



SMOKE SIGNAL

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SOUTH AUST. 5112

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



Numerous Army BSA, Norton and Triumph motorcycles audit before sale

Trophy presentation night— 10th June—Basket supper night

AGM & General meeting night—9th July

Proposed changes to Constitution, 1st reading July 9th AGM

Our Club Proudly Supported by

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MAZDA

June 2014

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;	Neil CAUST 2013;	

2013-2014 Committee.

PRESIDENT.
VICE PRESIDENT.
SECRETARY.

Brian Forth
Bob Gill
Bill Lorimer

8251 4213 Mobile 0409 514213

8258 4982

8265 6468 Mobile 0411544353

redpanther@dodo.com.au

8332 5907 terryfrowe@gmail.com

0409 514213

8564 0227

8243 0130 paulschnapp@hotmail.com

8326 0658

8278 4066

0408285038

0409 083436

TREASURER.
CLUB Run Coordinator.
LIBRARIAN.
RECORDS OFFICE.
COMMITTEE.

Terry Rowe
Brian Forth
Philip Holmes
Paul Knapp
Daryl Rosser
Ray Collins
Les Jolly
Ian Hese

MAGAZINE EDITOR.

Brian Forth, 19 Condada Drive, Banksia Park 5091

Email - forthypicknowl.com.au

MACHINE REGISTRARS

1. Bob Gill (North) 8258 4982

2. Phil Jenner (South) 8370 6664

CLUB REGALIA OFFICER

Carolyn Jenner 8370 6664

SMOKE SIGNAL DISTRIBUTORS Brian Forth, Bob Gill and Bill Lorimer.

CLUB PUBLICITY

Brian Forth mobile 0409 514213 forthypicknowl.com.au

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Presidents report.

Members.

June meeting is trophy presentation night followed by a basket supper and door prizes.

Brian Kuerschner reports that the forthcoming **AJS & Matchless Jampot Rally** organizing committee is progressing very well and tidying up a few loose ends. They encourage club members to come along and enjoy the weekend festivities. Brian is also looking for members to perform corner marshal duties (training available). If you are free please make contact with him. He is also seeking members willing to 'donate' a bike for the weekend to interstate and overseas visitors, again please make contact with Brian on 0418854565.

Annual General meeting will be held on Tuesday 8th July at Payneham RSL clubrooms. All committee positions will become vacant and members are encourage to volunteer their services by being a part on the committee. Nominations to be forwarded to Bill Lorimer 8265 6468 or email redpanther@dodo.com.au

Brian Kuerschner asked the question—'**Are motorcycle required to have 1 or 2 mirrors fitted?**'

On searching the DTEI <http://mylicence.sa.gov.au/road-rules/the-drivers-handbook/motorcycles> I found the following—motorcycles built after June 1975 must have two rear view mirrors to provide a clear view of the road behind.

VVMCCSA club rules stipulate—**Two approved rear vision mirrors must be fitted to the handle bars.** My understanding that any motorcycle ridden on a road must have 2 mirrors fitted regardless of the age of the motorcycle, correct me if am wrong.

Only those willing to risk how far they can go, can possible find out how far they can go— TS Elliott.

Life is short. Drink the good wine first

Brian Forth. President.

**Members—direct debit to VVMCCSA for subscriptions -
WestPac Bank**

BSB 735 006

Account number 071368

State—name, membership number, subscriptions when

Tuesday 13th June 2014 VVMCCSA trophy & Awards.

- 1 First Time Out trophies
- 2 Lady Rider of the year
- 3 Veteran Rallyist of Year
- 4 Rallyist of the Year
- 5 Magazine Editor's Award
- 6 Veteran & Vintage Combined Age Trophy
- 7 Club Captain's Award
- 8 Bent Conrod Preputial award
- 9 Wally Woollatt Perpetual Trophy -meritorious service to the Club
- 10 Birdwood Figure 8 Trophy
- 11 2-Day rally awards.
- 12 Sidecar Trophy.

Eligibility for the Awards—

The Club member must be financial. The member must be riding a Club eligible machine as defined by the Club's constitution.

Bill Lorimer. Secretary VVMCCSA



This magazine is printed by

**MOTOR TRADE ASSOCIATION
SOUTH AUSTRALIA**

AJS & Matchless Owners Club Jampot Rally.

To all V&V Club Members. Most of you will be aware by now of the up coming AJS & Matchless Owners Club Jampot Rally in the Barossa Valley toward the end of October this year. As some of our Members kindly obliged in 2003 for this event we are again seeking the assistance of Members who might like to provide a loan machine to interstate and international entrants who for some reason may not be able to bring with them a machine to ride. If you could oblige please contact me -Brian Kuerschner if you think you might like to assist in this way. As has been done in the past every care will be taken. Any questions can be directed to **Brian K at 0418854565 or nipper@nipper.net.au**

VMCCSA Committee Meeting 26th May 2014 at Goodwood rooms.

In Attendance, Brian Forth, Bob Gill, Paul Knapp, Ray Collins, Ian Hese, Daryl Rosser and Bill Lorimer.
Apology from Terry Rowe and Les Jolly.

Minutes of last meeting were presented as printed in the Smoke Signal, no discussion. Acceptance moved Paul Knapp, Seconded Ray Collins Carried.

Financial Report. Treasurer Terry Rowe is still away so Bill Lorimer gave an overview of expenditure and income from subs renewals and will assist with full reconciliation when Terry returns.

New Members. New applications received from David Lomman, Alexander Morisset, William Turner, and Simon Kane. Ratification membership for Garnet Beresford.

