



SMOKE SIGNAL

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



All British Day display members

Our Club Proudly Supported by



March 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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Whyalla
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Presidents report.

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.

Aviation museum Port Adelaide would like some Veteran and Vintage for a display on Sunday 29th March. They will have several aircraft engines running on the day. If you are going, make contact with them for the times of display.

Brian Forth. President.

Log book days

Sunday 24th May—Payneham RSL clubrooms 10am to 12 noon.

Sunday 14th June - CCC Clubrooms Glandore 10am to 12 noon

You will be required to bring the following items-

- 1/ Current registration papers for your motorcycle/vehicle.
- 2/ Log book's for the appropriate vehicles.
- 3/ Your 2015-2016 VVMCCSA membership card.
- 4/ Statutory declaration signed by a Justice of the Peace.
- 5/ Inspection sheets from previous inspections.

Subscriptions can be paid on the day.

If your motorcycle needs inspecting, please contact one of the approved persons for that inspection.

NO inspections will be carried out on the log book days, due to heavy work load.

Bob Gill. Phil Jenner. Paul Knapp.
Approved persons for VVMCCSA



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In VVMCCSA Committee Meeting 23rd Feb 2015 at Goodwood Community Centre

In Attendance, Brian Forth, Bob Gill, Terry Rowe, Ian Hese, Paul Knapp, Daryl Rosser, Les Jolly, Anni Filsell, Colin Behn and Bill Lorimer.

Minutes of the last meeting were presented as printed in the Smoke Signal, no discussion Acceptance moved Anni Filsell, Seconded Les Jolly, Carried

Treasurers Report presented by Terry Rowe. Discussion re. Donations and account management. Acceptance moved Daryl Rosser, Seconded Paul Knapp, and Carried.

New Members. Applications from Tony Bedford and Andrew Young read to the meeting Correspondence In.

1 Minutes of FHMC August AGM and Nov. General Meeting

2 Letter from Military Vehicle Preservation Society requesting financial assistance to enable them to purchase their premises

3 Notice from Naracoorte HVC advising details of their Vintage Rally 14th and 15th March.

Emails In and Out.

1 Confirmation of booking of Triple CCC clubrooms for logbook day 14th June 2015

2 From Silo Sport in Pakistan with a listing of Leather motorcycle clothing

3 From Jane Edwards at Holdfast Bay Council wanting to know if we needed power for Moseley Sq Display. Reply sent and Car/trailer permits also arranged

4 Email of Apology received from David Baird of the All British Day Committee for the very cramped and inadequate space at the last event and Guarantees that it will not happen again

5 Another News Release from Rock and Roll Rendezvous committee, 12th April 2015

6 Emailed flyer from the Sunraysia Hist. MCC, promoting the Mildura Meander 16 & 17 May.

Publications received.

1 Kickback from British Singles MCC Qld; 2 The Antique Motorcycle Club Aust; 3 The Vintage MCC UK

4 MAPS Review from Maitland; 5 The Bulbhorn from Mildura VVC.

Acceptance moved Terry Rowe, Seconded Bob Gill Carried.

Club Captain - Runs Rides and Events

15th Feb Kersbrook Tiddlers Ride, hot but very successful, 20 Bikes and 42 for lunch

15th March Birdwood Museum Figure 8, Leon Mitchell organiser, morning and afternoon rides

29th March Moseley Square Club bike display 19th April Eastern Hills Ride Dan Moriarty organiser

16th & 17th May Two day event, Ian Hese working on location.

General Business

Discussion re speaker from the CFS Foundation to talk about the work of the foundation and be presented with the donation cheque as agreed at the last meeting. Ian Hese to follow up.

Discussion re. Volunteers from the Club to assist with the paperwork for the Logbook Days. A JP to be on hand to sign Stat Decs etc.

Bill Lorimer and Bob Gill to carry out Registration of the new Constitution and then arrange printing. Much discussion about the best method of distribution, yet to be finalised.

Agreed that the Committee revise the Club Rules as a matter of some urgency so that existing and new members can have access to up-to-date Club information.

