre wines barrels** (un-fortunately they are empty) - \$50; Jim 0412830593 (Oct13).

**1949 Excelsior 197c Villiers**, good project bike 75% complete \$1200 ono; Garry Harding 0448644999 (nov13).

**'FOR SALE' Yamaha ET900 240v900w Power Generator**. Very economical 2 stroke engine. Little use at motorcycle displays only. Handy for tenting or caravan. \$195 or very near offer. Contact Brian Kuerschner 83903990 0418854565 [nipper@nipper.net.au](mailto:nipper@nipper.net.au) (Nov13)

**'FOR SALE' Gen Power GX4000i 4Kva AC240v x 3 outlet** with 1 x 3 phase outlet with circuit breaker DC12v 10A. Has been run for no more than 5 minutes. Cost \$765. Selling well below @ \$575 or very near offer. Ideal for Camping, Tenting or Caravan. Contact Brian Kuerschner 83903990 0418854565 [nipper@nipper.net.au](mailto:nipper@nipper.net.au)

### Wanted.

**Pre WW1 photographs** of motorcycles and car wanted, can copy and return. Leon Mitchell 8278 5120;

**1935 500cc genuine Rudge gearbox housing**. A person in NZ looking for a genuine housing. Contact Brian Kuerschner on 0418854565 or [nipper@nipper.net.au](mailto:nipper@nipper.net.au)

**Norton gearbox dolls head type**; Reg Hancock 8570 8125 (Oct 13)

**Velocette 500 1939**—wanted any bits to make up steering damper mechanism to suit; Richard Kretschmer 8353 7898 0407744066 (Nov13)

**1929-1930 BSA Sloper**, wanted parts or complete bike, I have 2 1/2 motors; also—**1923-1926 Raleigh** parts any size—anything; Dean Schubert 88424317, 04188306686 (Oct113).

**1969 Triumph T150**, wanted gauge binnacle to suit, twin gauge type with amp meter; Steve 0418 592868 (Oct13).

**Bike hoist**—to beg—borrow or steal—URGENT; Paul Wilksch 0431 953010 (Oct13).

**Chrysler, post style Jack, to suit a VC Valiant**, wanted this a post style Jack that lifts the car by clamping onto the bumper bar. Barry Carlisle m 0418 823 923 h 8264 5517 (Nov13)

**1929 Excelsior carburettor**—wanted parts for it. Paul Carrol 0437 771 821 (Nov13)

**Jarrah post or timbers**—wanted for wood turning. Dean Govan 8276 8147 (Nov13)

### Leon Mitchell and the 'Lenox' at London to Brighton run



### 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).

**Back-up trailer is required every run—please volunteer your services for a run. Every ride has to be covered, please contact me & nominate a ride. Reimbursement of \$60 for petrol money.**

#### November 2013

12th Nov General Meeting 685, Payneham RSL clubrooms.

**\*\* denotes club point s\*\***

**\*\* 24th Nov** Scarpantoni ride—Southern Vales—BBQ lunch \$2. Tony Morrisset organizer.

#### December 2013

10th Dec, General meeting 686, Payneham RSL clubrooms, **Christmas Dinner- \$10 per member.**

**\*\* 5th Dec.** Unknown— organizer to be advised.

#### 2014 events.

#### January 2013

14th Jan. General meeting 687, Payneham RSL clubrooms.

**\*\* 19th Jan** Breakfast ride to Hahndorf Mill, includes Hahndorf swap meet

26th Jan Australian Day display, Carisbrooke Reserve.

#### February 2013

11th Jan General meeting 689, Payneham RSL clubrooms

9th Feb All British day—club display of British motorcycle only at Echunga Oval.

**\*\* 16th Feb** Kersbrook Tiddlers run for veteran, vintage & under powered machines – BBQ lunch \$

#### March 2013.

1st-2nd March. Mt Barker Power of the Past. **Triumph motorcycle is the display make**

11th March General meeting 690, Payneham RSL clubrooms.

**\*\* 16th March** Birdwood figure 8, at National Motor Museum event, 2 rides interrupted by lunch.

**\*\* 23<sup>rd</sup> March** Moseley Square display, a club display only 10am to 12 noon.

**2013- Invitational Events** –to numerous to mention here, see Committee and General meeting minutes for information. **(Not club runs, but members are welcome to join them, enquiry with Secretary in the Magazine)**

**All owners and those interested in Ariels** are invited on morning 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,

**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.**

**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 2014

BALLARAT – February 2014

CLARE– 16th March 2014

NARACOORTE 3-4-5TH May 2014;

KAPUNDA- 25th May 2014;

WILLUNGA – 17th August 2014;

VVMCC MOTORCYCLE ONLY 6th Oct 2013.