Correspondence In.
Numerous Subs renewals.

Correspondence Out.
Letter to DPTI requesting Paul Knapp be approved as an additional Club Historic Registrar.

Emails In and Out.

- 1 From Phil Jenner advising that he will be away for some periods during the next year and that. We will need to appoint another registrar. Action taken, Paul Knapp appointed.
- 2 From Bob Tilbrook re 60th Anniversary sponsorship, to be followed up by the Rally committee.
- 3 From Ashley Verch re old bikes for sale, reply sent.
- 4 From Martin Haese of Bay to Birdwood committee asking for some bikes to participate in their display in Rundle Mall. Four days notice? Obviously an afterthought.
- 5 From Phil Jenner re possible guest speaker, will follow up with invitation.
- 6 From Paul Knapp with link to vintage parts books and manuals.

Publications Received.

- 1 MAPS Review from Maitland.
 - 2 The Bulbhorn from Mildura.
 - 3 The Antique Motorcycle Club of Australia.
- Acceptance moved Bob Gill, Seconded Paul Knapp Carried.

Runs Rides and Events.

- 2nd June, Logbook day at Triple CCC Clubrooms at Clarke Ave Glandore 9-30 am till 12-00 noon.
15th June, Potato Day Lunch at Bushland Park grounds Lobethal, Lunch around noon, Ride from Pelican Plaza 9-30 for 10-00 departure. Malcolm Gray organiser, Members pay \$5.
8th July, AGM, volunteers for committee required.
20th July, Museum Ride, Bob Gill to follow-up with Aviation Museum at Pt Adelaide for visit and lunch.
24th August, Southern Vales Tiddlers Run, Tony Morisset organiser.

General Business.

Suggestion that Bank BSP and Account numbers be in the Smoke Signal and on Subs renewal forms to facilitate direct bank transfer payments All agreed.
Suggestion that member and club liabilities be investigated, the committee thinks we are covered but will get further legal advice.
Discussed request for support for Matchless/AJS Jampot Rally, not resolved, to contact Brian Kuerschner.
Discussed Bay to Birdwood Rally, \$55 entry fee, route etc. Letter to be compiled and sent to organisers in an effort to get better consideration for motorcycle entries.
Paul Knapp advised that all Trophies are prepared.
Daryl Rosser presented quotations he obtained for Machine badges and Rally badges for consideration by the Regalia officer and Rally committee.
Ian Hese gave a report on the Ulysses Motorcycle Club AGM at Alice Springs in May.
Meeting closed 9.45pm.



Minutes of VVMCCSA General Meeting 691, at Payneham RSL, 13th May 2014.

Meeting opened at 8:00 pm, Brian Forth chaired the meeting.

Visitors- Andrew Roberts and Simon Kane.

Who are We? Left Ric Paul, Late Lynette Hector, Neville Perkins, Late Bruce Hector, Late Tony Perin, From Right, Rebecca Paul, David Radloff, Late Enid Hector. The last person I am uncertain. The photo was taken at an Anniversary final dinner probably at Nuriootpa. possibly 1981. Is it a photo that I provided because it looks like some of my family is on the table behind. Cheers Dean Govan.

Minutes of the May meeting presented as printed in the Smoke Signal, no discussion Acceptance moved Bob Tilbrook, Seconded Pud Freeman, and Carried.

Treasurers report presented by Bill Lorimer due to Terry Rowe being on holiday, no discussion Acceptance moved Peter Grace , Seconded Ted Williams , Carried.

New Members. Membership applications received from David Lomman, William Turner ,Alex Morisset and Simon Kane. Following application read to members—Garnet Beresford and Peter Noskovic.

Correspondence In. Numerous subs renewals , Membership applications and Westpac Bank cheque account statement.

Emails In and Out.

- 1 To Dean Govan re constitution changes.
- 2 From Dean Govan re constitution changes.
- 3 From Brian Kuerschner requesting support for Jampot Rally in Oct.
- 4 To Nip Kuerschner with info re mirrors on bikes.
- 5 To Phil Jenner and Bob Gill re bike inspections.
- 6 From the Jenner's re bike inspections.

Publications Received.

- 1 Restore and Ride from Coffs Harbour Restorers Club.
 - 2 The Radiator from Riverland V&CCC.
 - 3 The Bulletin of the Veteran CCSA.
 - 4 Vintage Chatter from VMCCWA.
 - 5 The Vintage Motorcycle from UK.
 - 6 Bore and Stroke from Matchless/AJS Enthusiasts Group.
- Moved that all correspondence be accepted, Paul Knapp, Seconded David Radloff, Carried.

Runs Rides and Events.

- 18th May Log Book Day, Payneham RSL, 9-30 to 12-00 noon.
1st June Log Book Day at CCC clubrooms, Clarke Ave, Glandore 9-30 to 12-00 noon.
15th June Potato day at Bushland Park, Lobethal. Meet at Pelican plaza 9-30am for 10-00am departure. Club will subsidise the cost, members to pay \$5-00 per person.
20th July Museum Day (watch this space).

General Business.

