



SMOKE SIGNAL

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



Jeff Schaefer along with Dean Govan with Dawn and Audrey Govan arrive in style;
Line up of members motorcycles;



Matt Croucher with his Bantam;
Richard Kretschmer and his Norton outfit with grand children on board



Our Club Proudly Supported by



January 2015

Post Office Box
1006 Elizabeth Vale
South Australia. 5112

THE VETERAN & VINTAGE MOTORCYCLE CLUB OF SOUTH AUSTRALIA INCORPORATED.

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

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

Machines manufactured prior to **January 1st 1966** are eligible for Club Events.

The Club has a strong family orientation and features many social activities as well as Runs and technical help.

The Club meets on the second Tuesday of each month in the **Payneham R&SL Club, 360 Payneham Road, Payneham** commencing at 8.00 p.m.

Annual Fees are due by the 30th June each year.

A joining fee of \$15.00 is applicable to new members.

The Annual Subscription is \$35.00 to all members city and country.

If you require magazine to be posted to you, an additional \$10.00 is required (postage to Country members is free).

Email option of Smoke Signal is available – contact the editor.

Club Web Page - www.vvmccsa.org.au email secretary@vvmccsa.org.au

Life Members - This in an honour of prestige, awarded to members for meritorious service to the club of ten or more years.

WALLY WOOLLATT †	FRANK JARVIS †	GARNET PONTIFEX †	KEITH HARRIS †	CLEM EVANS †
ALBY (POP) HILL 1985 †	TOM BENNETT 1999 †	TED WEBSTER 1975 †	LESLIE JONES 1982	RAY MANN 1983
KEVIN SULLIVAN 1984	DEAN GOVAN 1986	PETER GRACE 1987	ROBERT HILL 1989	DAVID RADLOFF 1990
JEFF SCHAEFER 1992	LAURIE LEIBHARDT 1994 †	GARY JOLLY 1997	COLIN PAULEY 2005	IAN BALDOCK 2009.
RON TRUSCOTT 2010 †	ROB SMYTH 2011;	Bob GILL 2012;	NEIL CAUST 2013;	PAUL KNAPP 2014.

2014-2015 Committee.

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Presidents report.

Anni Filsell our Regalia Officer has a new supplier of club clothing. For enquiries, please contact Anni on **0414637580** or email anni.filsell@gmail.com

Hahndorf Mill for breakfast at 9.30am—Sunday 18th January is our annual breakfast ride. We will be leaving Feathers Hotel 8.30am. Cost is \$10 for members & partner, other people is at the cost on the day.

Australia Day static display 26th January 2015, Carisbrooke Reserve Salisbury. VVMCCSA will have a display, just roll up on the day and enjoy the atmosphere. Free breakfast. Display from 9am to 3pm.

Power of the Past at Mt Barker 7-8 March 2015, featuring Harley Davidson motorcycles. Entry forms are available, contact **Brian Kuerschner 83903990** for information.

Moseley Square display 29th March, a club display only 10am to 12 noon. Coffee/Ice creams free for participants. This is another excuse to display your motorcycle in the heart of Glenelg for all the public to view and photograph. Those requiring parking permits for car/trailer contact me ASAP please.

Scarpantoni ride had 44 plus motorcycles participating, proving how popular the Southern ride are and well organized by Tony Morisset, Jim Mottillo and many others, thank you.

Brian Forth. President.

Girder Forks; for those who don't have a machine that has them generally they connect the front wheel and axle to the bike frame, typically via a pair of triple clamps. The Girder typically incorporates both the front suspension and front brake and allows the front wheel to rotate about the steering axis so that the bike may be steered. Handlebars attach to the top clamp. The fork and its attachment points on the frame establish the critical geometric parameters of rake and trail, which play a major role in defining how a motorcycle handles and dives during braking. Back when girder forks were status quo, various types were tried and developed. With most following the same basic principles, they were, not surprisingly, very similar in design. The types of girder forks found on motorcycles fall broadly into two main categories: parallelogram and leading link.

Probably the earliest example of the parallelogram type is the Druid, patented posthumously in 1917 by the estate of one Arthur Drew. Druid forks are recognizable as looking like a bicycle fork with a strengthening brace at the front and a couple of coil springs behind. Though some models included rebound springs, there was typically no provision for damping.

Most popular in terms of usage on pre-WWII British motorcycles was the Webb fork, which again used a parallelogram linkage to allow for suspension travel, usually controlled by a large central spring. Advantages over the Druid included the option of a rotary friction damper and tapered coil springs for progressive compression. Whether Mr. Webb ever made any money from his invention is unlikely, as just about every British motorcycle manufacturer built its own fork following the basic Webb design albeit to a slightly different look.

The Brampton fork, later fitted to Vincent's, were similar in concept to the Webb. Vincent's own Girdraulic fork used forged alloy blades for extra strength instead of the welded tube construction of the Brampton, and added hydraulic damping. The leading-link fork fitted to Harley-Davidsons carried the front wheel axle ahead of the spring leg, which slid against a coil spring carried in the main fork. The British Castle fork fitted to the Brough Superior closely followed the Harley design, but added large rotary friction dampers. The "modern" Harley Springer front end is essentially a development of the first leading-link design but with progressive compression and rebound springs.

Though not fitting into either category, Triumph fitted some of their 1920s motorcycles with a girder fork that had a hinged lower link with a slider at the top, meaning the fork would move backward and forward during compression, altering the steering geometry. My grandfather rode a 500cc Triumph and declared it to be thoroughly evil in its handling.

Whatever the style, all girder forks have pivot points and/or sliders that need to be kept well greased. Bushings wear over time and may need to be replaced, especially if maintenance has been neglected. Spindles are made of special steels, and only replacements designed for fork applications should be used.

Regularly inspect fork legs for cracks and signs of rust. The slender tubes used on Webb/Brampton forks are especially prone to rusting from the inside. And before fitting a set of used girder forks, make sure they're up to the job. Many manufacturers produced forks using different size tubing for different applications. Norton, for example, built a heavyweight fork from tubes that tapered from about 7/8 inch O.D. down to 5/8 inch, and a lightweight fork tapering from about 3/4 inch down to 1/2 inch.

Unknown source.



Members direct debit to VVMCCSA subs
WestPac Bank BSB 735 006
Account number 071368
State—name, membership Number &
Mention subscriptions when paying.

VMCCSA Committee Meeting January meeting 2015 at Goodwood rooms.

Committee Meeting will be held before General Meeting 699 and notes from that meeting will be February Magazine.

Why do we love open face helmets?

BY MARK HINCHLIFFE. IN GEAR/ACCESSORIES · HELMETS — 6 OCT, 2014

Why do I come home with a big grin on my face after a ride wearing an open face helmet?