The mods and rockers. Were two conflicting British youth subcultures of the early to mid-1960s. Media coverage of mods and rockers fighting in 1964 sparked a moral panic about British youths, and the two groups became labelled as folk devils. The rocker subculture was centred on motorcycling, and their appearance reflected that. Rockers generally wore protective clothing such as black leather jackets and motorcycle boots (although they sometimes wore brothel creeper shoes). The common rocker hairstyle was a pompadour, which was associated with 1950s rock and roll — the rockers' music genre of choice.^[1] The mod subculture was centred on fashion and music, and many mods rode scooters. Mods wore suits and other clean cut outfits, and preferred 1960s music genres such as soul, rhythm and blues, ska and beat music.

Reference

http://en.wikipedia.org/wiki/Mods_and_rockers



Minutes of VVMCCSA General Meeting 700, at Payneham RSL, 10th February 2015

Brian Forth chaired the meeting.

Who are We. Unknown Victorian , Bob & Lesley Jones , Trevor and Marie Verrall.

Minutes of the last meeting presented as Printed in the Smoke Signal. Acceptance move David Radloff , Seconded Daryl Rosser Carried.

Treasurers Report presented by Terry Rowe, Acceptance moved Marie Hurley, 2nd Rob Mather, Carried.

New Members. New applications received from Trevor Bedford and Andrew Young. Natale (Ned) Zucco read to the meeting and presentation to Fred De Bernardinis.

Correspondence.

Subs Renewal;

Account from MTA for printing of Smoke Signal.

Bank Account Statements from Westpac.

Emails In and Out.

From Aussie Ripper Roast with invitation to attend the Corporate Box at the Clipsal 500, CBC corner, providing you have the correct ticket.

To and From Birdwood Mill Museum confirming the use of the grounds for the Figure 8 Ride in March

To and From Malcolm Gray re Potato Day in June , the O'loughlin family will be away at that time and are not able to cater for it .

From Dawn Simpson promoting a book called Taskforce Black Shadow

From Les Beyer re. the recovery of the Vincent motorcycle stolen from Williamstown

From Lyn Richards in Tasmania wanting info about Bronzewing motorcycles as mentioned in the March 2013 Smoke Signal

From Winton Historic Cars Motorcycle and Sidecar weekend , 30-31 May 2015

From Rock and Roll Rendezvous committee . Birdwood Museum 12th April 2015

From Craig James wanting to borrow an Indian motorcycle for a photo shoot . Replied that owners have been notified From Phillip Island re. World Super Bike Celebration , 22nd Feb. 2015

From Autofest Series organisers re. River City Rumble at Murray Bridge 11th & 12th September

Publications Received.

Exhaust Notes from Vintage MCC Victoria; Vintage Chatter from VMCCWA; The Radiator from Riverland VCCC

The Throttle Lever from Newcastle VMC; The Bulletin of the Veteran Car Club of SA

The Jampot from the UK. Acceptance Moved Peter Arriola, Seconded Pud Freeman Carried.

Club Captain report -Runs Rides and Events.

15th Feb. Kersbrook Tiddlers Run, Jason Maloney volunteered to tow the Backup Trailer

15th March Birdwood Figure 8, awaiting maps for the event.

29th March Moseley Sq. Display, to organise trailer parking.

19th April Eastern Hills Ride waiting for a route map and information

Acceptance moved Phillip Holmes , Seconded Wayne Lawson , Carried

General Business.

It was explained to the meeting that the Committee had decided that a \$5000 donation be made to the CFS Foundation on the condition that Members at a General Meeting would also vote in favour .

Brian Kuerschner moved the motion to donate, seconded by Dean Govan and Carried

There was discussion re the annual June Potato Day and that it might not happen this year as the caterers were left with a shortfall last year due to numbers down on those that indicated their attendance and of those attending not all participated financially .

Natalie Halstead moved a motion that the O'loughlin family be reimbursed for the shortfall in numbers hence the shortfall in takings at the 2014 Potato Day , Seconded Pud Freeman and carried.