No general business from the floor
Philip Holmes gave an account of his and nippers trip to Maldon in Vic for the observed trains motorcycle events, and they enjoyed the event and saw some remarkably clever bike riding
Peter Allen spoke of the very successful 1&2 Cylinder rally at Robe conducted by the Veteran Car Club SA, a number of bikes also took part
Pud Freeman reported on the Classic Owners rally to Peterborough
Keith Milich reported that the Velocette northern ride.
Buy Swap and Sell read to the meeting
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; 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

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; (May 14);

2007 Triumph Bonneville, 31,500km, S/A YZR034, lots of extras \$10,500 ono. Paul Wallis 0449737945

Harley Davidson WLA clutch hub wrench, new production \$130; Paul Wallis 0449737945 (May14)

Honda motorcycle—give away front plastic mudguard; Bob Tilbrook 82618808 (May14)

Engineers work bench, 1800 X 770 X 950 high with shelf underneath. Heavy 2" angle iron construction with sheet steel covered top and shelf. Bargain \$175. Enq. Paul Knapp 82430130 (May14)

BSA m21 engine # BM21-1383, spare crank case, wm20 motor wm20-41119, also magdyno, spare heads and barrels—John Booker 0419 849934 (June14)

Motor Guzzi Falcone NF500 sport 1972; red with Bosch electrics, selling for health reasons \$6000 S/A S19ADH; Barry Foster 82769558 (June14)

Motorcycle trailer, 8' x 6', fully enclosed, alloy floor, sheet alloy cladding, hinged rear door/ramp, lift top, side door, jockey wheel, spare wheel, Holden brakes S/A YCJ198; John Byles 82623965 (Mat14).

Wanted.

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

1929 Douglas— headlight brackets to suit; Garry Harding 0448644999 (June 14)

BSA 1937 350cc Empire Star HB24— wanted 20 inch front rim; Simon Mussared 0422090701 (May14)

AJS 1929 M4 350cc s/ v—wanted any parts for AJS please; Jim Mottillo 0412830593 (May14)

Triumph 1960-62 duplex, wanted oil tank and tool box; also set of alternator crankcases; also alternator chain case for same; John Williams 0477879515—82664352 (May14)

1954 Excelsior Roadmaster—still looking for a sleeve nut for the front axle; Doug Norrie 0405 207100 (May14)

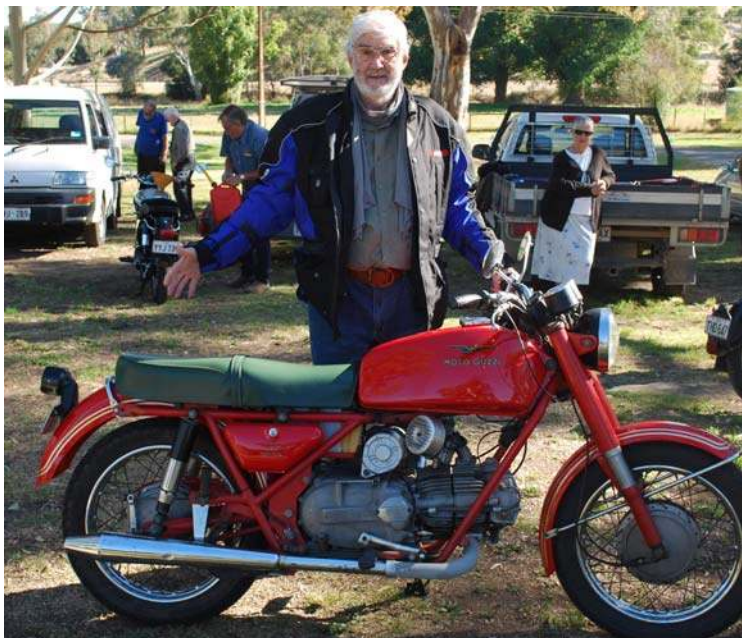
1964 BSA A65, wanted front hub; Richard Buckland 83381502 (May14)

Bicycle pump, wanted 2 x old school, 11 inches length. Bob Tilbrook 8261 8808 (May14)

Norton ES2 1956 oil tank cap; Rob Tucker 0417 800 647 (May14)

Norton motorcycle, wanted one any age, any condition, any price; Rob Whitehead 0412 033 913 (May14)

Motor Guzzi Falcone NF500 sport 1972; red with Bosch electrics, selling for health reasons \$6000; S/a S19ADH. Barry Foster 82769558 (June14)



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.

2014 events.

**** denotes club point s event****

June

10th **General Meeting 692** Payneham RSL Clubrooms. **Trophy Presentation & basket supper**

**** 15** **Bushland Park—Lobethal potato day.** Malcolm Gray organizer. Menu TBA

July

8th **General Meeting 693** Payneham RSL clubrooms + **Annual General Meeting.**

**** 20** **Museum or ride**—depending on the weather conditions.

August.

12th **General meeting 694.** Payneham RSL Clubrooms.

**** 24th** **Southern Vales—Tiddler run** with a **Southern style BBQ** afterwards

September

9th **General Meeting 695.** Payneham RSL Clubrooms.

**** 21st** **North or North East ride.** David Holbrook special hills ride.

October

14th **General meeting 696.** Payneham RSL clubrooms

**** 19th** **Dan Moriarty annual eastern hills ride.** Starting from Feathers Hotel

24-25-26th Down Under Jampot Rally based at Caravan Park in Nuriootpa– Brian Kuerschner organiser

November.

11th **General meeting 697.** Payneham RSL clubrooms.

**** 23rd** **Scarpantoni winery run**—Tony Morisset organizer. BBQ afterwards

2014- Invitational Events –too numerous to mention, see Committee and General meeting minutes for information. (**Not club runs, but members are welcome to join them**)



Down Under Jampot Rally on 24th, 25th and 26th October 2014 .