I know all the reasons I shouldn't wear one – safety, bugs, sunburn, rain, etc – but there is something about the exposure to the elements and dangers that make it so much more fun.

I don't always wear an open face helmet, but when I do there are certain aspects that always cross my mind:

SAFETY

I don't know anyone who chooses a bike over a car for safety. Statistics show that in a crash, 19.4% of the time your chin will hit the ground.

I used to think I rode a little more cautiously when I wore an open face helmet, but maybe I just ride slower because the helmet tries to strangle me at high speeds.

BUGS

They hurt. No doubt about it. So do stones and even fine dust. But that's part of the visceral thrill. If you don't like it, grow a beard or grow a pair. Otherwise, take the car.

EMBARRASSMENT

People can see you grinning like a moron and they can see when you start to sing along to a song in your head or your earphones. I've had a whole school bus full of kids pointing and laughing at me when they caught me singing. I just sang louder!

RAIN

If you think rain feels like pins being stuck in your face, try hail! It hurts. But light rain tingles and excites. I also love the fine spray you get when you're behind a car that is washing its windscreen or the overspray from a farmer's irrigation.

SUNBURN

Not just sunburn, but windburn. You come home with your face glowing and slightly stinging. At least you know you've been for a ride. A bit of sunblock, a light mask or a beard can solve the problem, though.

NOISE

Yes, it's noisier, which means you can hear a lot more clearly the crackle on the overrun as your exhaust bounces back off canyon walls and in tunnels. And that lingering ringing in the ears is another indicator of a great ride. Of course, you can also wear earplugs.

ANONYMITY

Celebrities like David Beckham say they love riding because of the anonymity you get when you put on a full face helmet. You lose all anonymity when you ride around with an open face helmet. People can see your ugly/handsome face.

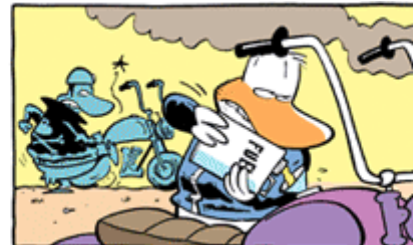
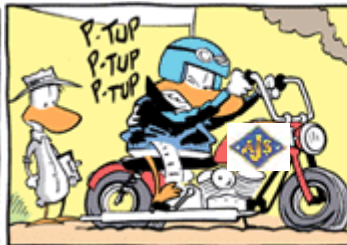
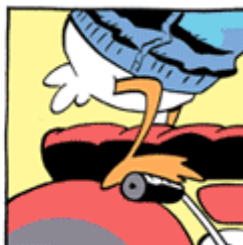
Do you wear an open-face helmet? Why, or why not?

Reference—

<http://motorbikewriter.com/love-open-face-helmets/>



VVMCCSA annual Tiddlers rally, the aim was to see which tiddler can go the distance.



Minutes of VVMCCSA General Meeting 698, at Payneham RSL, 9th December 2014.

Visitors and apologies as per the attendance book

This being the Dec. Meeting it was preceded by the Xmas Dinner also held at the RSL Clubrooms, it was very well attended and from the positive comments it would seem that most members enjoyed the meal and drinks and the social get together.

Brian Forth chaired the meeting.

Minutes of the last meeting were presented as printed in the Smoke Signal, no discussion. Acceptance moved Dean Govan, Seconded Garry Harding Carried.

Treasurers report presented by Terry Rowe, no discussion

Acceptance moved David Radloff Seconded Barry Carlisle Carried

New Members. Application received from Fred De Bernardinis read to the members.

Correspondence In.

1 Letter of invitation from Salisbury Rotary Club to again attend and participate in the Australia Day picnic 26th Jan. at Carisbrooke Park and display our bikes. Free breakfast 8am to 10am

2 Invoice from MTA for printing of Smoke Signal

3 Letter of invitation to attend and participate in the City of Playford Australia Day Celebrations by displaying our Bikes in what they call their Outdoor Museum, registration required, to be held at Fremont Park

4 Statement from Westpac Bank

5 Statement for 60th Anniversary Account

6 Letter from Westpac re. online banking

7 Letter reminder of Rock and Roll Rendezvous at Birdwood Museum 12th April 2015

8 Minutes of Federation HMC their Oct. meeting

Emails In and Out.

1 To and from Fred De Bernardinis re. membership

2 From Peter Emes re. qualifying dates for our club historic rego, reply sent

3 From the Phillip Island Classic committee dates 23rd to 25th Jan 2015

4 From Mark Hayes re change of address

Publications Received.

1 Maps Review from Maitland

2 The Throttle Lever from Newcastle VMCC

3 The Bulletin of the Veteran Car Club SA

4 The Antique Motorcycle from Victoria

5 The Vintage Motorcycle from the UK

6 Vintage Chatter from VMCCWA

7 The Radiator from Riverland V&CC C

Acceptance moved Richard Kretschmer Seconded Paul Knapp Carried.

Club Captain -Runs Rides and Events.

21st Dec Memorial Ride in and Sausage Sizzle, Actil Ave, St. Clair Reserve Woodville and then a ride to Outer Harbour and return.

18th Jan 2015 Hahndorf Mill breakfast and Swapmeet.

15th Feb. 2015 Kersbrook Tiddlers Ride.

Acceptance move Phil Jenner Seconded Richard Kretschmer Carried.

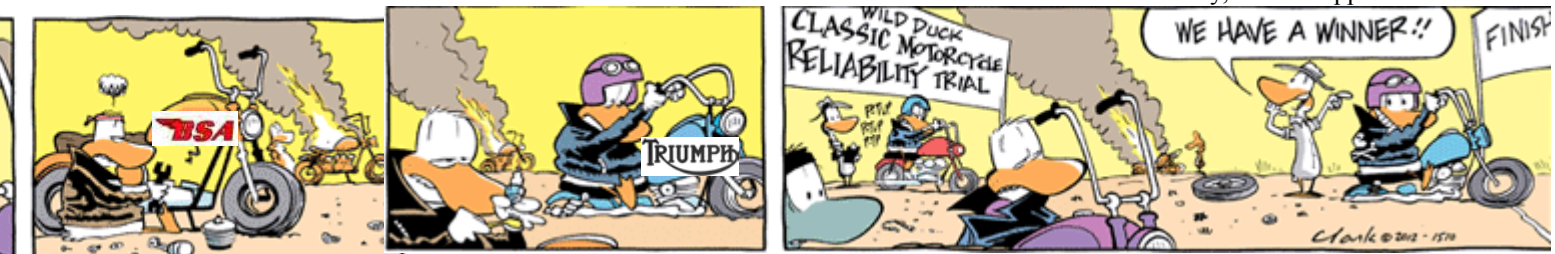
General Business.