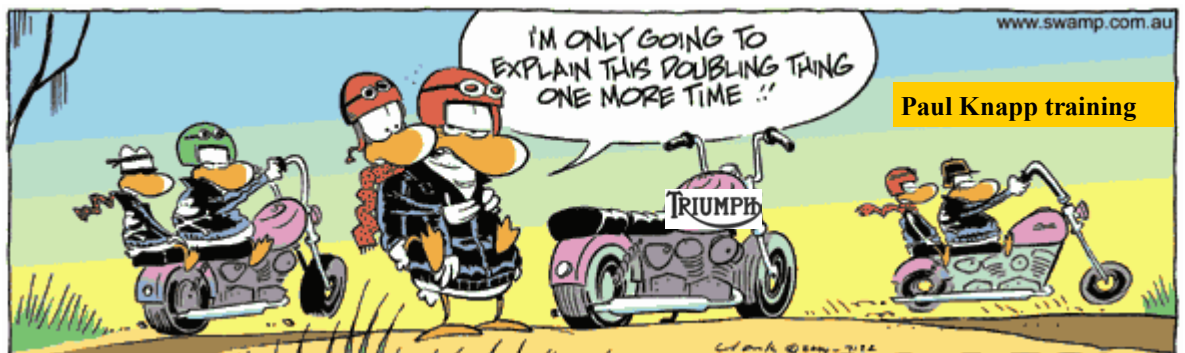
Discussion re attendances and payments for catered meals or snacks on rides and events. It was moved that any event required nominations of attendance, a deposit will be required at that time to ensure the catering is covered for that event.

Keith Milich reported that he did his riding test and passed with flying colours , however the procedure was not without some humour.

The President and members thanked Natalie Halstead for making 100 Cupcakes with Club logo on top to celebrate the 700th

meeting of the Club
Buy Sell and Swap
was read to the
members.

Supper an cup cakes
followed.



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 (Feb15)

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

19 inch wheel rim, chromed, straight,. 36 holed; Richard Kretschmer 3537898 (March15)

1996 BMW K1100 LTE, touring bike, good mechanical condition, recent major service, new brake hoses, corbin seat, reliable bike—S/A YYV148, \$4,500; Ian Hese 0409 083 436 (Feb15)

B M W K1100 1996 model Excellent condition with top box, panniers, crash bars, riding lights, manual and good tyres. 113500 km serviced 9 months rego SA YYC247 Eng No WB1052600T0235746 \$ 4700 ono; Contact Bruce Colwell 0413202238 (Feb15)

1965 Honda Dream CA77e 305cc, restored, club rego S/A SO3AHT, \$5,500; Greg Paterson 0404934246 (March15).

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 (Feb15)

1932 BTH "TT magneto" it carries a plate that says "TT Magneto", low centre height platform mount. Leon Mitchell 82785120. (Feb15)

1947 AJS prop stand to suit, part number W35-G3-F342-A or similar one; Brian Forth 0409 514213 (Feb15)

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; (Feb15)

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);

Honda postie bike—wanted in good condition; Reg Hancock 8570 8125 (Feb15)

Yamaha YD3, early 1960's, wanted parts for bike; Greg Paterson 0404 934 246 (Feb15)

1960 Honda Dream, wanted pressed metal handle bar for bike, Greg Paterson 0404 934 246 (FEB15)

ES2 Norton Parts Wanted for restoration. Engine, forks and rear wheel required. Many other parts needed. Call Tony Morisset: 0411 888 313 (March15)

"Villiers 9D twin port motor" wanted; Colin Behn 0407070287 or colin@clbengineering.com.au (Feb15)

BMW, R80 wanted to buy; Jim Mottillo 0412830593 (March15)

1920-1923 Harley Davidson flat twin bracket that guides the brake pedal close to foot boards on right hand side, Colin Behn 92937031 (March15)

Douglas OHV pre 1931 or Sunbeam model 8 or 9 wanted; Brett Mitchell 0438397788 (March15)



What a start of a project

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 Ian Hese Club Captain 0409083436 ibhese@bigpond.com

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****

March

10th General meeting 701, Payneham RSL clubrooms.

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

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 Eastern hills Ride. Anyone to lead a ride.

27th Committee meeting, Goodwood Community Club.

May

12th General Meeting 703, Payneham RSL clubrooms

****16-17th** Strathalbyn possible location for 2 days - Organizer Brian Forth.

24th Logbook day—Payneham RSL clubrooms 10am—12 noon

27th Committee meeting—Goodwood Community club.

June

12th General meeting 704—Payneham RSL clubrooms 8pm, Trophy presentation night & supper

14th Log Book Day—CCC clubrooms 10am to 12 noon.