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, check this site - <http://www.bevenyoung.com.au/car.htm>

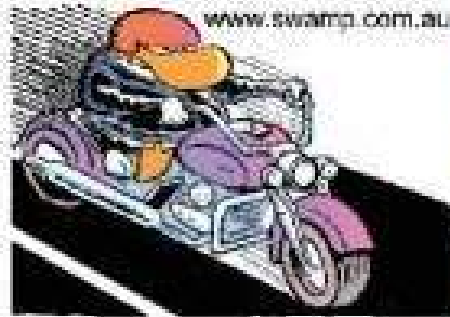
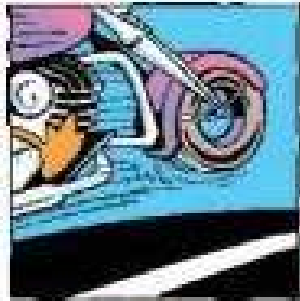
HAHNDORF-	19th January 2014	Victor Harbor	2nd February
Lockleys school	2nd February 2014	BALLARAT –	22-23 February 2014
CAMPBELLTOWN –	9th Mach 2014	CLARE–	16th March 2014
WOODSIDE –	30th March 2014;	NARACOORTE	3-4-5TH May 2014;
SEDAN –	15th June 2014.	KAPUNDA-	25th May 2014;
ANGLE PARK/ Dry Creek	27th July 2014;	WILLUNGA –	17th August 2014;
GAWLER -	21st September 2014;	VVMCC MOTORCYCLE ONLY	5th Oct 2014.
STRATHALBYN –	19th Oct 2014;	BENDIGO –	17-18th Nov 2014;
GAWLER Motorcycle expo	- 18 Nov 2014		

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).**

SWAMP

by Gary Clark



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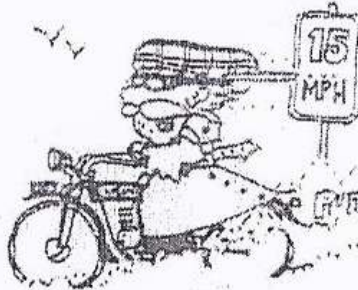
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Middle right —Leo Behn 1930

Right —Colin Behn today riding the Harley Davidson

HELMETS...



BACK IN THE BAD OLD DAYS, OUR GRANDFADS WOULD JUST TURN THEIR CAPS AROUND AND WRING OUT THEIR MACHINES.

THEN

THE PUDDING-BOWL APPEARED. IT FELT LIKE HAVING A SAUCEPAN STUCK ON YOUR HEAD... AND WAS NEARLY AS EFFECTIVE.....



NEXT...

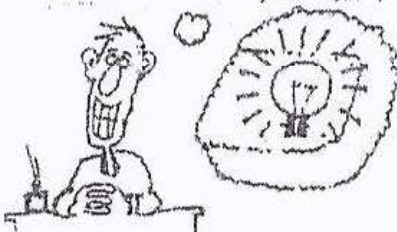
THE JET HELMET BECAME AVAILABLE... IT WAS A GREAT IMPROVEMENT, BUT IT STILL HAD A FEW

PROBLEMS...

...LIKE BREAKING NECKS AND SAUERBRIS.

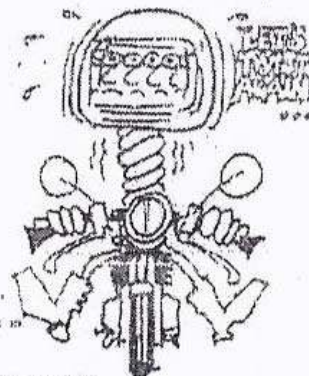


FINALLY SOMEONE CAME UP WITH THE FULL-FACE



BUT...

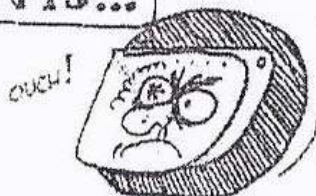
THE EARLY MODELS HAD THEIR FAULTS.... THEY WERE...



THEY WERE AERODYNAMICALLY UNSTABLE...



AND THEY HAD BUILT-IN DRAFTS...



BUT NOWADAYS..

YOU CAN ENJOY THE COMFORT AND SECURITY OF A NEW FRACTIONALLY-FITTED, FULLY AEROBATO, LAMINAR FLOW VENTILATED, ACOUSTICALLY COMPENSATED, SPACE-AGE HELMET... YOU CAN WRING OUT YOUR MACHINE AS LONG AS YOU'RE PREPARED TO...

WRING OUT YOUR WALLET!



PARADISE MOTORS



MAZDA

MAZDA

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Paradise Motors Mazda

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helping you to choose the right two or four-wheel drive vehicle for your own personal requirements.

You can reach Steve by phoning 83373377, fax 8337 1393 or by emailing steve.truscott@paradisemotors.com.au

Who are we?



May magazine's

Left Ric Paul, Late Lynette Hector, Neville Perkins, Late Bruce Hector, Late Tony Perin, From Right, Rebecca Paul, David Radloff, Late Enid Hector. The last person I am uncertain.

The photo was taken at an Anniversary final dinner probably at Nuriootpa. possibly 1981. Is it a photo that I provided because it looks like some of my family is on the table behind. Cheers Dean Govan

My Flat Twin Harley Davidson Story

By Colin Behn

I have lost count on how many people have told me that Harley Davidson never made a Flat Twin Harley, and then appeared sceptical when I would say that I have one. Some Books on Harley Davidson Models do not mention them, even though 9883 were built from 1919 -1923 with 3 model designations W ,WF, WJ. Model W being made before Electric model went into production some time in 1920 to become WJ and magneto model WF. Most books if they mention the Flat Twin only relate to WF and WJ. There is a rarer flat twin motored Harley made in 1941 or 1942 ,depending on what book you look at, with shaft drive the XA is similar to BMW of which only 1000 made and never used in the War.