There was no general business from the floor so we continued on with the Door Prizes and the Annual Xmas Raffle which was conducted with much enthusiasm by Natalie Halstead and Donna Maloney.

The Club is very grateful to our very generous sponsor donors for supplying the items and to Bob Tilbrook for his tireless efforts over the year to make it happen. The money raised will go to a Charity — \$444.55.

Meeting Closed followed by tea coffee, cake and much talking.

Hey, Paul Knapp



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; replica Chatter-Lea hubs, spokes and rims; Brian Forth 0409 514213;

Deep groove ball bearings. ENGLISH HOFFMANN MS11. (RMS11) (MRJ 1-1/8) (2-13/16" X 1-1/8" X 13/16") **Suit crankshaft from pre-unit swing arm Triumph twin**, and some other makes. \$40 THE PAIR. NEW. Paul Knapp 8243 0130; **Bridgestone 165/70 X R13 tubeless radial**, brand new. OFFERS. **Workshop 10 ton press**, home made, 2'6"wide (800mm). \$50 or an offer, Paul Knapp 82430130 (Dec14)

Triumph T100R Daytona. 1972 Model. In excellent condition. Many improvements, comes with books and manuals. Engine nr T100RJH15682; S/A THY455 \$9000.00 Contact Richard Rake on 82701993. (Oct14)

SPRING CAP OILERS FOR HARLEY DAVIDSON 1915-1923 J & JD part no 0341. also used on 1919-1923 Flat Twin Model W Part no BO902 I am Manufacturing these the same design as original. 5/16 hex with 12-32 UNEF thread. Colin Behn 0407070287 (Oct14).

Honda cx650e 1983, reliable v twin water cooled, shaft drive, S/A TIP394 eng nr rc10e2005847; Terry 85323247 (Oct14)

Boys bike, as new with trainer wheels suit 4-5 yr old; **Trailer springs** 750kg 1 x pair slipper type; Bob Tilbrook 82618898 (Nov14).

1954 Triumph Tiger 100 for sale, needs restoration, eng & gearbox overhauled, some new tin ware \$5,750, Engine/frame number 54120, also 20" front wheel—John Booker 0419849934 (Dec14)

Large collection of Whitworth & SAE o/e ring and sockets for sale—offers; Ian Baldock 83829926 (Dec14).

BSA wm20, 1941, Engine wm20-46222; frame wm20-57050; 95% complete—runs; Ed Sanders 8389 1348 **2015 AJS and Matchless Owners Club Calendars have** just arrived @ \$20. Has 6 lovely images. Very few left. See Nipper. 0418854565

Wanted.

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

Thompson and Bennett or Dixie magneto wanted, full size and ante-clockwise rotation, have swap material, Peter Allen 83533438 (Sept14)

Triumph 1960-1962. wanted alternator chain case (inner & outer); rear grab rail/mudguard bracket for 1960/62 duplex Triumph; Chronometric speedo; John Williams 82664352 (Sept14)

James Villiers 10d, wanted help with it. Tom Schell (Sept14)

1932 BTH "TT magneto" it carries a plate that says "TT Magneto", low centre height platform mount. Leon Mitchell 82785120.

Solex carby wanted for Ariel square 4; Lee Longmire 82440581 (Oct14)

Triumph 1960-62 alternator chain cases inner & outer; chronometric speedo 1960-62; Triumph rear mud-guard grab-rail for 60-62 duplex Triumph; John Williams 82664352.

1952 Twin Norton, wanted an Engine, Rear wheel or hub Front Forks, and need lots of small parts; Neil Bromilow Ph 08/9844 6275 r.bromilow@westnet.com.au (Oct14)

BSA wm20 rear stand; Ed Sanders 8389 1348 (Nov14)

Schebler carby to suit 1926 Harley Davidson 350cc side valve pup; Bob Whitehead 8396 5148 (No14)

1947 AJS prop stand to stand part number W35-G3-F342-A or one to suit; Brian Forth 0409 514213

Corbin speedo, Wanted any condition, good price paid, have some Corbin and other speedo make parts to swap . Phone Rob Elliott on 0415 697 162;

Villiers 4 speed Albion pattern gearbox wanted to suit 125 Or 197 Villiers mid fifties (not the Villiers 3 speed box) Peter Allen 83533438 (Dec14)

AJS 1950'S-wanted with some urgency a 500cc early to mid 1950s AJS engine complete, with Magneto, Carby the lot please. Preferably in fair to reasonable condition. Contact Nip Kuerschner 0418854565 (Dec14);

2015 AJS and Matchless Owners Club Calendars



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.

2015 events.

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

January 2015

13th **General meeting 699**, Payneham RSL clubrooms; Committee meeting before General meeting.
Note—**committee meeting** 7.00pm before general meeting.

****18th Breakfast at Hahndorf**—then off to the swap meet. Cost \$10 per member & partner.

February

8th **All British day**—Echunga a club event for British made motorcycles— organizer Brian Forth

10th **General meeting 700**, 8pm Payneham RSL clubrooms

****15th Kersbrook Tiddlers ride.** Lunch after ride at clubrooms.

23rd **Committee meeting**—Goodwood Community Club.

March

10th **General meeting 701**, Payneham RSL clubrooms.

****15th Birdwood figure 8.** 2 rides interrupted by lunch; organizer TBA

23rd **Committee meeting**, Goodwood Community Club 8pm.

29th **Moseley Square Display**, a club display only 10am to 12 noon. Coffee/Ice creams free

April

14th **General Meeting 702**, Payneham RSL clubrooms.

19th Ride. Anyone to lead a ride in the eastern hills?

27th **Committee meeting**, Goodwood Community Club.

May

12th **General Meeting 703**, Payneham RSL clubrooms

16-17th **Victor Harbor 2 day ride**—this could be similar to last ride in 2012– Organizer Brian Forth.

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**)

60th Anniversary rally September 17 to Friday 23, 2016 will be held at Clare using the Clare Caravan Park as the rally centre. David Cant, Chairperson.

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.**

The Ariel group invite those interested in the marque to join us on the 1st Sunday of the month rides—starting 10am Balhannah Oval, contact Dave 82635562 or John 82623965

SWAP MEETS - Any new dates or swap meets please advise editor, check this site - <http://www.bevenyoung.com.au/car.htm>

HAHANDORF-	18th January 2015	Victor Harbor	1st February 2015
Lockleys school	2nd February 2015	BALLARAT –	19-20-21 February 2015
CAMPBELLTOWN –	8th March 2015	CLARE–	15th March 2015
WOODSIDE –	29th March 2015;	NARACOORTE	2-3rd May 2015;
SEDAN –	14th June 2015.	KAPUNDA-	24th May 2015;
ANGLE PARK/Dry Creek	26th July 2015;	WILLUNGA –	16th August 2015;
GAWLER -	20th September 2015;	VVMCC MOTORCYCLE ONLY	4th Oct 2015.
STRATHALBYN –	18th Oct 2015;	BENDIGO –	14-15th Nov 2015;
GAWLER Motorcycle expo	23rd Nov 2015	** plus many more check the web site**	

Historic Registration.