BENDIGO – 17-18th Nov 2013;

REGENCY PARK - February 2014

CAMPBELLTOWN – 9th March 2014

MOUNT BARKER – March 2014;

SEDAN – 15th June 2014.

ANGLE PARK/Dry Creek 27th July 2014;

GAWLER - 21st September 2014;

STRATHALBYN – 21st Oct 2013;

GAWLER Motorcycle expo - 17 Nov 2013

#### 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).**

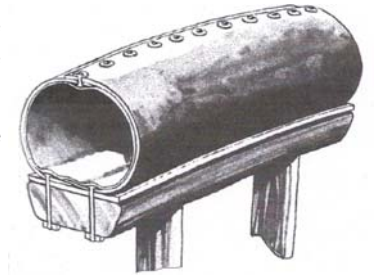


## BEADED EDGE TYRES IN THE MODERN WORLD.

Before considering the use of beaded edge tyres on motor vehicles today, we should briefly look at the history of the pneumatic tyre to understand how the beaded edge tyres ever came into use.

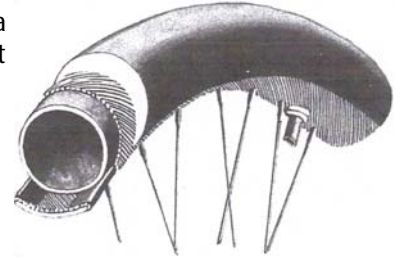
Originally invented in 1845 by Scotsman R W Thomson, the first pneumatic tyre was patented for intended use on carriages and carts (see figure 1).

Figure 1. Robert Thompson's patent 1845



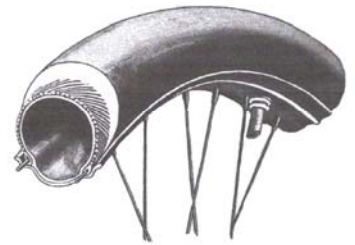
This invention comprised of a reinforced vulcanised inner tube surrounded by a leather casing. Regrettably there was little practical application for this concept and its development languished until 1888, when J B Dunlop independently re-invented the concept, this time for his son Jonny's tricycle. (See figure 2).

Figure 2. John Boyd Dunlop's Composite tyre and wheel, patent 1888



This was a composite tyre/wheel, and trials and competitions showed its superiority over solid tyres both in comfort and rolling resistance. Manufacture of this concept was taken up 'The Pneumatic Tyre and Booths Cycle Agency' (later to become 'Dunlop Rubber Company'). The concept of a composite tyre/wheel was both costly and inconvenient so when Charles K Welch patented his 'Welch' (Well Base) rim in 1890 it enabled a tyre with wire beads to be mounted and demounted very simply from the wheel (see figure 3).

Figure 3. The Welch, well based rim patent 1890



The forerunner of ALL modern motor vehicle wheels, the Welch patent was immediately bought up by the Pneumatic Tyre Company and protected universally. At the same time as Welch, other people had also been concerned with making a demountable tyre that did not infringe the Welch patent.

The most significant of these was a design by W.E. Bartlett, an American working in his uncle's company, The North British Rubber Company, based in Edinburgh. In 1890, Bartlett patented his design, this was what we now know as the Beaded edge tyre. The difference between the wire beaded 'Welch Rim Tyre' and beaded edge tyre was that the bead core was formed from very hard vulcanised rubber. This enabled the tyre bead to be stretched over the rim flange and located within a flat base rim with turned over edges (see figure 4).

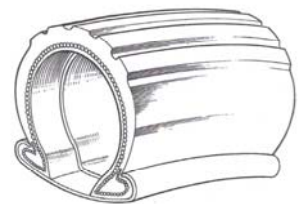


Figure 4. The Bartlett patent 1890

The English rights to this patent were bought by the Pneumatic Tyre Company with the patentee given licence to manufacture tyres in Scotland, with a royalty on each tyre, payable to the Pneumatic Tyre Company. The aforementioned inventions were solely concerned with bicycles which were the height of fashion at this time.

During this time very few motor vehicles existed and those that did, were all running on solid rubber tyres or steel rimmed wheels. (See figure 5).

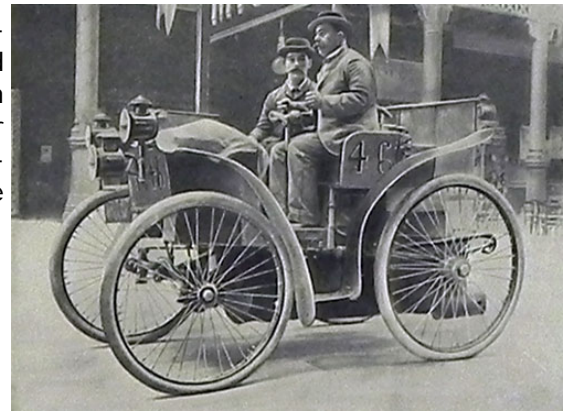
Figure 5. 1895 Daimler Benz on solid tyres.