25-8-1919 the RAA Magazine "the South Australian Motor" had an article advising that " This latest Harley Davidson creation marks an entirely new departure in American Motor Cycle design." The Sport Twin is a For and aft Flat Twin of 584 cc (35.61 c") with some notable Special Features, the only Harley to ever have Primary Kick Start, new Multi-plate Clutch running in oil with Helical Gear Primary Gear drive from Motor to Gearbox in a common Crankcase, which was not done again for another 54 years, and is also an integral part of the Frame. Until 1922 the Rear Chain was housed in a Totally Enclosed Chain Guard into which the Motor Breather Pipe allowed automated Lubrication of Rear Chain. Low running costs were claimed for this light weight (257 Lbs) with 26 in x 3 in Tyres with 75 MPG guaranteed . The 2 ¾ in Bore and 3in stroke rated at 6 HP with Roller Bearings throughout the whole Motor and Main Shaft in Gearbox and is also the only Harley Davidson with external Flywheel enclosed in a Cover. The Carburettor is a standard ¾ in Schebler which features a Cylindrical Dust Baffle, mounted on a casting that is both the Inlet Manifold and the Exhaust Manifold which allowed the Motor to run on poor grade Fuel and the Exhaust included a Town and Country Lever on Muffler. The Wholesale Agents Cornell Ltd in Adelaide were expecting their first samples of the new H D Sport Model to arrive in September 1919.

My 1920 Sport Twin Model "W" Harley Davidson was bought new by a family at Peters Hill near Riverton, before my Father bought it second hand in the early 1930's by which time the Tool Box and Flywheel Cover had been removed.

My Father used it for transport, to carry his Piano Accordion to supply music at Barn Dances around the Mid North of South Australia, as well as carrying his 20 stone brother Walter, both with Double B Basses on their backs, to Riverton Brass Band Practice. My Father also carrying my Mother on the carrier with a Feather Pillow for a seat for over 6 years while they were engaged and after they Married in 1941. It was used as well for a farm bike for rounding up stock on the farm he managed from 1941 until 1947.

The Harley was parked in a room when the Tyres and Chain paid for a Service on a Sunshine Grain Harvester in 1947 which was the last time Dad rode the Harley. The Rear Chain case was used to cover an extra Chain Drive put on a 1928 John Deere Tractor to change the position of the Power Take Off for Auxiliary Equipment in the late 1940's.

In the early 1950's Uncle Jack, who had gone to school with Dad at Riverton and married my mothers sister Mary after double dating on their bikes, wanted to build a Swing Saw to cut down scrub for fire wood. Uncle Jack asked Dad if he could use the Harley Motor to drive the Saw. They forgot one small detail, as the Harley Motor drove the saw OK, but the Motor could not be kept cool, so it was replaced with a V4 Wisconsin air cooled motor. The Frame and Motor remained in the back of a Straw Shed until about 1963 when Uncle Jack sold the farm, so Dad went up to collect the remains of the Bike and we put it in a little chook shed with a couple of bolts to hold the motor up into the Frame as I was not interested in Motorcycles at that time. In 1971 while I was ill I wrote over to the Harley Davidson factory and asked for information on my fathers 1920 flat twin motorcycle and got a reply that they had no information on the Flat Twin Models and sent me a Lubrication diagram of a vee twin and a colour sample from the Export Sales Department. In 1972 My father semi-retired when the farm at Greenock was sold, and so the Bike was moved again up to Kapunda.

In 1979 Kapunda Historical Association wanted everyone associated with the Museum to do something in the Procession for the 150 anniversary of the Foundation of Kapunda, so Dad asked if I thought we could get the Harley going again ready for 1986, so that he could ride his "Courting Bike" in the Parade, which was the start of a learning curve in a lot of ways. Nobody in Kapunda would believe that Dad had his Bike that he used to court his wife with.

First we had to work out what was missing and what was required, no Kick Starter Assembly, no Ball Jointed Needle in the Carburettor and no Exhaust Muffler and Rear Motor Mounts missing.

Dad found a guy he played Bowls with, that had a Kick Starter Assembly he would lend us to copy. The Muffler was taken off Bike just after Dad got the Bike back in the early 1930's, and replaced it with a straight Pipe on the right side to allow oil to drain out and so reduce the Smoking Exhaust from the total loss oil system, so we went back to his old homestead at Riverton, which had not been lived in since 1941. All that remained of the Straw Shed was the corner of the Stone Wall about 2 feet high and a heap of Rubble. Dad said " that's the corner I threw it in, its gone" and went for a walk around the House that was being used to store Hay, while I started to move a few stones from the heap of Rubble when a piece of Pipe appeared, and I finally uncovered the Outlet Pipe with the Town and Country end of the Exhaust Muffler (which still moved) and the Bolt in the front end. Unfortunately I did not know about the Casting that should have been on the front of the Assembly.

Some one suggested I see Kevin Sullivan to see if he had some Flat Twin Parts. I was able to get a Needle from him, and also see what the Fuel Tank should look similar to, when originally painted. Dad had painted the tank in the 30's with House Paint, maroon and cream, of which most had fallen off leaving some of the original paint and stickers.

After making the Kick Starter Assembly and repairing the Bearing in the Magneto that was spinning in the Housing, we tried to start the motor and found some problems with the Carburettor which was finally over come, and got the motor to start and run, but with no Tyres and Chain no hope of riding it. Dad also showed me that the Magneto Timing was 2 Teeth out, and that he had had a Bob Weight break off, back in the early 30's while riding through the Scrub above his home, and punch a hole in the bottom of the Aluminium Crankcase and other damage, which was welded, so that it is not visible from outside as well as other damage that I found out about years later.