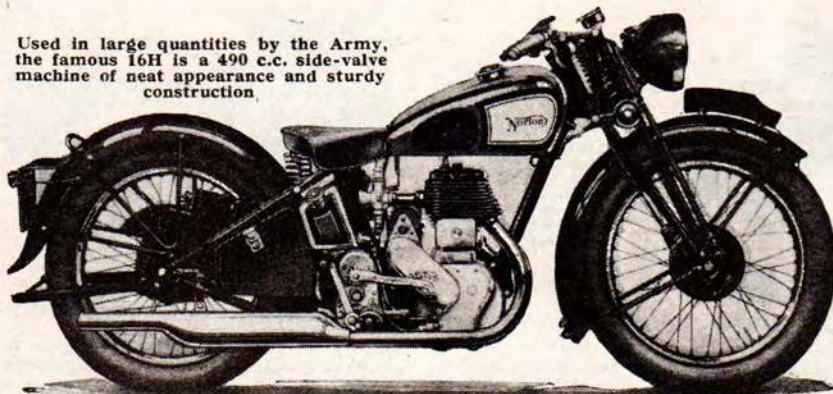
Please ensure you complete your new logbooks before leaving home and that you carry it with you when riding the motorcycle the book is allocated to.

Enquiries to Bob Gill 82584982 - Paul Knapp 82430130 - Phil Jenner 83706664

NORTON

STAND 20: Spring Frame Featured in a Range of High-performance Singles: Overhead-camshaft "Internationals," Improved Push-rod Models and Two Side-valves

Used in large quantities by the Army, the famous 16H is a 490 c.c. side-valve machine of neat appearance and sturdy construction.



NORTON MOTORS, LTD., Bracebridge Street, Birmingham.

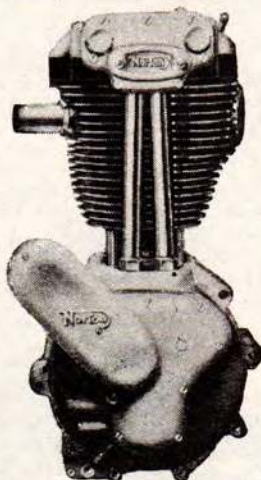
Model 30 International.—490 c.c. single-cyl. o.h.c. Norton; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 4.64, 5.1, 6.16, 10.8, with foot control; fuel, 3½ gals.; 3.00—21 front and 3.25—20 rear tyres. Price, with lighting, speedometer, horn and licence holder (solo), £102 11s. 6d.

ALTHOUGH almost identical with last year's model, the "International" Norton is, as ever, a centre of interest. The overhead-camshaft engine has hair-pin valve springs and a large-bore T.T.-type carburettor. A spring frame is an optional extra at £7 10s.

The Model 40 has a similar specification to the Model 30, but is fitted with a 350 c.c. engine, and with full equipment is priced at £95 1s. 6d. At an extra charge of £5 a light-alloy cylinder barrel and head can be fitted to either of the "International" models.

There are two other overhead-camshaft machines, distinct from the "Internationals" in that they are intended for touring rather than racing. These are the 348 c.c. Model C.J. and the 490 c.c. Model C.S.1. All the 1939 models have a new single-outlet silencer, which is both neat and effective.

Model 18.—490 c.c. single-cyl. o.h.v. Norton; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 4.64, 5.61, 8.2, 13.76, with hand or foot control; fuel, 2½ gals.; 3.25—19 tyres. Price, with lighting, speedometer, horn and licence holder (solo), £75 11s. 6d.

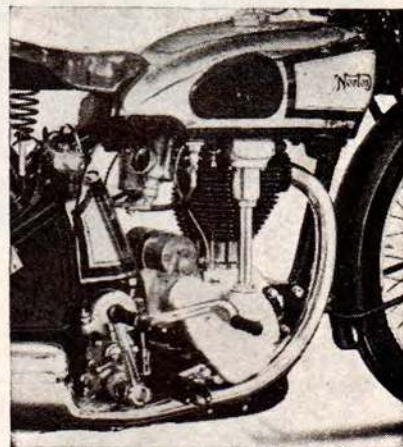


Totally enclosed valve gear and a very clean exterior are features of the 490 c.c. overhead-valve engine fitted to the Norton Model 18

The push-rod o.h.v. engines in the Norton range all follow the general layout of the unit fitted to the Model 18. Apart from an improvement to the piston and oil-control ring, this engine is similar to the 1938 unit. It has fully enclosed valve gear and the rocker adjustment is at the

top of the push-rods. A small cover on the rocker-box plate gives access to the adjusters. Tappets are dispensed with, the push-rods seating directly on the flat-base cam followers.

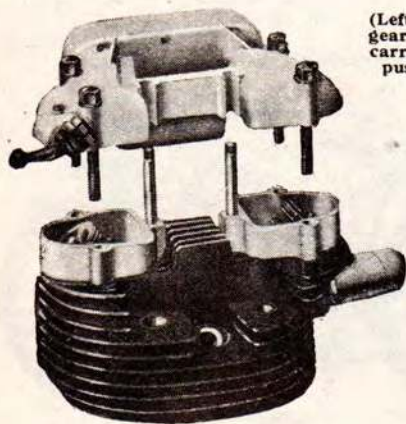
Other o.h.v. models of the push-rod type are the E.S.2, which has a cradle frame, or if required the spring frame, and two three-fifties, Model 50 (single-port) and Model 55 (two-port).



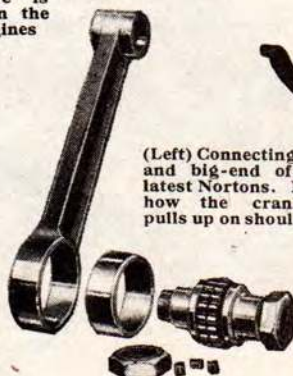
A close-up of the overhead-camshaft engine of the 490 c.c. "International"

Model 16H.—490 c.c. single-cyl. side-valve Norton; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 4.89, 5.92, 8.65, 14.5, with hand or foot control; fuel, 2½ gals.; 3.25—19 tyres. Price, with lighting, speedometer, horn and licence holder (solo), £85 16s. 6d.

