



# SMOKE SIGNAL

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



Left top—members motorcycles; top right—Stephen Hooper and Rosanna Cant resting in front of the VVMCCSA display;  
Bottom David Cant's 1923 Indian and Leon Mitchell's 1920 OK Junior.

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April 2015

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

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

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

Machines manufactured prior to **January 1<sup>st</sup> 1966** are eligible for Club Events.

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

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

**Annual Fees** are due by the 30<sup>th</sup> June each year.

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

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

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

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

Club Web Page - [www.vvmccsa.org.au](http://www.vvmccsa.org.au) email [secretary@vvmccsa.org.au](mailto:secretary@vvmccsa.org.au)

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

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.

**60th Anniversary Rally Expression of Interest forms** will be ready to pass onto you during April and will not be posted on the Club's web page. The document will contain basic information on where and when the rally will be held, a description of the daily runs and a list of the available accommodation in Clare and its surrounds.

Regards, David Cant Chairperson

I wish to advise that **Allan Schipp, club member 301**, passed away Sunday 9th March 2015.

**Trophy Presentation night—Tuesday 9th June** General Meeting. Please bring a basked supper for afterwards. All trophies to be returned to Paul Knapp as soon as possible.

**Annual General Meeting—Tuesday 14th July**, if you desire to service of the committee. Please contact Bill Lorimer for your nomination.

**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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SOUTH AUSTRALIA**

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## **VVMCCSA Committee Meeting 30th Mar.2015 at Goodwood Community Centre**

In Attendance- Brian Forth, Bob Gill, Ian Hese, Ray Collins, Daryl Rosser, Terry Rowe, Paul Knapp and Bill Lorimer. Apologies—Anni Filsell and Les Jolly.

**Minute's of the last meeting** presented as printed in the Smoke Signal, no discussion. Acceptance moved Paul Knapp, Seconded Daryl Rosser, and Carried

### **Treasurers Report.**

Terry Rowe presented the report, no discussion Acceptance moved Ray Collins, 2nd Ian Hese, and Carried.

### **New Members.**

Application from Andre Jarrod was read to the meeting.

### **Correspondence Out.**

250 Thankyou letters for Bob Tilbrook to hand to Raffle Sponsors.

### **Correspondence In.**

- 1 Flyer from Hire a Hoist Mechanical
- 2 Flyer from SOLO Motorcycle Products, Starter units and Roll In Stands
- 3 Flyer from the National Motor Museum outlining their year's activities, Note 17th May 2015 - 1924 Indian restoration demo. Anyone interested needs to ring the Museum for info.
- 4 Account from MTA for printing
- 5 Bank Statement from Westpac for the 60th Anniversary account
- 6 Account from Aust Post for renewal of post box rental
- 7 Account from Smart Print for printing.

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

- 1 From Geoff Anderson re. JP services at logbook days
- 2 Update from Pauline Renner about Club bookings at the National Motor Museum
- 3 From SA Community requesting update of Club info
- 4 News Release for Rock and Roll Rendezvous
- 5 From Dimitri Economos re Historic Rego, reply sent
- 6 From Brian Forth to members re parking at Moseley Sq.
- 7 From Stephen Hooper re Moseley Sq display to Messenger Newspapers
- 8 From Goodwood Community Centre re. Confirmation of booking and dates of meetings
- 9 From Point Pass Hotel re. Show and Shine for Classic Motorcycles 11th April
- 10 From Kevin Noel of the FHMC requesting a date to address the members about new initiatives for the Bay to Birdwood.

### **Publications received.**

- 1 The Vintage Motorcycle from the UK
  - 2 The Throttle Lever from Newcastle VMCC
  - 3 Vintage Chatter from VMCCWA
  - 4 The Bulbhorn from Mildura VVC
- Acceptance moved Ian Hese, Seconded Paul Knapp.

### **Club Captain report - Carried Runs Rides and Events.**

- 29th March Moseley Sq Display, Good weather good rollup plenty of interest from the public.
- 19th April Southern Eastern Hills Ride Dan Moriarty organiser.
- 17th May Not confirmed.
- 17th June Not confirmed.

### **General business**

Logbook days was discussed, the Registrars and Treasurer will need some Volunteer helpers, members reminded that Stat Decs are available at meetings or can be downloaded from the Website.