We then pulled the Bike down and I painted the Frame etc using the Colour Sample I got from the factory, and took the Fuel Tank down to Toby at Regent Displays to have the Tank and Line-work and sticker painted on. No-one would make stickers for me, as we where not a hundred percent sure of the line-work, as this was before the Internet. It all takes time, 18 months for the tank to be painted, 8 months to get tyres and we were not able to get any info on what happened to the 1928 John Deere Tractor that had the Rear Chain Case on it. I finally got the Harley back together with the painted Tank and Frame and Tyres and Chain and running in June 1985, For Dad to see just before he Passed away. I could not ride the Bike as a hole had appeared in the top of the Gearbox, and a little rattle started in the motor due to the missing piece, which I now believe is left over damage from the Bob Weight breakage in the 30's. Harold Wendt from Greenock went out the back of his place and found some 1920's Aluminium to use to weld the crankcase up for me. On getting the motor back together, I later found in the late 80's a bubble in the top rear of the tank paint, which meant the tank needed to be internally sealed and repainted again, but this time I was able to get 2 stickers for the tank from America, which Toby believed to be original 1920 water based, and we were now able to see where we had been slightly wrong before. One sticker went on fine, but the other side got a bubble in the centre and when it was pricked and glue injected to glue it down, it screwed up centre of sticker, so the centre of one sticker has been painted, which is not noticed unless I point it out.

Work and riding Mototrials and travelling to Kapunda to help Mum, interrupted any further work on the Bike, and trying to get information on the Harley for a few years was all I had time for.

In the late 1990's I thought I may try to get Harley going again and ride it in the Bay to Birdwood, but very quickly found that the Bearing Cage along side the Gearbox Sprocket had broken. On speaking to Bearing Suppliers we worked out that whole Bearing setup could be replaced with Needle Roller Bearings which is now what I have in the gearbox with no problems.

Entered the Bay to Birdwood in 2000 and Harley ran really well until Victoria Park Racecourse when the Motor stopped, finally I got it going, but I really struggled going up hills. I found I could get up the hills if I used first gear and did not open the throttle very far, but once I got to the top of the hill, I could then open up and get some speed until the next hill, but I made it to Birdwood. The motor appeared to have a few rattles, so I thought I would pull the motor down again and replace the Roller Bearings and the Gudgeon Bushes which had broken. I chromed the valve push-rod, to reduce the clearance to the Bushes in the Crankcase to reduce the oil leaking out of the motor. Found a Company in Sydney who had the correct Standard Rollers. On starting the motor in the shed, it sounded better, but as I started to reach over to stop the Motor, it stopped suddenly and left the Flywheel still spinning, but Crankshaft was not moving, a Bob Weight had broken off and put hole in bottom of Crankcase on the other side to what Dad had done back in the 30's.

As luck happens, my employee Malcolm had experience TIG welding Aluminium, so repairs done as well as other repairs inside of the Crankcases, that should been done back in the 30's. I got another Bob-weight from Kevin but it did weight different from the other ones. On talking to a number of people including Les Diener of Twin Cam Velocette fame, I decided not to fit the Bob Weights on the Crankshaft so that they could not break off again as all Bob-weights were made in the 1920's and the Motor was horizontally opposed, which means Balance should not be much of a problem. The Bob-weight and the 5/16 Bolt that goes through the Crankshaft are one Casting, but the Bolt is right against one side, which means the weight is not central to the Bolt, which we know is very bad Engineering Practice.

While the motor and gearbox was apart I also decided to attempt to fix the second gear problem, of jumping out of gear if the gear lever was not held in position, due to the wear on the sliding gear teeth. I had 3 Blanks made with the gear teeth cut to match the counter shaft gear, before I machined the dogs on both sides to match the other two gears they mesh with and machined end of dogs similar to the original and then made a copper electrode to EDM the spline to suit the main shaft of the gearbox. The new gears fit the main shaft better with less play then the original gear which only fitted one way on the splines. The gears were then sent for heat treatment before one fitted to my gearbox. All this work had been done without any maintenance books or spare parts books.

In 2008 I was in hospital for a couple of weeks and off work for a couple of months, which gave me time to look on the Internet for information on Flat Twin Harley Davidson. I found a Toolbox in Canada, as 2 had been made for a restoration of a Flat Twin Harley, that I later found out had come from Penola, so I bought it and was given Tom's email address also from Canada who had made a number of Rear Chain Cases for Flat

Twin Harleys over the last 25 years, so I now had a Rear Chain Case and another source of information. On reassembling the motor and starting it, we found it was still not running as well as it should and then we noticed that the Valves appeared to be moving sideways sometimes which meant loose valve and Valve Guide clearance. As Valve Guides are screwed into Barrel, replacing them is out of the question, Guides would have to be machine from 0.280 out to 0.315 to remove the wear and then to find Valves with 8mm diameter that are long enough to suit. Finally we found V8 GMH Competition Valves were long enough, but I had to turn the Head down to fit after the seats were recut. It must be remembered that Head and Barrel are one piece, and a Screwed Cap needs to be unscrewed to remove Valves. One Screwed Cap did not want to come out, so I had to machine it out to save the Thread in the Barrel, so that I could Screw a new Cap in. I managed to get a couple of raw Blanks over from Canada as well as the Front Casting for the Muffler. Interesting exercise Turning and Screw Cutting the Thread onto those Caps. Running the Bike around the Streets near home, every thing appeared OK. Taking it down to the Southern Tiddlers Run, I found it would not keep running up the slight rise to Willunga. Getting back to McLaren Flat on the trailer, I found the motor would start first kick again, but one of the Club Members, asked when I had last rewired the Magneto, as it appeared that the Magneto was breaking down when it got Hot. After getting Magneto back after rewiring, the motor appeared to run better, but something still not right.