One of the first published uses of pneumatic tyres on a 4-wheel vehicle was the L'Eclair, built by the Michelin brothers, Andre and Edouard and based upon a 4 HP Daimler engine and fitted with 'Bartlett' type beaded edge tyres.(Figure 4). The car was built for the 1895 Paris to Bordeaux race (745 miles), and though the L'Eclair did not win, it was still running at the end after using 24 spare tubes. (Figure 6).

Figure 6, The L'Eclair, built by Eoduard & Andre Michelin for the Paris to Bordeaux race 1895



The Welch rim patent restrictions enforced by the Pneumatic Tyre Company meant that most 4-wheel vehicle development (particularly in Europe), adopted the far less safe principle of beaded edge tyres. Though quite suitable for bicycles where forces act generally through the diametral axis of the wheel, and for very light cars where speeds were low and little cornering force is developed – the principle became far less safe on heavier faster cars (particularly after 1904 in the UK where the 4 mph restriction was lifted). Cornering in a 4-wheel vehicle develops a cornering (pulling) force, trying to pull the outer (loaded) bead from its seating on the rim – limited only by the coefficient of friction between the tyre tread and the road surface.

The majority of early cars were quite 'lightweight' with fairly low load transfer when cornering, however, very rapidly vehicles became faster and heavier with the addition of multi-seating bodywork – sometimes still on narrow section tyres – load transfer increased dramatically resulting in frequent tyre dislodgements.

Recorded examples include: Rolls Royce London to Edinburgh and Alpine Trials, S.F. Edge 1907 Napier 24 hour (av. 66 mph) run at Brooklands requiring 24 tyre changes, and Bugatti's, withdrawal from Grand Prix due to tyre dislodgement.

Attempts to reduce tyre dislodgement brought many weird and wonderful inventions, most of which were fairly impractical from the tyre fitting aspect (see figure 7). This shows the use of wedges and security bolts at intervals around the rim, in an attempt to prevent bead dislodgement

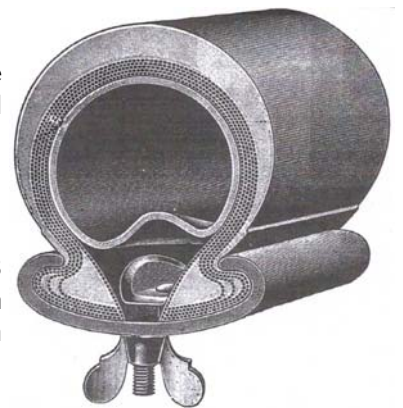


Figure 7, one of the many ideas designed to hold the tyre onto the wheel rim

Some manufacturers sought alternatives to beaded edge tyres and figure 8 shows the principle of the 'straight sided' rim that avoided the Welch patent with the ability to use 'wired on' tyres – this design never became very popular in Europe but was widely taken up in the USA.



At this time, development of the motor car was far more rapid in France than in the UK and USA, for example in 1896, France had 200 motor vehicle manufacturers, whereas the UK had only 29 and the USA 4.

At the turn of the century in the UK motor vehicle speeds were low (limited to 4 mph until 1904), town roads were predominantly granite setts and country roads either dirt or loose gravel – this meant that cornering forces on tyres were very low. Sharp flints and loose horseshoe nails coupled with very crude rubber compounding accounted for many punctures which soon became one of the accepted hazards of motoring

With the Pneumatic Tyre Company's vigorous protection of its 'Welch Rim' patent, beaded edge equipped cars remained predominant, with many being imported into the UK, bringing with them inherent dislodgement problems. Beaded edge tyres continued to be fitted to new cars across Europe even after the 'Welch Rim' patent expired in 1904. It was only just prior to the First World War that movement away from beaded edge to wired on tyres began to take place, but of course this was hampered by the war effort. However, by the early 1920's the tide was turning and by 1925 beaded edge tyres finally became obsolete.