Club subsidised events, and meals at some rides and events, was discussed. Terry Rowe is to prepare a breakdown of the costs at various events to enable better informed debate.

60th Anniversary information was discussed and is now ready to be published in the Smoke Signal when received by the Editor.

Meeting Closed



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# **VVMCCSA General Meeting 701 at Payneham RSL 10th Mar 2015**

Brian Forth chaired the meeting.

Visitors - Elizabeth Davies from the CFS Foundation.

As a departure from usual practise our guest speaker Elizabeth Davies gave a very interesting insight into the activities of the CFS Volunteers.

**Who are we** - Andrew Brown on his Vesper and David Canty's Norton.

**Minutes of the last meeting** were presented a printed in the Smoke Signal, there was no discussion Acceptance moved by Marie Hurley , Seconded by Peter Grace , Carried.

**The Treasurers Report** was presented by Terry Rowe, there was no Discussion Acceptance moved David Radloff, Seconded by Brian Kuerschner, Carried

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

1 Cheque Account statement from Westpac

2 Letter and flyer re. Naracoorte Swapmeet 2&3rd May

## **Emails In and Out.**

1 From Neil Creed wanting assistance re parts for a 1927 Indian , owners advised and a reply sent

2 From Malcolm Gray re. Potato Day in June

3 From Malcolm Gray, Potato day is off ,we cannot guarantee sufficient Numbers

4 From Jane Edwards @ Holdfast Bay Council with attached Event License

5 From Liz Ransom of History SA re visit of Charley Boorman to Birdwood Museum

6 Email and Flyer for Celebration of the Motorcar, Sunday 26th April at Carrick Hill Estate

7 From Alan Pickering, Media release for Historic Vehicles Gathering, Adelaide Parklands

## **Publications Received.**

1 The Vintage Chatter from VMCCWA

2 The Radiator from Riverland V&CCC

3 The Throttle Lever from Newcastle VMCC

4 The Bulletin of the Veteran Car Club SA.

Acceptance moved Malcolm Gray, Seconded Pat Vartuli . Carried.

## **Club Captain - Runs Rides and Events.**

15th March Birdwood Museum Figure 8, Leon Mitchell organiser and leader.

17th March Charley Boorman, museum visit—meet TTG hotel for 9am ride to museum.

29th March Moseley Square Club Bike Display, included free cup of coffee/tea or ice-cream.

19th April Eastern Hills Ride Dan Moriarty organiser and leader 17th May To be finalised Strathalbyn area?

Moved Pud Freeman, Seconded Brian Kuerschner, Carried.

## **General Business.**

Gary Harding reported that Alan Schipp has passed away.

Members advised that Regalia items can be customised with names and bike logos on request.

Colin Behn reported on his frustrating experience at Power of the Past.

There was no general business from Members.

Buy Sell and Swap was read

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; 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 (April15)

**19 inch wheel rim**, chromed, straight,. 36 holed; Richard Kretschmer 3537898 (April 15)

**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).

**Kawasaki ER5, 2000 model**, 500cc twin, \$2000; Pub Freeman 8255 2886 (April15)

**Dri-Rider boots** size 12 for sale, brand new, offers; David Hooper 0424043854 (April15)

**Royal Enfield Bullet 1969 350cc**, restored, new barrel, piston etc, Engine number B152233—\$4000 ono plus spares muffles cables etc; Bill Blake 83675926 (April15)

**Matchless G80, 1950**, older restoration, low miles. Engine Number 17165, \$6000 ono, Bill Blake 83675926 (April15)

**Ariel Arrow, 1963 250cc**, \$8000 new pistons, electrics ect plus manuals & parts; Daryl Rosser 0419817745. (April15)

**Goulding sidecar chassis, early 1920s**, unrestored more than one chassis but enough parts to build one or perhaps two. No sidecar bodies though. Peter Allen Phone 8353 3438 (April15)

### Wanted.

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

**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)

**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)

**WANTED Norton ES2 motor** to help young club member with first restoration project. Phone: Tony Morisset 0411 888313. Will buy in any condition. (April15)

"**Wanted Corbin speedo cable and rear wheel drive gear**. Wanted **Schebler HX** model screw thread mount carbide - have flange mount HX to swap if required. Ph Rob Elliott 0415 697 162; (April15)

**Villiers motors D or E models** wanted including pre-war; Garry Harding 0448644999 (April15)

### 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](mailto: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\*\***

#### 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—**Committee nominations**

**\*\*17th** Unknown destination.

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

25th **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???