****17th** Unknown destination???

25th Committee meeting—Goodwood Community Club.

July

9th General Meeting 705—Annual General Meeting—election of committee members.

2014- Invitational Events –too numerous to mention, see Committee and General meeting

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>

HAHNDORF-	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

All British Day Sunday 8 February 2015

Saturday the temperature was hot which meant we had better take some extra frozen drinks and a folding chair so that we could sit in the shade if it was the same Sunday.

Sunday morning started with put log book in coat pocket, loaded the back pack with drinks and lunch and tied the folding chair on the back of the AJS. Stopped at the petrol station to top up the tank up and then up the freeway with a lot of other British vehicles of all descriptions, passed one before the Heysen Tunnels opening the bonnet with steam rising but I was feeling cool. I forgot to turn off at Crafers turn off so went on to Hahndorf before turning off to Echunga and arrived at Gate A at 9.30am.

After handing in the Gate Pass at the gate, rode around the oval and onto the oval to our assigned area to meet up with some of the others that had already arrived. Brian suggested we line up bikes youngest one end and oldest at the other end so there were **two (2) 1957 gold Triumph's joined with a red Triumph and so on** down the line with 1920 flat tankers, and a Matchless outfit with sidecar wheel brake with the lever on the side car which raised a few comments with the public.

All the bikes were originally lined up along the boundary line which contained Velocettes, Vincent, AJS of various ages, Norton, Excelsior, Ariel, WW2 BSAs and Bantam, Scott outfit and solo and overhead Cam Levis with a total number of 26 bikes squeezed into our small area and 2 gazebo for shade and a large Esky of drinks for members.

Being along side an entrance to the oval, we were able watch many vehicles enter the oval including a new 960 Norton. It was interesting to hear peoples comments about the different bikes including the Velo LE, which was started a couple of times, quietly, including an ex policeman, who used to ride one in London.

It was interesting to hear about the technical side of the Scott motors and what to use for getting the Crank apart (7 lb Hammer) and what may be the problem with another members clutch. Every now and again a Merlin V12 would be fired up to create a little music. Most of the Jaguars and Rolls Royce's were on the second oval with a few other makes. Plenty of food stalls and some trade stalls to buy the unusual parts, stationary engines advertising the Power of the Past next month.

At 3 O'clock every one started to pack up and head for home, after an entertaining day was had by all I believe, with beautiful weather and a cool ride up and back.

Regards.

Colin (BMW) Behn (Senior roving reporter)



Veteran & Vintage Motorcycle Club of SA Inc

546	Maloney	JP	1950 Matchless	G80	Solo Motorcycle
657	Lawson	WH	1964 Triumph	Trophy TR6	Solo Motorcycle
642	Anderson	G D	1926 Triumph	P	Solo Motorcycle
653	Mather	R R	1932 Scott	Flying Squirrel Delux	Solo Motorcycle
558	Canty	DCE	1927 Norton	16H	Solo Motorcycle
560	Gowland	M	1941 BSA	WM20	Solo Motorcycle
656	Forth	B D	1942 BSA	WM20	Solo Motorcycle
561	Forth	B D	1957 Triumph	Thunderbird	Solo Motorcycle
840	Vartuli	P	1952 AJS	M20	Solo Motorcycle
841	Vartuli	P	1956 BSA	D3	Solo Motorcycle
566	Warren	R F	1957 BSA	500	Solo Motorcycle
567	Kuerschner	B L	1955 AJS	18 CS	Solo Motorcycle
645	Kuerschner	B L	1954 AJS	10R Replica	Solo Motorcycle
568	Kuerschner	B L	1955 Excelsior	S 1	Solo Motorcycle
571	Wahlstedt	P J	1949 Matchless	G80 500cc	Solo Motorcycle
683	Schumacher	M D	1965 MG	B	Tourer
842	Schumacher	M D	1948 Ariel	VB600	Motorcycle Outfit
579	Rogers	L	1934 Levis	CB 250	Solo Motorcycle
580	Scott	P	1934 Scott	600cc Flying Squirrel	Solo Motorcycle
584	Cramp	S M	1969 Triumph	T150	Solo Motorcycle
585	Keay	J J	1956 Matchless	G80CS	Solo Motorcycle
587	Behn	CL	1953 AJS	16MS	Solo Motorcycle
600	Jolly	L	1957 Ariel	Huntmaster 650cc	Solo Motorcycle
601	Rosser	D K	1924 AJS	B5	Solo Motorcycle
603	Croucher	M J	1942 BSA	M20	Motorcycle Outfit
604	Knapp	P	1957 Triumph	Thunderbird	Solo Motorcycle

This 1922 Elliott Payneham appeared on a Facebook page of a person from Sturgis USA, it was purchased at a Las Vegas auction in January 2015.