# PARADISE MOTORS



# MAZDA

## 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

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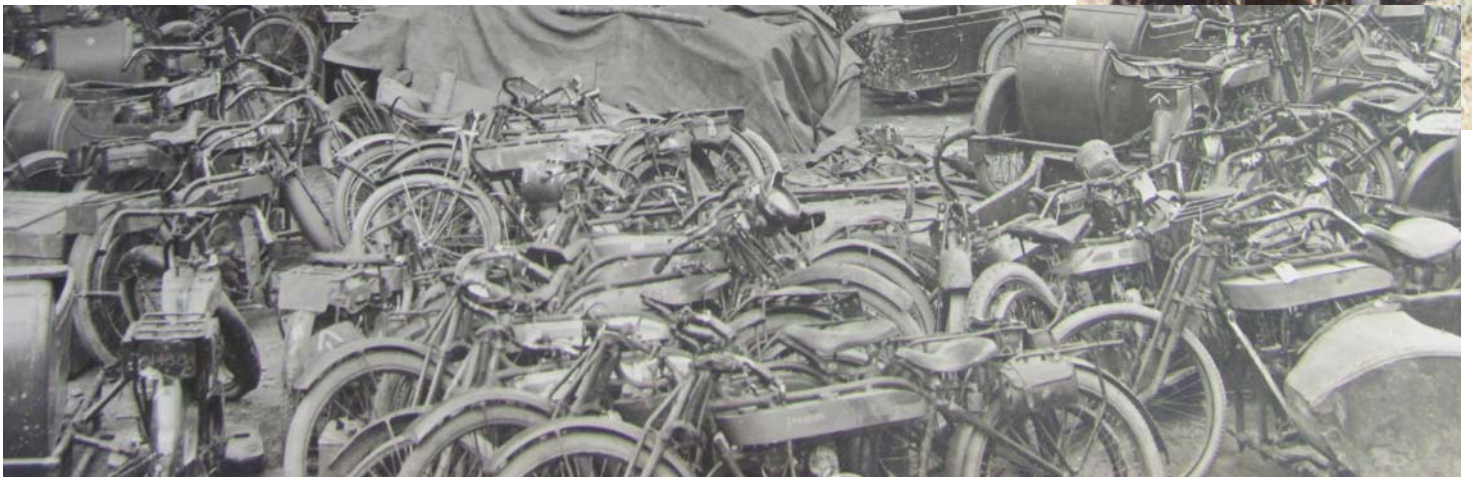
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You can reach Steve by phoning 83373377, fax 8337 1393 or by emailing [steve.truscott@paradisemotors.com.au](mailto:steve.truscott@paradisemotors.com.au)



Who are we?





## More C11 Madness

During October club members Mick Clarke, Michael Scarpantoni, Jim Mottillo, Les Carter and Tony Morrisset set out on another marathon C11 ride to the National BSA Rally in Nagambie, Victoria. A round trip distance of about 2,000 kilometres (including the rally runs).

Over the last few years it has become a bit of a tradition to dust off the C11s and ride to the National Rally but this year we were accompanied by Jane Clarke (also a V&V member) riding her 1949 125cc D1 Bantam! Les Carter's wife, Clare, kindly drove back-up for us. We have a lot of confidence in the bikes but it's still a good feeling to know the trailer is there if the worst happens. We travelled the less frequented roads. The bikes cruise at around 70kph which is too slow for the major highways so our route was planned to avoid traffic as much as possible even though this meant a longer trip.

The first day took us to Naracoorte, via Meningie, the Coorong Road and Kingston. A highlight was a stop at the Salt Creek roadhouse which serves a fantastic shark burger. The roadhouse itself is worth seeing – mounted animal heads adorn the walls and the various Coorong photos and memorabilia are quite fascinating. The first mechanical repair took place at Meningie where the Bantam had shed a mudguard stay retaining bolt – two zip ties effected a quick fix.

During the second day we skirted the southern Grampians along deserted, single lane strip roads almost all the way to Ballarat. The bikes performed well although the Bantam's condenser gave up on us meaning a quick strip down on the roadside and some pats on the back for Jim Mottillo who had a spare in his toolbox.

Half a day's riding had us in Nagambie on day three after a magnificent breakfast at Daylesford (out of Ballarat) and a little clutch adjustment on Jim's C11. **(Ed—photo on front cover)**

The National Rally site was magnificent. Nagambie has recently been bypassed by the highway and is now a picture-perfect, quiet, little town with a strong tourism focus. The lakes are quite beautiful and the caravan park is huge with cabins sitting on the shore. The rally was, as expected, well organised and attended. The twittering sound of Goldies revving in the morning is a great way to start every day! The main Saturday run took us to Puckapunyal (well known to many Vietnam era conscripts) and comprised a visit to the tank museum. Sunday's run took us to a motor museum near Shepparton.

The highlight of the trip was Jane Clarke picking up the Peoples' Choice Award for the '49 Bantam and Les Carter, for the second time, winning the National 125cc-250cc Award for his C11.