29th **Committee meeting**—Goodwood Community Club.

#### July

14th **General Meeting 705**—**Annual General Meeting**—election of committee members.

**\*\*19th** Unknown destination.

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

#### August.

11th **General Meeting 706**, Payneham RSL clubrooms

**\*\*23rd Oxenberry Winery McLaren Vale**—Tiddler s ride, organizer Tony Morisset and crew

24th **Committee meeting**—Goodwood Community Club

**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 22, 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 Mach 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	<b>** plus many more check the web site**</b>	

### 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**



### What is a new Century Motorcycle.

I received an email from a person asking about a New Century Motorcycles and it started like this -

Brian, this is the info I have on the New Century, the company started in 1901 and finished in 1909, the machines were noted as primitive bikes and were used for racing, the motor was a French Gavandau motor 2.75hp, the factory was in St Albans' Hertfordshire in the UK, the pic is the only known and was taken at Brooklands in 1910, mine is fitted with Mk2 druids which were from a later period, regards Glenn.



Brian and Glen,

This is very interesting but I suspect the whole story is not quite right.

The first photo cannot be at Brooklands as the background clearly shows a narrow (probably oval) banked velodrome track in front of a grandstand and that was not Brooklands. The motorcycle appears to be also of a period (lets say 1904-7) which is actually a few years earlier than Brooklands was even built. I suspect it is a French bicycle velodrome (with banked track) which were often used for early motorcycle track races. Cycle racing was very big in the period say 1895-1910 and there was even such a velodrome just out of Ballarat in the very early 1900s. I have French books which show very similar velodrome photos and this was the normal venue for motorcycle track racing as opposed to road events. Also such photos show that the French punters were a lot more "elegant" and fashion conscious than the English punters and that appears to be the case here as in fact there is not one flat cap in sight unlike the early Brooklands photos.

I suspect that the motor mentioned in the email is actually a Givaudan which was a French proprietary motor uncommon in Australia (I know at least one got to Australia as I have seen it years ago) but the UK was a lot closer and as UK manufacturers used a lot of Minervas from Belgium and other continental engines there is no reason why small manufacturers may not have used Givaudan from France particularly if they were not using enough engines to interest the bigger engine manufacturers. At the same time by say 1908-9 I would have expected the continental engines to have largely disappeared as you could get better motors in the UK eg JAP, Stevens Roc etc and Precision came in 1910. At the same time however Hobart was still using Swiss Moser engines in about 1914 but that was very much the exception then rather than the rule.

I suspect that Glen may have got his information from one of the UK websites eg Sheldon's EMU and they usually only give a very abbreviated story and only half the details so they are not always how it was. As an example they mention a 344cc version running at Brooklands in about 1910. Out of that detail I would suspect that the 1910 racer had a little OHV JAP engine as that I seem to recall, ties up with the "344" and the JAPs were the competitive racer engine for that period (eg look for a photo of Harry Martin on a Martin JAP).

Remember we had Ollie Gilbert in Adelaide setting records with a similar 344cc engine very early on. Also to modern people all pre say 1912 bikes are "primitives" eg no clutch, so there is nothing magical about that word as it is actually confusing the situation a bit like "old school" which just means that its "old" to young people but not that old at all, to us old timers. You just have to remember that they never really made proper motorcycles after 1930, just armchairs with wheels!

It would be interesting to know the dimensions of the frame engine mounting lugs in the frame he has as that may tell us effectively what engine it might have taken and also a photo looking down on the rear engine lug going back to the lower chainstays (lower rear frame). Its hard to tell but the frame lugs may be Chater Lea. It would also be interesting to see whether the frame gussets have been welded or brazed in as frame construction was by brazing pre WW1. At the same time the general design of the frame is the teens what with the sloping top tube and the short headstem. I agree that Mk II Druids did not come in pretty much until 1915 and due to war time restrictions they were mainly seen post war (eg Swastika twins and my 1922 Elliott has Mk IIs).

Give us some more photos and engine frame lug dimensions and we may be able to guess what engine would fit.

Regards, Peter Allen.