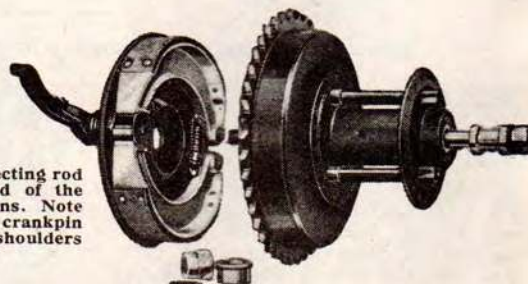
This famous Norton model appeals to the rider who requires a side-valve engine with a lively performance. It has many features, such as the frame, forks, gear box, etc., common to the standard o.h.v. machines. The engine has completely enclosed valve gear and a detachable cylinder head. Although the 16H is equally suitable for either solo or sidecar work, the rider contemplating carrying very heavy sidecar loads has the No. 1 Big Four to consider; this has a 633 c.c. side-valve engine and costs, when fully equipped, £68 1s. 6d.



(Left) How the valve gear enclosure is carried out on the push-rod engines



(Left) Connecting rod and big-end of the latest Nortons. Note how the crankpin pulls up on shoulders



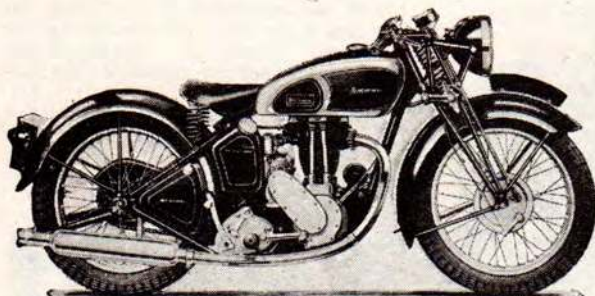
Arrangement of the rear hub with its brake and provision for quick removal of the rear wheel

NOVEMBER 10th, 1938

MOTORCYCLE

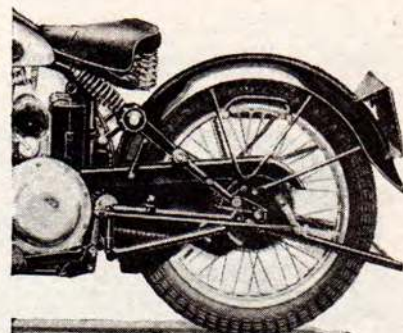
NEW IMPERIAL

STAND 14: Full Range of Unit-construction Singles: High-performance "Grand Prix" Models: Rear-springing Standardised and a New Tank Finish



(Left) A cobby sports mount, the new 346 c.c. "Grand Prix" model

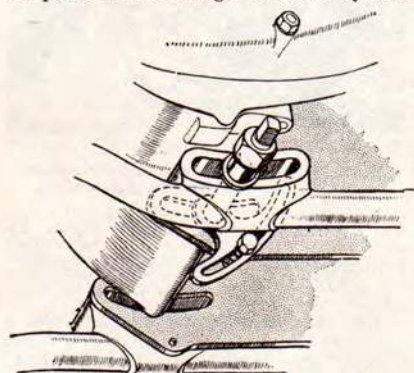
(Right) Introduced some six years ago as an extra costing only £3, the New Imperial spring frame is now standard on the "De Luxe" models



NEW IMPERIAL MOTORS, LTD., Hall Green, Birmingham.

Model 60 Grand Prix.—346 c.c. single-cyl. o.h.v. New Imperial; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 5.4, 6.9, 9.5, 14.5, with foot control; fuel, 2½ gals.; 3.00–20 front and 3.50–19 rear tyres. Price, with lighting, speedometer, horn and licence-holder (solo), £60 10s.

ALTHOUGH New Imperials are showing their well-known unit-construction machines with spring frames, pride of place in this range is taken by two



A worm's eye view of the gear box mounting on the Grand Prix models. On the large nut being slackened the action of turning the squared end of the bolt is to slide the bolt along the curved slots

new Grand Prix models, which are very attractive, high-performance machines. The two engine sizes are 246 c.c. and 346 c.c., and both engines have fully enclosed and lubricated valve gear and particularly thorough lubrication systems. In each case the engine is mounted vertically

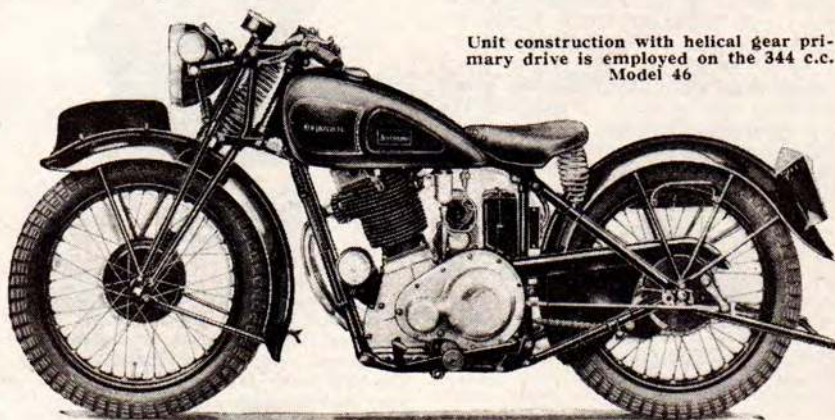
in a diamond frame, and the equipment includes Lucas dynamo lighting, a Burman four-speed gear box with foot control, 7in. brakes, and good mudguarding. These models are available with high-compression pistons and racing cams.

Model 76 DL.—496 c.c. single-cyl. o.h.v. New Imperial, with spring frame; dry-sump lubrication; magneto ignition; unit construction, with gear primary drive; gears, 5.1, 6.7, 9, 13.5, with foot control; fuel, 3¼ gals.; 3.25–19 tyres. Price, with lighting, speedometer, horn and licence-holder (solo), £65 10s.

As pioneers of unit construction New Imperials have adopted this practice for all their models with the exception of the Grand Prix machines. Apart from the well-known 150 c.c. coil-ignition model, there are 250 c.c., 350 c.c. and 500 c.c. models of similar design. All have overhead-valve, single-port engines inclined in

the frame. Helical gears are used for the drive to the gear box and dynamo, and the general specification includes Magdyno lighting (except on the coil-ignition models), 3.25–19 tyres, and 3¼-gallon petrol tanks. Important alterations have been made to the frames of the standard range to improve the steering and weight distribution.

The De Luxe range consists of three models, 250 c.c., 350 c.c. and 500 c.c., with the same specifications as the standard machines, except that the New Imperial spring frame is fitted. All New Imperials have a new tank finish of blue and chromium. The two lightweight models, 150 c.c. and 250 c.c., also have an improved gear box and lower head-lamp mountings.