Mick Clarke returned to home for work so Jane rode his C11 for the return journey. A new clutch cable had Les Carter's C11 mobile and then half an hour into the return a rock thrown up by a truck smashed the front of my coil. Les Carter had carried an ancient coil as a spare and we secured it to the down tube with duct tape and were back on the road in minutes. The rest of the return was uneventful apart from a few clutch adjustments.

Until ....Two kilometres from home there was a loud bang and my rear wheel locked up suddenly. On the side of the road we diagnosed a broken primary chain (finger through the inspection hole). I was not pleased. However, Les, Scarp and Jim pulled the cover off and Scarp – with the aid of a Leatherman – straightened out the joining link and pronounced it good for the last two kilometres .. slowly.

We have now travelled a combined 35,000 kilometres on C11s travelling across Australia to the National Rallies. They are not the most comfortable or fastest mount but if a C11 can go touring then anything can!

**Tony Morrisset**





# BSA C11

From Wikipedia, the free encyclopaedia

The **BSA C11** is a British [motorcycle](#) manufactured by [Birmingham Small Arms Company](#) (BSA) at their factory in Armoury Road, [Small Heath](#), [Birmingham](#), between 1939 and 1956. Actor [Steve McQueen](#) owned a 1951 BSA C11.<sup>[1]</sup>

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- [3 BSA C11G](#)
- [4 Steve McQueen's C11](#)
- [5 BSA C12](#)

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## Development

The BSA C11 was a pre-unit single-cylinder developed before the [Second World War](#) from the sidevalve C10. Fitted with overhead valves and displacing 249cc, the C11 was launched in 1939 and continued to be developed into the 1950s.<sup>[2]</sup> The C11 frame was improved in 1951 when BSA added plunger rear suspension.

### Military W-C11

Although British armed forces only used a few BSA C11s as lightweight transport (having selected instead the [BSA M20](#)) in 1940 530 C11s were ordered in military specification by the [Office of the High Commission of India](#). Modifications for war use included a rear carrier over the mudguard, an additional air filter on the fuel tank and a mag dyno in place of the coil.<sup>[3]</sup>

### BSA C11G

Problems with the gearboxes were addressed by the model C11G, which was available either with a three speed gearbox and a rigid frame or with a four speed gearbox in the plunger frame. The C11G also had improved front brakes and became popular as a post war commuter motorcycle.<sup>[4]</sup>

### Steve McQueen's C11

Actor [Steve McQueen](#) owned a 1951 BSA C11. Painted in British racing green, McQueen's C11 had a chrome tank with green and gold accents and chrome wheels with green spokes.<sup>[5]</sup> After McQueen's death the C11 was kept by his wife Barbara for many years before being sold by auction.<sup>[1]</sup>

### BSA C12

From 1956 the C11 was replaced with the [BSA C12](#) which had the same 249cc overhead valve engine in a modern frame with good suspension, more efficient brakes and a more comfortable seat. A number of engine modifications also made it more reliable than the C11. The BSA C12 was in turn replaced by the [BSA C15](#) in 1958.



Manufacturer [BSA](#)

Production 1939-1956

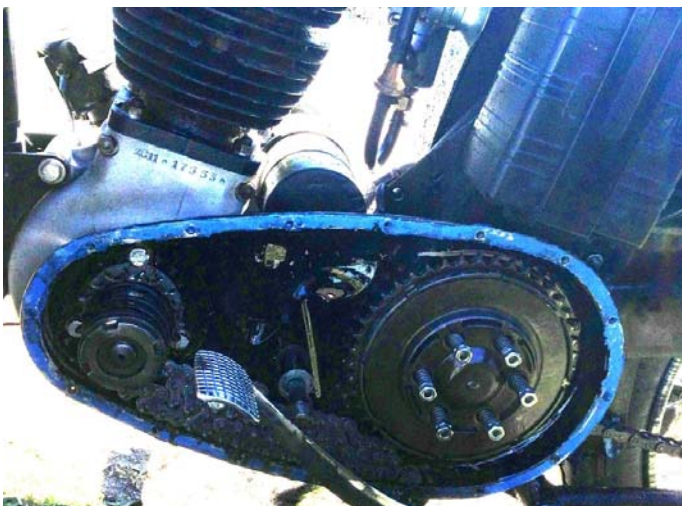
Predecessor [BSA C10](#)

Successor [BSA C12](#) [Engine](#) 249cc [OHV](#) [single-cylinder engine](#)

[Power](#) 12 bhp

**Jim Mottillo and Tony Morrisset ready**

**Tony's broken primary chain**





## Treblig motorcycle

Stephen Gilbert opened his cycle shop in Strathalbyn, S.A., in 1902 after leaving his job as a riverboat engineer. The first Treblig motorcycle was completed in May 1904 with a 2<sup>3</sup>/<sub>4</sub> hp Minerva kit machine with accumulator ignition and solid fork. The Mount Barker *Courier* reported that Gilbert & Sons have just completed a motor bicycle. It is a beautiful piece of mechanism, and is geared up to 30 miles an hour, it is abominably noisy". Treblig motorcycles were built until about 1915; before 1910, using Minerva engines, and later, mostly with AP twins. S. Gilbert & Sons remained in the motor trade and survives as a car dealership in Strathalbyn.