When I disengage the foot clutch the bike would slow down but the motor would not, as the clutch was not dragging. With motor stopped and gearbox in neutral and clutch engaged bike would move easily, but disengage the clutch and bike would not move, as if the brake was on, which I finally tracked down to a Thrust Race, that was missing from my bike. On contacting Tom in Canada and Kevin I finally figured out what had to be made to put clutch pedal pressure onto a Thrust Race to stop gearbox shaft moving to bind onto the inside of the gearbox. I have still not figured out why Parts Book shows a Thrust Race on the out side of the gearbox sprocket and what it is for?

Now to sort out the Carburettor and to figure out how to make a Ball Jointed Needle with the correct taper, Hobby Habit Shop had brass rod and toy helicopter ball joints to give me the right size ball and make a guess at a taper and try it. After making 8 needles, one of which was to original taper from info from Canada, which was no good at all, but I am now happy the way the motor is running, with no stops and returns on the Trailer over the last few runs.

Now we will improve other things, that are not quite right, like the seat which Dad had leather put on by a guy in Kapunda that offered to do it for him, but when we got it back, the leather was held on with gutter bolts instead of hidden rivets, which disappointed my father greatly, and I now know that the spring had been assembled up side down, which is no wonder it was so hard to sit on, but now it is a pleasure to ride on a comfortable seat.

A lot of people say why don't I get the parts from the Vee Twin Harleys to replace what I needed, but that is a problem, for apart from Foot Boards, Seat, Handle Bar Rubbers and possibly the Front Wheel and the Rear Carrier, there is not much else the same as the other Harley Davidson of that period, due to the fact, it was so far ahead of its time in a lot of ways, and a totally different concept. In fact some of its parts have more in common with Indian than other Harley Davidsons of that time, which has made it hard and easier to get some parts off the internet or elsewhere when you finally find out where to look. Later years the Flat Twin did use a similar clutch pedal to the vee twins and tank stickers instead of the shield tank stickers of the 1919 and 1920 model W. Having my own engineering business back then, did make it a little easier to make parts and forms to metal spin the flywheel covers from photos and a very rusty inner guard, as well as other parts, as I have not seen another Flat Twin complete in real life.

It has been a very long rewarding trip to get my Fathers "Courting Bike" up and running and looking better than when I first saw it, and before I become interested in Motorcycles. It is still a uphill battle to get more information about this Motorcycle as they were not well liked in America even though it broke many records in America like the Canada to Mexico record by 17 hours in 1920 and 3 Flag record twice and in New Zealand was the first and only bike to go over the top of the their Hill climb in 1920 and the only 2 in 1921. The Internet has made it easier to have access to the Flat Twin Harley Davidson owners around the world with some in America, Canada, Netherlands, Sweden, Austria, France, Italy and I suspect New Zealand to name a few countries that they can be found. I have just sold one of my spare sliding gears, I made years ago, to Martin in Sweden who asked on the Antique Motorcycle Forum if some-one could put him in contact with some-one who could sell him a replacement gear. My Wife says I have too many Motorcycles (9) but I know one that I will always keep, as it is a great responsibility and joy to ride the same motorcycle that my Father and Mother used to ride on, before I come into this world. I am very grateful that my father told me some of the things he found out about and some of his experiences while riding the Harley, especially when Dad was talking to an old friend that knew him when he was riding the Harley around Riverton. I would like to thank every one that has helped me over the years whether I have mentioned them or not in this record of some of the things that have happened to my father's "Courting Bike" and hope you have enjoyed the story of My Flat Twin Harley Davidson Model W experience so far.

Colin Behn.

Photo's of Colin Behn's Harley Davidson on page 8

Logbook and subscriptions day—Sunday 18th June 2014

Sunday was a non ride day. We gathered at the Payneham RSL clubrooms to pay the yearly subscriptions, submit declarations and have those logbooks updated. A large number of members availed themselves to this service. Some riding or driving their historic vehicles to the event while others arrived in the comfort of modern plastic things.

We must thank Doug Norrie (JP) who signed many Declaration on the day, And Bill Lorimer as the acting Treasurer, and to Bob Gill his scribe Paul Knapp and Phil Jenner (flying solo) completing log books renewals. Brian Forth.

Top photos are of members waiting patiently.

Right bottom —Paul Knapp 1969 Triumph Bonneville and Brett Mitchell's 1960 Rabbit scooter.



The Rabbit was made by Fuji Heavy Industries (FHI).

An early version of Fuji Heavy Industries (Nakajima Aircraft) built planes for the Japanese war effort but after 1945 was restricted to domestic

products.

FHI finished making scooters in 1968 and concentrated on making cars under the name of Subaru.

My scooter is registered as a 1960 model is designated as 'S601C'.

It is a 200 cc single cylinder piston port two stroke.

I bought the bike about 8 years ago and had to rebuild the bottom end and torque converter. I have been riding it regularly for about 7 years.