Unit construction with helical gear primary drive is employed on the 344 c.c. Model 46

NORMAN

STAND 47: New Well-equipped Motorised Bicycle and a 125 c.c. Villiers-engined Lightweight

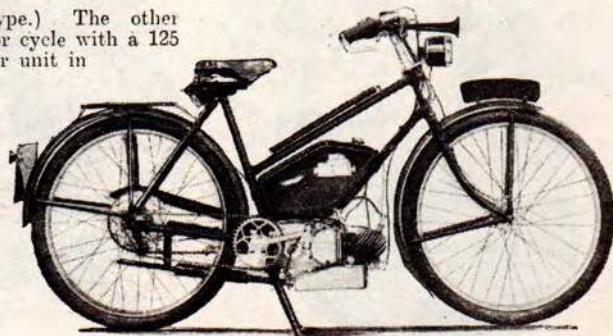
NORMAN CYCLES, LTD., Ashford, Kent.

Model "Motonyk."—98 c.c. single-cyl. two-stroke Villiers; petrol lubrication; flywheel magneto ignition; all-chain drive; single gear, with clutch; fuel, 1½ gals.; 26×2in. tyres. Price, with lighting, horn and licence-holder, £17 17s.

ANOTHER cycle firm to enter the motor cycle field this year is Norman Cycles, Ltd., and two types of machine are shown on their stand. One is a motorised bicycle with the 98 c.c. Villiers unit in an open frame. A clutch with ratchet control is fitted, and internal expanding brakes are operated from inverted levers on the handlebar. (On one model the rear brake operation is of

the back-pedalling type.) The other machine is a full motor cycle with a 125 c.c. Villiers engine-gear unit in a simple loop frame.

The new Norman motorised bicycle



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MAZDA

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

Who are we?

November magazine—

Kevin Barker with his 1923 HD outfit.



Buying a motorcycle at an auction.

<http://motorbikewriter.com/10-tips-buying-motorcycle-auction/>

If you've ever dreamed of buying your dream bike at a motorcycle auction, today could be your chance as 20 sought-after classic motorcycles from three separate collections go under the hammer at the [Shannons Sydney Late Autumn Auction](#).

However, if you are just starting out, it might be best to sit this one out. The auction is expected to attract a lot of overseas attention from serious and experienced auction hunters and historic bike collectors.

Auctions can be a fun experience and you can land yourself a real bargain. However, there are many pitfalls as well.

First there are many different types of auction such as salvage, estate, government, collector and default auctions. Find out what type of auction it is as that will give you an idea of the standard of motorcycle. For example, a salvage auction will feature wrecks, some of which may be restorable and re-registerable while others may be permanently written off and only of use for spares.

Motorcycles are almost always offered in the state they are presented. Some auction houses don't have time to even wash some of the items, let alone check their mechanicals. Some will let you start the vehicle, but most will not let you go for a test-ride. So you are buying a vehicle on sight-inspection only.

The best advice for beginners is to go to an auction or two with no plans to buy, only to watch and learn. Even for those who have bought at auction before, there are always things you can learn and we have sought expert advice from [Bonhams](#), one of the leading auction houses in the world. Here are the top 10 tips from Bonhams UK vehicle boss Tim Schofield:

Research: Make sure you know the market. That means checking classifieds ads to get an indication of the price your target bike is selling for. Tim says that once you know what bike you are interested in, go and look at the best example you can – even if you can't afford it – and judge every other example you see against it.

Catalogue: Be sure to obtain a copy of the auction catalogue in advance, to research the lots offered and to make sure you understand the auction house's conditions of business and way of operating. Some require a substantial deposit on the spot and others may require the whole amount. You usually also have to register before the auction.

View: Always go and see the bike prior to the sale. If you are able to, turn up several days before the auction at the venue, where you may be able to see and hear it run. On rare occasions, you may be able to take it for a short test ride.

Ask: Don't be afraid to ask questions. Talk to the auction house specialists in advance of the sale, and at the pre-sale viewings. Contact them by telephone or email if you cannot attend the sale in person.

Verify: Inspect the lot thoroughly before you bid, including any documentation and history file. All vehicles are offered on a 'sold as seen' basis. It is wise to bring a professional mechanic with you to fully inspect the vehicle, and it is wise to have it checked before riding it on the road. Make sure you view the saleroom notices to check that there are no updates or amendments to the information published in the auction catalogue. The auction house will offer its opinion as to the integrity of the vehicle but this is only an opinion. You should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding.

**ENTRANTS FOR THE SOUTHERN RIDE FROM
SCARPANTONI WINERY. 23-11-14
RIDE ORGANISED BY TONY MORRISSET
& CREW.**

Name	Year	Make	Solo/Outfit
Peter Arriola	1954	AJS Twin	Solo
David Cant	1941	Indian	Solo
Dean Govan	1948	BSA	Solo
Bob Gill	1913	BSA	Solo
David Radloff	1928	Sunbeam	Solo
Ian Tonkin	1957	Triumph	Solo
Don Tonkin	1958	Velocette	Solo
Alf Lear	1948	Ariel	O/Fit
Daryl Rosser	1956	Triumph	Solo
Ted Williams	1949	Triumph	Solo
John Deacon	1954	Panther	Solo
Bob Mather	1932	Scott	Solo
Trevor Cooke	1948	BSA	Solo
Dave Holbrook	1993	BMW	Solo
Bob Whitehead	1953	BSA	Solo
Martin Blindel	1966	Triumph	Solo
Graeme Bartlett	1952	Norton	Solo
Dan Moriarty	1956	Ariel	Solo
Ivan Margitich	1954	AJS	Solo
Chris Magor	1962	BSA	Solo
Rob Tucker	1955	Norton	Solo
John Williams	1955	Triumph	Solo
Paul Knapp	1951	Norton	Solo
Jason Maloney	1950	Matchless	Solo
Rob Bergin	19?	Indian	Solo
Bruce Colwell	1954	Vincent	Solo F.T.O.
Merv Dunstall	1942	Harley Davidson	O/Fit
Carolyn Jenner	1941	Indian	Solo
Phil Jenner	19?	Indian	Solo
Richard Kretschmer	1956	Norton	O/Fit
Craig Langley	1969	BSA	Solo
Bill Turner	1947	Vincent	Solo
Lyndon Rogers	1948	Vincent	Solo
Tony Morisset	2005	BMW	Solo
Colin Behn	1996	BMW	Solo
Madeliene Tonkin	1974	Benelli	Solo
Don Raethel	1993	BMW	Solo
Les Wilson	2012	Moto Guzzi	Solo
Darren Zacher	1974	Kawasaki	Solo
Brett Mitchell	1972	MZ	Solo
Pud Freeman	2007	Zongshen	Solo
Jane Clarke	1976	Suzuki	Solo F.T.O.
Michael Clarke	1976	Suzuki	Solo F.T.O.
Don Cellier	1974	BMW	Solo
Peter Allen Back up trailer			
Plus numerous visitors			

Tony 'De Man" Morisset briefing the members with Ian Hese.