Tom Gilbert of Adelaide Hills Toyota is in the hunt for a motorcycle manufactured by my ancestors Stephen Gilbert the Treblig. My great-grandfather made about 60 of these machines at Strathalbyn when our family company was in its' infancy. We have now been operating for five generations and over 100 years based on his legacy. I have attached a couple of pics for your interest however I am unsure if any of his creations even exist. The family owns a couple of Treblig bicycles but so far a Treblig motorcycle has remained elusive. I would love to hear if you or your members have any information on these machines. Tom Gilbert 0419 846 319; [tomgilbert@adhillstoyota.com.au](mailto:tomgilbert@adhillstoyota.com.au)

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## The Eastern Hills run—Sunday 27th October.

The Eastern Hills run turned out to be a learning experience for many including myself.

First mistake was to leave the Smoke Signal home so I did not have Map of the Route.

Also forgot to put waterproof pants in Panniers of my BMW K75RT, which I rode for the first time on Wednesday before, but I should not get too wet behind the Fairing.

Following the bikes from the Feathers Hotel Park up Greenhill Road, 3 or 4 bikes turned right up the hill, past a bike parked on side of road, and we finished up at Mount Lofty, finally turned around when no-one else turned up, which indicated that we had made a mistake. We carried on for a bit before one of our bikes stopped from points coming loose. Since we were behind the backup Trailer it is lucky one of us had a multi-tool in their pocket, so all systems go again and we all found our own way to Balhannah Oval.

Followed the Run to Aldgate for regroup and offered to Dan to be a marshal if required and finished up directing riders off Greenhill Road and tried taking photos of bikes taking the corner as well. Taking off when the Backup Trailer arrived, I then came across one our riders, who had dropped his bike on a down hill off camber corner and was being helped by a couple of bicycle riders.

I helped load the bike onto the Trailer to give the rider time to recover, from being caught out by only using the back brake, and grabbing front as last resort. This appears to be the idea of Riders who ride old Bikes who do or did not have a front brakes at all, as I can remember My Father saying you can go over the handlebars if you use front brake, but it did not take very long for me to slide into the back of a car that had slammed on his brakes. I then learnt to use the front brake to stop in a hurry if need be, and use back brake as a stabilizer, to the extent that I would get better mileage out of back tyre than front (650 Matchless), smoke and squealing from front tyre may have had something to do with this. Took off again and come to a cross road with one of our bikes parked on the right hand road but no rider and after looking around and riding a circle across the road markings, as the BMW does not turn as tight as Moto-trials bike, took off down this right hand road. I did not come across any more marshals and not knowing the roads I was on, I keep going and slowly headed back to Balhannah Oval. Finally found out the Rider had a call of nature and was behind trees and bushes letting nature take its course. Even though I went down some great roads and went through Lenswood, I got back before the rest of the Run. I enjoyed the ride and learnt a lot about my new Bike, but in future I will try to always take the Smoke signal and study the Map to have some idea where Run may be going, if it does not get changed on the day. Next run I may have to remember that I may not have a front brake and need 5 times the stopping distance but at least the rear brake is on the right side. A learning experience for all of us.

**Colin Behn**



## VVMCCSA motorcycle only sway meet— Sunday 6th October at Balhannah Oval.

Balhannah Swap Meet on 6 October held at the usual Balhannah Oval Complex on the first morning of Daylight saving which appeared to catch some stall holders out, as some were only setting up at 9.00am.

The weather was cool in the morning, but no rain and the sun came out to make a beautiful day for all.

When I arrived after 8.00am there appeared to be about the same number of vehicles parked on the road and around the oval, as well as stalls on the oval as I remember last year and met up with people that I had not seen in years.

Manning the gate between 9 and 10 appeared to have the usual steady stream of bikes, cars and walkers coming in and a few asking for "pass out" so that they could put their purchases in their vehicle or bring their vehicle in to pick up their purchases.

Looking around at all the stalls, there appeared to be to be something for almost every one from bikes with only 1.8 Kms on the Speedo from new to square fuel tanks with bottoms rusted out, Road Bikes, Enduros, Trials, Specials and old bikes in various stages of condition and prices.