Details were sent to Peter Allen for comment -

Brian, I am fairly sure that this is the bike restored by Basil Mercer of Highbury some years ago. I think it only ever came out on about one VVMCCSA run. I have some photos and details somewhere which I will find but seem to recall that the frame number under the seat might be something like A531. At the same time the engine was not a 269cc but a 250cc that was only introduced in about 1923 (mark VIA?) hence the bike must be at least 1923 given that number and that engine. The plate on the side of the bike also confirms that it is a bike that was in the Club as i do not think that system was used in other states.

I am also familiar with Jack

Cannell's bike but from memory that was a 269cc pannier saddle tank (1922 only in Elliotts) and I am pretty sure he did not have an Albion gearchange mechanism and it had a

homemade vertical gear lever mounted on top of the box. I also have a copy of that bike.

I have a lot of things packed away at the moment due to building work but will come back to you as i know I have photos I took of the bike and the numbers for it. We can also give him all the information re Villiers engines.

Is this the same Jason Sims who was in the Cannonball Run, I think on a Harley

Davidson?

Regards Peter Allen



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

Paradise Motors Mazda

Steve, your New or Used Car contact will take a totally professional and honest interest in

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

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



Who are we?

December magazine— Who are we



Hey Brian

The caption mentions "in the vicinity of Jerusalem", and allowing for the fact that the caption is factually correct, would point to the stage of the campaign either just before or just after the capture of that city, which occurred on 7th-9th December 1917. The men show could actually be any of the members of the Anzac Mounted Division from the period (their make-up and title changed in 1917 and 1918).

But at the time of the capture of Jerusalem, they might be: 2nd Signal Squadron from the Australian Mounted Division Engineers; 3rd Signal Troop from the 3rd Light Horse Brigade (8th,9th,10th Light Horse Regiments); 4th Signal Troop from the 4th Light Horse Brigade (4th,11th,12th Light Horse Regiments) Hope this helps, Chris



AUSTRALIAN MEMBERS OF THE MOTORCYCLIST CORPS WITH THE BRITISH FORCES IN PALESTINE SPEEDING ON ONE OF THE ANCIENT ROADS OF THE HOLY LAND IN THE VICINITY OF JERUSALEM.



The early days of carrying an early motorcycle to a race meeting

London and Paris motorcycle bans.

Paris bikers demonstrate

RIDERS of motorcycles made before 2007 face a £12.50 daily charge to enter central London under proposals by the capital's transport authority. Bikes will be charged at the same rate as cars and vans under Transport for London's plans.

The daily charge for entering central London's proposed Ultra Low Emission Zone (ULEZ) will apply year-round.



The charge will affect bikes made before July 2007, when the European emission standard known as 'Euro 3' became a minimum requirement for new motorcycles.

The proposed introduction date is September 2020, by which time affected machines will be 13 years old.

A public [consultation](#) on the plans says: 'The ULEZ would require all vehicles driving in central London to meet new exhaust emission standards (ULEZ standards). The ULEZ would take effect from 7 September 2020, and apply 24 hours a day, 7 days a week. A vehicle that does not meet the ULEZ standards could still be driven in central London but a daily charge would have to have been paid to do so.'

The Motorcycle Action Group is urging riders to respond to the consultation.

MAG's National Chairman John Mitchell said: 'Although less than 1% of emissions are predicted to come from bikes, the planned charge is the same as that for cars, vans and minibuses.


'Please have a look at the consultation website and respond.'


Sign up for Visordown's weekly newsletter, Bugsplat, to get the best motorcycle news, road tests and features plus exclusive competitions and offers direct to your inbox. Register as a Visordown member [here](#) and tick the box for Bugsplat in your newsletter settings [here](#).