Bob K, John Deacon, Richard Kretschmer in deep conversation, with 2 likely suspects David Cant and Trevor Cooke loitering with sunnies on.



Chris Magor and Martin Blindell ready to ride



More usual suspects—what a roll up of members and friends

Buying a motorcycle at an auction.—continued.

Budget: Set a limit of how much you can afford to spend. Tim says auctioneers want to achieve the highest price they can for their clients, and it can be very easy for bidders to get carried away. Remember to take into account that there will be a buyers' premium to pay on top of the hammer price, and that is may also be subject to government taxes such as GST or VAT In the UK.

Prepare: Arrange in advance the funds you will need to purchase the car. Arrange the necessary insurance and how you would transport/collect the bike as the successful bidder. Be aware that auction houses levy charges for collection and storage of lots that are not taken away by their new owners immediately after the sale.

Register: In order to bid at the auction you will need to register. Remember to bring photo ID and proof of address to the auction if you are going to bid in person. If you are not able to attend the sale you will need to arrange to leave an absentee bid, or to telephone bid.

Be aware: Auctions are frenetic places and the auctioneers work fast. Focus your attention on what is happening and don't wave at friends while the sale is in progress – it could be expensive.

Be sure: You cannot change your mind after you have purchased a lot. There is no 'cooling-off' period.

Once the auctioneer drops the hammer, a contract is made.

Motorcycle helmet or no helmet?

BY MARK HINCHLIFFE; IN TIPS/TRAINING; — 26 JUL, 2013

If you're planning to ride in the United States this year at the [Sturgis Rally](#) (August 5-11) or the [Harley-Davidson](#) 110th anniversary (August 29-September 1), don't get too excited about not wearing a motorcycle helmet.

Only three states (Illinois, Iowa and New Hampshire) have no helmet use law.

As soon as you get off the plane in California, you will have to wear a helmet to ride, and if you plan to go through Las Vegas on your way to Sturgis or Milwaukee, you will need a helmet.

Twenty states still have compulsory helmet laws for all riders, while 28 more require minors to wear a motorcycle helmet and six of those states require adult riders to have \$10,000 in insurance and wear a helmet in their first year of riding.

Most states in the US introduced compulsory helmet laws in the '70s, but many have slowly been repealing those laws. As recently as last year, Michigan dropped its law, but it still requires helmet use for minors. As Dudley (William H Macy) tells Woody (John Travolta) in "[Wild Hogs](#)": "62 per cent of all motorcycle fatalities could be prevented with the use of an approved DOT helmet."

Despite the overwhelming evidence that helmets save lives, Americans are smitten with their right to choose and there is a strong civil liberties lobby still actively fighting compulsory helmet laws.

It seems strange and exciting to us that you can ride in some parts of the US without a helmet, especially since we were the first nation in the world to make them compulsory in 1961.

But if you are going to [Daytona Bike Week](#) next March, note that Florida has laws for under 21s; while South Dakota (Sturgis) and Wisconsin (H-D) require helmets for riders 17 and under.

The states with motorcycle helmet laws for all riders are: Alabama, California, DC, Georgia, Louisiana, Maryland, Massachusetts, Mississippi, Missouri, Nebraska, Nevada, New Jersey, New York, North Carolina, Oregon, Tennessee, Vermont, Virginia, Washington and West Virginia.

I've ridden without a motorcycle helmet on farms as a youth and it feels great to have the wind in your hair, but I dread to think how much damage you could do on grass at low speeds let alone asphalt at highway speeds.

During the 105th Harley anniversary five years ago a group of journos legally tried a short run down an Illinois highway without helmets and it was absolutely exhilarating ... and deafening.

Regardless of how free it may make you feel, there is no denying the danger to your health and your hearing. Reference—<http://motorbikewriter.com/helmet-or-no-helmet/>

Members Memorial day—St Clair reserve Woodville. Sunday 21st December 2015

The committee decided to have a quiet ride-in for the December ride. Paul Knapp identified the new St Clair park the location and Bob Gill organised the BBQ cooked by the Salisbury Rotary.

The aim was a quiet day to reflect of those past members of VVMCCSA this year, the late Brian Goodall, Ron & Joan Truscott, David Jackson and Len Arney, who where were all at one time long serving members of VVMCCSA.

A small number braved the heat of the day (36c) and rode their motorcycles to the park, some came in their classis cars like a 1948 Morris 840 and a 1950 MGTD and a few in modern cars.

After the BBQ, our Club Captain—Ian Hese took members on a quiet ride to Outer Harbor and back to end off the day.

Regards—**Harry Maltese.**

ENTRANTS ON THE MEMORIAL RIDE BRUNCH TO ST. CLAIR 21-12-14

Name Year Make Solo/Outfit

Rob Smyth 1924, AJS Solo

Terry Rowe 1929, Raleigh Solo

Lyndon Rogers 1934, Cammy Levis Solo

F.T.O.

Brian Norton 1942, Harley Davidson Solo

Matthew Croucher 1948, BSA Bantam Solo

Kevin Meade 1948, Velocette Solo

Garry Harding 1949, Matchless Solo

Simon Mussared 1950, Matchless Solo F.T.O.