After Brian asked me to write up a report, I asked some of the stall holders how their day had been, some had "a great day", some spent their sales on more parts, some had "OK day" and one only sold 3 parts from his trailer and was going to Birdwood to sell the rest before returning interstate, and others disappointed they had not sold any bikes, only parts.

Some of the interstaters liked the fact that they could camp overnight on site and catch up with the other stall holders which is why they have been coming every year. Apparently Queensland is not going to allow camping overnight on site which may deter stall holders.

It was interesting to see the different Bikes people use for transport and the different Bikes brought up for the Display. The Display this year included a Vincent twin and single, Panther, Indian, BSA, two stroke Harley to name a few. I will leave it to Terry to tell Club what Money was made for the Club.

**Colin Behn.**

### **Dan Moriarty eastern hills ride 27/10/2013**

*Name Year Make Solo/Outfit*

Charlie Tuckey 1917 Excelsior  
Bob Hill 1918 Harley Davidson  
Dave Holbrook 1925 New Imperial  
David Radloff 1927 Sunbeam  
Bob Mather 1932 Scott  
Ian Diss 1936 Royal Enfield  
Lyndon Rogers 1939 BMW  
Brian Norton 1942 Harley Davidson  
Ted Williams 1949 Triumph  
Mal Mackay 1951 BSA  
Paul Carroll 1951 Matchless F.T.O.  
Peter Arriola 1951 Vincent  
Neil Hamilton 1951 Norton O/Fit  
Paul Knapp 1951 AJS Twin  
Garry Harding 1952 Ariel F.T.O.  
Simon Mussared 1952? Ariel F.T.O.  
Bob Whitehead 1953 BSA

John Deacon 1954 Panther  
John Williams 1955 Triumph  
Dan Moriarty 1956 Ariel  
Rob Tucker 1956 Norton  
Denis Smyth 1958 Triumph  
Richard Buckland 1958 Triumph  
Dave Jackson 1959 Triumph  
Ian Tonkin 1958 Velocette

Martin Blindell 1967 Triumph  
Bill Lorimer 1972 Honda  
Bob Jones 1974 Moto Guzzi  
Madeleine Tonkin 1974 Benelli  
Colin Behn 1996 BMW  
Don Tonkin 1996 Suzuki  
John Mills 2012 Kawasaki  
Pud Freeman 2013 Yong Shen  
Tony Morisset 2012 BMW  
Ian Hese Back up trailer





## Scarpantoni ride—Sunday 24th November 2013.

This year's Scarpantoni Rally will comprise a run through the McLaren Vale area followed by a barbeque at Scarpantoni Estates Winery.

The rally will commence at 10.30am at Scarpantoni Winery in McLaren Flat. Please note this IS NOT the same winery as the Tiddler Run. Riders should make their way to McLaren Flat where there is clear signage directing you to the winery. The street is even named "Scarpantoni Drive"! Couldn't be easier. Once at the winery, please assemble the bikes on the concrete area. Please unload cars and trailers then move them to the lower carpark to leave room for customers during the day. w

Will leave the winery and ride the back roads of McLaren Flat, down the "McMurtrie Mile" and eventually find ourselves back in McLaren Vale. Skirting the township we will travel along Tatchilla Road then follow one of the old survey roads (California Road) all the way to Willunga. Local historians tell us that these survey roads were planned in England based on McLaren's early surveys of the area. This has given the Willunga basin its distinctive grid pattern of roads. Moving up Aldinga Beach Road we will enter the township of Willunga and stop at the **Golden Fleece Cafe** (yes ... an old Golden Fleece Service Station!) for morning tea. The proprietors will be ready with coffee and muffins.