Read more: <http://www.visordown.com/motorcycle-news--general-news/pre-2007-motorcycles-face-1250-london-toll/25942.html#ixzz3QuKnzKvI>

Reference

<http://www.visordown.com/motorcycle-news--general-news/pre-2007-motorcycles-face-1250-london-toll/25942.html>

As mentioned ([link](#) ), the city of Paris in all its so-called "wisdom", is going to ban all motorcycles built before the year 2000 from entering their city. There is no scientific reasoning for the ban, and when you consider that there is a ban on older cars as well, but only for cars built before 1996, you can see that the motorcycle ban is very discriminatory and not thought out.

The ban will be on age, so even if you retrofitted your motorcycle with the latest pollution control devices, fitted it with the latest Euro3 certified exhaust system, you will still not be able to ride into town. It also means no vintage motorcycles are going to be allowed to ride in town. So to fight this incredible injustice, the French do what they do best; they go on strike. The French Federation of Angry Bikers (FFMC  - *a lobby group for motorcycle riders, who incidentally turned 35 years last month - happy birthday*) are planning a massive ride on February 8th.

So on the 8th of February at 14:00 starts a massive ride through Paris. And when 1000's of motorcycles set out for a ride, it paralyzes the city, since the group stops regularly blocking all main roads through the city.

The starting point is the Bois de Vincent (*the woods to the East of Paris*).

Reference

<http://news.motorbiker.org/blogs.nsf/dx/paris-biker-protest-ride-against-ban-on-old-motorcycles.htm>

Safe Country Riding

A contribution from Mark McVeigh of MotoDNA

It's where so many riders go to get their jollies, and here are a few tips to make sure you return home unscathed

The owner of motorcycle training academy MotoDNA, Mark McVeigh, has put together the following tips to make riding on country roads – already a barrel of fun – that little bit safer.

1. Cattle grids:

These can be treacherous on a motorcycle, especially when wet. Always approach cattle grids with caution. Avoid crossing grids at the join if two grids have been used, as the gap can be wide enough for a motorcycle tyre. **It's not unheard of to see grids dislodged and popped out by heavy trucks. Get all your braking done** nice and early and square the bike up well before you approach the grid. Ride across with a steady throttle so the bike is nicely balanced with little chance of wheel spin.

2. Cambers:

Some country roads, especially if narrow, can be heavily cambered for drainage. As you corner the camber can change from negative to positive and back. The tyre contact patch also changes Workshop Wisdom on the bike, which can affect steering geometry and your feel through the handlebars. Anticipate less grip and reduced ground clearance on negative cambers, and adjust your speed and lean angle to suit.

3. Road surface:

A lot of country roads in Australia have poor surfaces, with potholes, gravel and terrible edging affecting your line through a corner. Always scan between the vanishing point and road surface so you can adjust your speed and road position as required.

4. Hill crests:

The old adage look before you leap is something to live by and especially true when riding a motorcycle.

What's around the corner or over the hill? Wildlife, gravel, oil, potholes or farm machinery travelling at

10km/h? Adventure riders know this as they often stand up, giving a greater view over the top of the hill. On a road bike lift your head as much as possible to peek over the hill; the earlier you can spot a hazard the better. **Your bike can go light, especially in the front. It's better to slow down on the approach to the crest** and accelerate once you can see the road is clear. However, be aware that cattle grids can sometimes be on the crest of a hill.

5. Group riding:

The biggest challenge with riding in a group is the range of abilities and not wanting to be left behind. If there is a problem and you need to stop, consider 100km/h is almost 30 metres in one second, and your total stopping distance will also include perception and reaction times of typically 1-2 seconds. **That's 60 metres** before you even apply the brakes. Smart riders stay in their comfort zone. Leave a decent gap to give yourself plenty of room and ride within your own limits.

6. Animals:

In Australia, many thousands of collisions occur each year between motor vehicles and animals, mostly on country roads. These can range from stray stock to wildlife, mainly kangaroos and wallabies. Riders need to be especially vigilant at high-risk times of dawn, dusk, and at night.