Peter Arriola 1951, Vincent Solo

John Deacon 1954, Panther Solo

Daryl Rosser 1956, Triumph Solo

Richard Kretschmer 1956, Norton O/ Fit

Paul Knapp 1957, Triumph Solo

John Booker 1957, Triumph Solo

Bob Gill 1960, BMW Solo

Leon Lock 1964, Velocette Solo

Wayne Lawson 1964, Triumph Solo

Roger O'Loughlin 1978, Suzuki Solo

Ian Hese 2003, BMW Solo

Alan Martin 2012, CF Moto Solo

Pud Freeman 2014, Yongshen

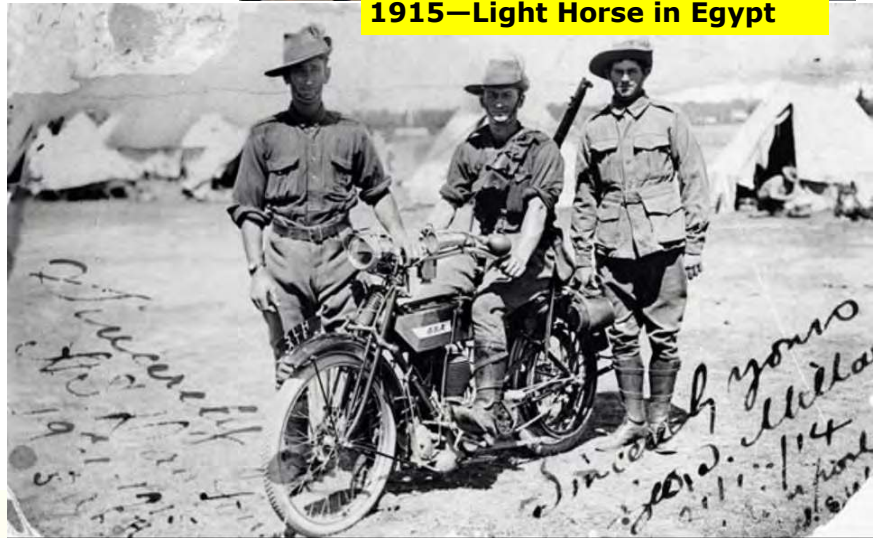
Jeff Schaeffer 1948, Morris 840

Brian Forth 1950, MG TD.

Plus several members in cars.



1915—Light Horse in Egypt



"What did you have to wave for,

I told you BMW riders are a set of unfriendly bastards..."



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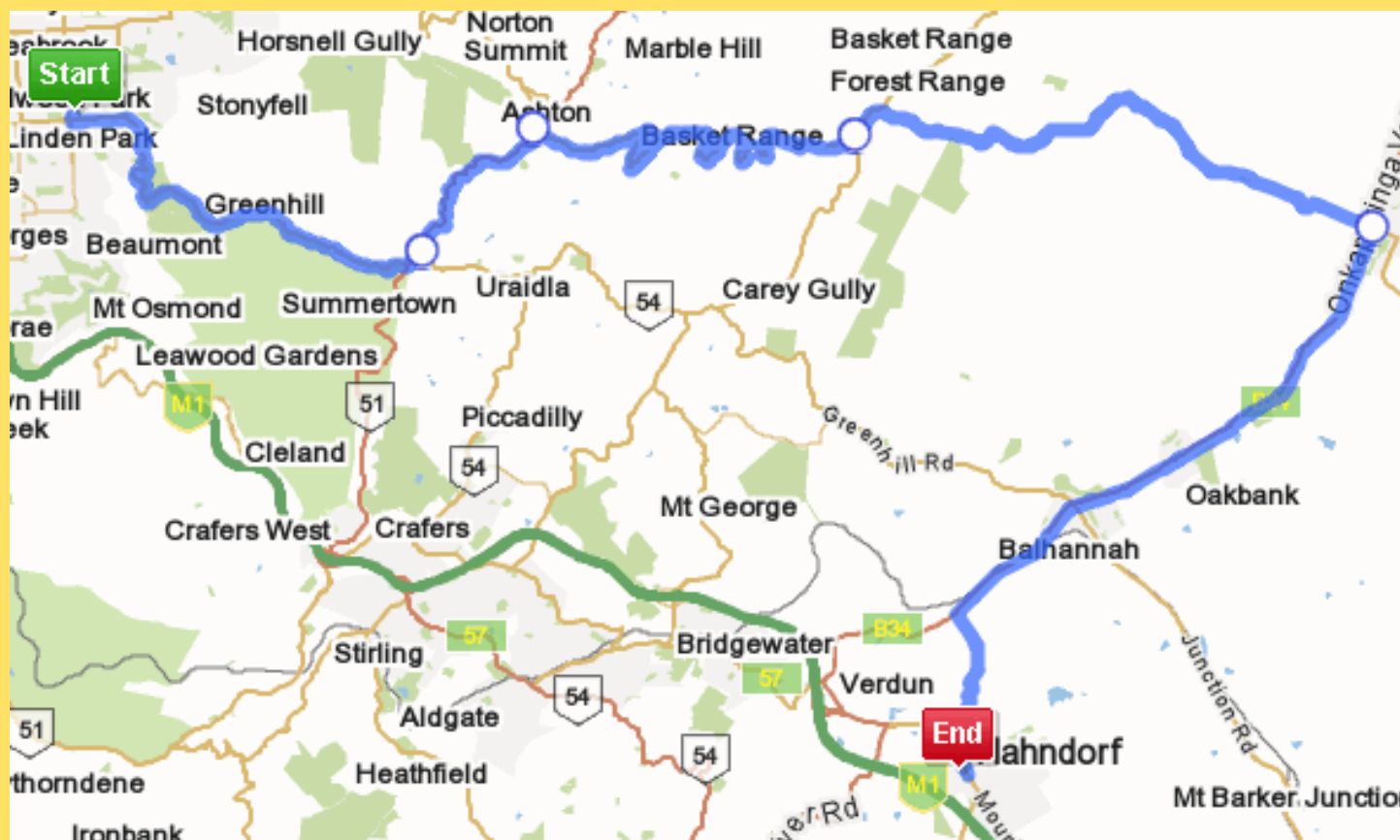
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Hills breakfast ride—Hahndorf Swap meet. Sunday 19th January 2014.

Club ride starting at Feathers Hotel 510 Greenhill Rd Burnside, leaving 8.30am, riding up Summertown road, thru Uraidla and Summertown to Balhannah then onto the Hahndorf Mill for breakfast.

Cost is \$10 each per member and partner, the club will cover the rest.

Members can either go to the swap meet on the town oval before breakfast, or come to the breakfast at 9.30am then to the Swapmeet.



Members.

Power of the Past at Mt Barker.

I've been approached by the organizers to find a couple of impartial Guest Judges for the motorcycle section at the coming 2015 Power of the Past on March 7th and 8th.

Free entry to the event on the Sunday would be on offer. Two persons would be an advantage so as to each compare notes. Anyone interested should contact me **Nipper, 0418854565** or nipper@nipper.net.au personally so I can let the organizers know early as please. As I understand there will be two sections of judging required, one for the 'Featured Marque' (Harley Davidson) only officially entered machines, and another for All Other Makes officially entered machines only. I will have official Information Sheets and Entry Forms available for those interested Club Members at the January General Club Meeting. Looking forward to some serious Club Member support for this one. Any questions regarding the event should be directed to me also. Cheers **Brian 'Nipper' Kuerschner.**

Australia Day static display 26th January 2015.

At Carisbrooke Reserve Salisbury.

VVMCCSA has been invited to the event, just roll up on the day and enjoy the atmosphere. Free breakfast. Display from 9am to 3pm.





Members enjoying a quiet day with a BBQ in the park.



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