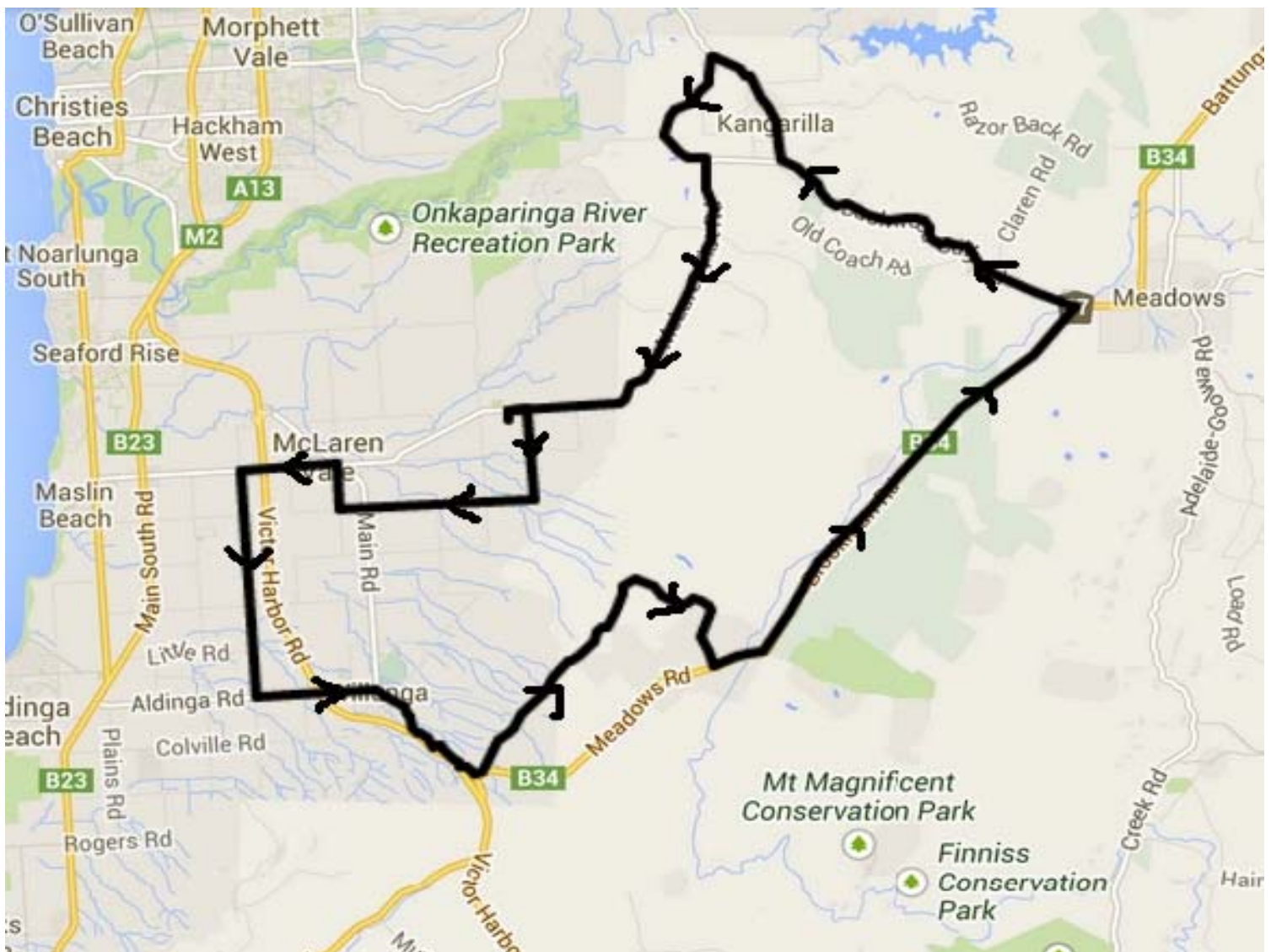
After morning tea we will ride up Willunga Hill onto Range Road. Some veteran machines may choose to skip this leg and make their way back to Scarpantoni Winery. Along the ridge top we will follow Range Road, Brookman Road (where we will have a short regroup for any stragglers following Willunga Hill!) and then almost into Meadows. Turning onto Dashwood Gully Road we will come down out of the hills into Kangarilla then back onto the home stretch via Bakers Gully Road. A short run home to McLaren Flat on the Kangarilla road.

Total rally distance will be about 85 kilometres. Hopefully we can introduce newcomers to the area to a good mix of our winding and straight roads and some very good scenery.

The barbeque will be held at the winery - starting at around 1pm. Please bring your family along and enjoy the afternoon,

See you on the 24th.

**Tony Morisset (0411 888313)**





**Paul Knapp display manager ?**



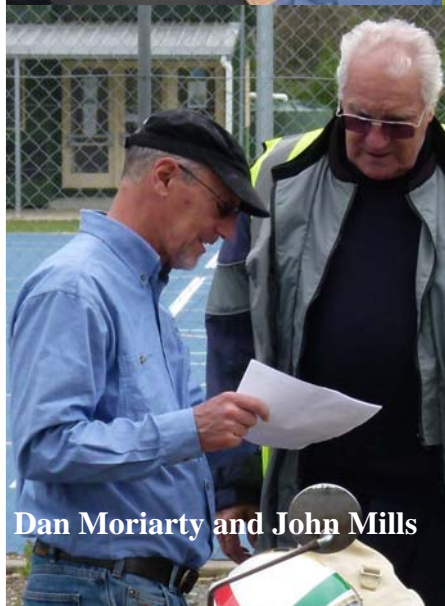
**Stephen Hooper on the gate**



**Neil and Toni Caust  
Club site managers**



**Malcolm McKay about to ride home**



**Dan Moriarty and John Mills**



**Garry Harding and his new Ariel with Simon Mussared.**

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