7. Wooden bridges:

Much the same as cattle grids, wooden bridges can be treacherous on a motorcycle, especially when wet. You should ride across single vehicle bridges in the vehicle track rather than the middle. Also look out for slippery metal bolt and rivet heads. Get all your braking done nice and early and square the bike up well before you approach the bridge. Ride across with a steady throttle so the bike is nicely balanced with little chance of wheel spin.

8. Cornering:

Start your corner entry wide so you have good vision and a nice smooth line. Plan to exit the corner tight, which keeps you away from the head-on zone and gives you some room for error.

Adjust your speed to suit how far you can see. If your vision to the vanishing point diminishes, reduce your speed.

9. Parking:

It's most likely you will want to stop along the way for a break or to take in the views. It sounds obvious but park somewhere safe, as if it's a fun road there may be other like-minded spirited riders or drivers. Try to scan the area as you approach and plan where you will park. Watch out for the camber when you come to put your foot or bike stand down. If it's uphill you may need to use your rear brake and park the bike in gear to prevent rolling back. Always try and park your bike pointing up the hill -- **unless it's got a reverse gear!**

10. Training:

Over half of motorcycle deaths occur on corners, with 90 per cent of fatalities happening when the bike crosses into the oncoming lane or runs off the road (source: www.rta.nsw.gov.au). Quality training, in a controlled and safe environment, will help a rider develop and understand their own and their machines capabilities, roadcraft and attitude, improving your ability to survive on the road

Reference—<http://motorbikewriter.com/10-tips-riding-country-roads/>

The great Kersbrook Tiddlers ride—Sunday 15th February 2015

Well, as you guessed we had nearly heat wave riding weather with the temperature around 37c, but this didn't stop the usual suspects and a few others to venture out for a ride. We arrived at Kersbrook in an orderly manner and by 9.30 we had about 20 bikes and riders present.

Ian Hese gave a brief description of the run and when Ian mentioned we turn left at Cockatoo Valley and travel to Lyndoch, Pud Freeman quickly pipe up and said we go past the '**nudist colony**' on our right. He was quickly question why he knew so much about it's location, only to reply 'there is a sign there', no Pud there is nothing of the sorts just a high fence, Pud refused to elaborate further on the subject.

It was great to see a large number of veteran and vintage motorcycles with a sprinkling of later models and a few modern ones. Bob Whitehead arrived in shorts only, and when riding his jacket was nearly fully opened to allow ventilation on his bare (bear) chest. Many riders found the riding slow but enjoyable, the heat was trying indicated by the amount of wet shirts seen under their jackets.

The days ride was in reverse to previous years, which proved to be enjoyable and at the slow speeds we were able to witness the devastation caused by the fire and how close it got to houses. In one padlock there was a small plantation of pines, I assume were for Christmas, all we saw where hundreds of black pines in a burnt and barren landscape.

Back at the Kersbrook club, 40 members and partners sat down to a 2 Course lunch with cool drinks, tea or coffee supplied by the ladies of the Community Club. On a pin board in the room were several photos taken by locals of the fire being fought by CFS volunteers. Of note, the Kersbrook CFS were call out again on Saturday night to a gum tree had reignited as a result of the Sampson Flat fires.

Last year was cancelled due to the extreme head conditions, this years was close to cancellation, what will next year be like? **Harry Maltese.**

Photos— Peter Arriola's mighty James Cadet; Lyndon Rodgers on the 1934 Levis; Rob Whitehead—Bill Lorimer & Pud Freeman; Ron Whitehead's Healing JAP; Brian and Paul Knapp getting ready; and Darryl Rosser and Peter Arriola getting organised to ride.

KERSBROOK'TIDDLERS' RIDE 5-2-2015

ORGANISED BY BOB GILL

Name Year Make Solo/Outfit

Peter Arriola 1957	James Cadet
Bob Gill 1913	BSA Solo
Rob Smyth 1924	AJS Solo
David Holbrook 1925	New Imperial
Brian Forth 1947	AJS Solo
Bill Lorimer 1981	Kriedler Solo.
Colin Behn 1920	Harley Davidson
Pud Freeman 2007	Yongshen
Paul Knapp 1951	Norton Solo
Daryl Rosser 1924	AJS Solo
Steve Cramp 1957	Triumph Solo
Richard Kretschmer 1956	Norton O/Fit
Bruce Lehmann 1948	Ariel Solo
Lyndon Rogers 1934	Levis Solo
Bob Whitehead 1918	Healing JAP
Bruce Colwell 1960	BMW Solo
Wayne Lawson 1964	Triumph Solo
Dan Moriarty 1956	Ariel Solo
Alan Martin 2004	Kawasaki
Ian Hese 2003	BMW
Jason Maloney	Back up trailer