I was attracted to the bike for its modern technology (for the day).

it has electric start (starter/dynamo)

12 volt

rear air suspension (adjustable for ride)

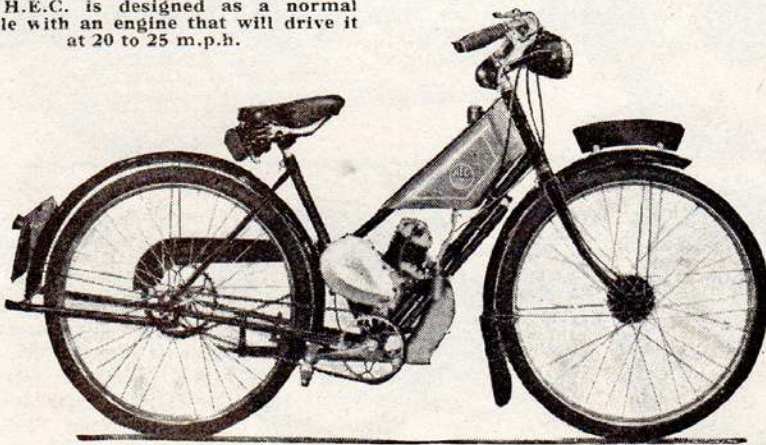
automatic - via torque converter (not CVT)

Brett Mitchell.

H.E.C. —

STAND 26: Practical Little Motorised Bicycle Makes its Bow: Readily detachable Engine-clutch Unit

The H.E.C. is designed as a normal bicycle with an engine that will drive it at 20 to 25 m.p.h.



H.E.C. POWER CYCLES, LTD., 221, Pentonville Road, King's Cross, N.1.

Model "Standard."—80 c.c. single-cyl. two stroke H.E.C.; petrol lubrication; flywheel magneto ignition; all-chain drive; single speed with hand-controlled clutch; fuel, 1½ gals.; 1½ in. tyres. Price with lighting, horn and licence-holder. £17 17s.

HERE is an entirely new motorised bicycle. The engine-clutch unit is housed inside the frame tubes and attached at three points. It is a self-contained little unit with flywheel magneto, and the manufacturers state that it can be removed complete very quickly. This is an attractive point to a rider who *must* have a means of conveyance; he can take out the engine and cycle normally, as the riding position and pedalling gear are quite suitable.

Appealing features are a back-pedalling rear brake (hand-operated if desired) and a ratchet on the handlebar lever for holding the clutch permanently disengaged.

Lobethal Baked Potato Day

Sunday 15th June 2014

This will take the same theme as last year with our day at Bushland Park at Lobethal. The O'Loughlin family once again catering for the day. We will meet at Pelican Plaza car park, cnr North East Rd. & Golden Grove Rd. Ridgehaven, at 9:30am for a 10:00am start. Ride to Chain of Ponds, turn right & ride through to Gorge Rd. Left to Cuddlee Creek Café & then right to Lobethal. Left to Gumeracha Rd, left towards Gumeracha & left into Bushland Park for Lunch. If you do not wish to ride, bring your car & still join in the day. This venue is good for the colder months as it has both outside & inside shelter as well as a heater to warm up the room. Potatoes & prices are as below:

A hot baked potato with the choice of the following fillings:

Salad Spud (Vegetarian) Butter, Cheese, Sour Cream & Coleslaw

Mexican (Blazing Saddle) Cheese, Sour Cream, Chili Con-carne & Coleslaw

Meat Lovers Butter, Cheese & Bolognaise

Roman (Vegetarian) Cheese, Sour Cream, Italian Sauce (Tomato, Olives, Mushroom, Herbs & Garlic)

Miss Piggy Cheese, Sour Cream, Bacon & Pineapple

All the above can be altered to suit tastes or special diets.

Serve yourself Tea, Coffee & Water will be available on arrival and all afternoon.

A Choice of cakes or a fruit platter with your lunch.

Total Cost = \$8.00

V&VMCC will once again supply vouchers

Members & Partner purchase a \$5 voucher & VVMCCSA cover the difference of first potato.

At the venue members will be issued with \$5 voucher to be handed in on purchase of potato's.

I do need to know numbers!

If you are not able to fill out the list at the June Meeting please contact me as below:

Malcolm Gray

Ph. 0883643445 evenings only

Mob: 0427727737

greywolf07@bigpond.com

Directions:

If you choose to make the trip on your own, the following information will help you:

Turn right on the Gumeracha to Lobethal Rd. pass the Cemetery & look on your Right for a dirt road with the Bushland Park sign on it. If you pass the electricity power station on your RIGHT you have gone too far. Do a u turn & it will be easier to find on your LEFT.

If you enter Lobethal from the Adelaide side or from the Woodside Rd take the Gumeracha Rd on your left. Just after the Electricity power station there is a dirt road on your left with the Bushland Park sign in easy sight.

The gate will be open so drive up the hill & park on the grassed area alongside the building.

Sunday 15th June 2014—Lobethal potato ride.

Members who are riding their motorcycle to the venue, please gather at 0930am at Pelican Plaza for a 10.00am start.



WW2 motorcycle display at Goodwood Speed revival



Les Clarke grabbing a coldie from his thermal lined panniers bags to ensure beer stays cold?



Right—Daryl Rosser with hand issues— new surgical gloves



Seriously, I don't know when exactly that UFO landed & dumped all these stupid people, but they apparently aren't coming back for them



Family day outing



Reg Allen, Triumph parts dealer in London UK



Mal McKay receiving cigarettes on winning a speedway event in UK instead of money.

Of undelivered return to—
The Veteran & Vintage Motorcycle.
Club of S.A. Inc.
P O Box 1006
ELIZABETH VALE, SA. 5112.