BIRDWOOD Figure 8

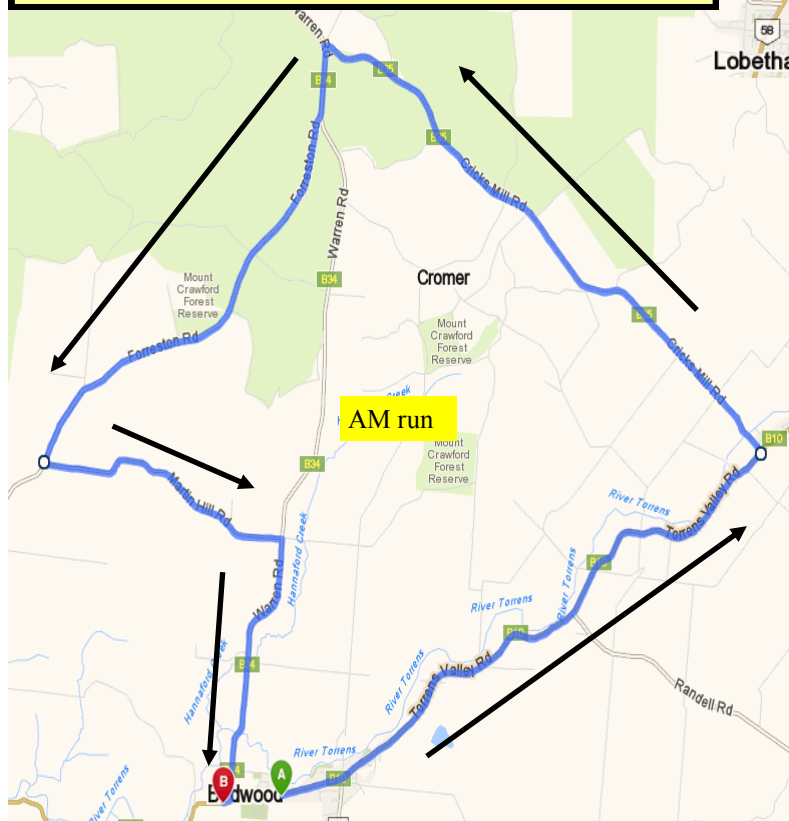
March 15th 2015

For those riding up Birdwood, assemble at Pelican Plaza 9.00am depart for Birdwood.

Ride start at National Motor Museum at Birdwood 10.30.

Morning Loop: 34km—Start 10.30am, ride toward Mt Pleasant and take the Cricks Mill Road towards Williamstown, turn left back along Forreston Road, turn right at Martin Hill Road, then left into Warren Road and back to Birdwood for about a 12 noon finish. 4 Marshalls required .
Lunch break.

Afternoon Loop: 34km— Start 1.30pm, ride back to Gumeracha, over to Lobethal and up to Mt Torrens turn left back to Birdwood by 2.30pm—4 Marshalls required



Age-old deficiency

IT'S about time the authorities did something about older drivers on our roads.

For far too long older drivers have caused havoc as they hog the left lane, stick to the speed limits (even the road work limits) and stop at stop signs, causing great inconvenience and often preventing others from doing whatever they like.

Another major concern is that by avoiding fines and demerit points, they are not doing their bit for the revenue of our state, and are therefore placing a further burden on younger drivers.

Until older drivers can prove that they are proficient at weaving in and out of traffic, driving while texting, tailgating, using drugs or doing burnouts, they must be banned from holding a licence.

Doug Money, Oak Park



Two men off to a race meeting in Europe.

Members enjoying the day



Kersbrook—Colin Behn starting his HD at left;
Bottom left—Bob and Richard Kretschmer looking.
Below—Bruce Lehmann and Bob Gill at Kersbrook.



Of undelivered return to—
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