Reference—Gerry Belton's book "All the years at Brooklands"



**The New Century motorcycle currently being built in Australia. I am assisting with tyres, hubs, spokes and rims for this project—Brian Forth**



I then emailed Eric Londesbrough Overseas liaison of Vintage MC Club UK for comment -

Hello Brian,

What an interesting story about the mystery motor cycle. Personally I had never heard of a New Century motor cycle and though I have a large library of books I cannot find anything about them. However if there is anything to be found over here it will be in the VMCC library and I will contact the librarians tomorrow. I do agree with many of the points made by Peter Allen and the picture certainly does not show Brooklands and is most probably in France. If we dig out anything I will certainly get back to you as soon as possible. There does not seem to be any member of VMCC who owns a New Century according to our machine register, and we certainly have never had a New Century Marque Specialist. That badge on the steering head looks pretty convincing though.

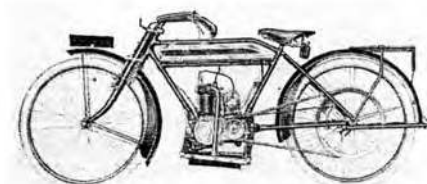
Hoping to find something.

**Regards, Eric Londesbrough,**  
**the Overseas Liaison Officer for Vintage Motorcycle Club UK.**

a 1914 New Comet fitted with a 174cc Precision Junior unit engine with 2 speed gearbox ie its not a New Century- we do not have a photo of one of those yet!

#### **NEW CENTURY c.1901–c.1909**

Someone had to use this name around the time and it was this firm in St Albans, Hertfordshire, who built typical primitive machines using 2.75hp Gavandau engines imported from France. They were raced in early events by D.R. Clarke, C. Reid and A. Cummins up to around 1908, and a 344cc machine ran at Brooklands in 1910.



*The New Comet originated in Edwardian times and, by 1914, listed this neat two-stroke with a choice of transmissions, here seen from the drive side.*

#### **Peter Allen made further enquiries on the New Century Motorcycle**

Glen,

Sorry about the delay in coming back to you but I have been busy with other things. I recalled there was a photo of a Givaudan engined bike raced at Brooklands and here it is but it is not your bike but you will see that the bike and commentary notes have a lot in common with some of the comments in Sheldon's EMU site about the New Century motorcycle. The picture and caption come from a recent book on Brooklands bikes by Gerry Belton who has taken up where Dr Joe Bayley, the acknowledged expert on Brooklands bikes, left off, when he died.

Obviously the performance they were getting out of these little 270cc atmospheric inlet valve engines was fairly amazing even though they had learnt to remove all weight from the bike. Remember the intake valve is effectively operated by suction when the piston goes down and if your suction spring is fairly weak you get easy starting but valve float sets in and limits your revs whereas if you wanted performance you put in a stronger spring which can make it a pig to start. Remember also for tuning purposes there is no clutch and the lubrication is by two hand drip oilers which probably was not an issue for sprints. Chitty did not believe in carrying any excess weight but doing without a seat and riding on the carrier when Brooklands was known to be so bumpy is a bit extreme and probably not good for the piles! He also used battery and coil ignition as this may have been lighter than a magneto. You will see that the little Givaudan appears to have been used in sprints whereas he used the 340cc JAP to beat Triumphs of 499cc (nothings changed!) in races at Brooklands. We also know that

Chitty raced several different bikes at Brooklands, the Givaudan and two different size Frays-JAPs. Frays-JAPs were only made for a year or so and we know from the Buyers Guide that they used 2 1/2 hp and 3 1/2 hp JAP engines ie 350 and 500cc. Obviously Mr Chitty knew what he was doing and he subsequently ran a garage and Ford agency at a place called Diss in the UK and in the 20s was preparing a Dunelt two stroke that his son raced.

At the same time it does appear that there may have been a London made "brand" of motorcycle that likely used Givaudan engines. The website Grace's Guide has quoted from The Directory of British motorcycle manufacturers and stated that:

**Givaudan** was an assembly firm that produced motorcycles between 1908 and 1914. The company constructed motorcycles by combining such engines as **Blumfield**, **Precision** or **Villiers** with frames built up using **BSA** or **Chater-Lea** lugs. With the addition of gearing, various other fittings and a transfer, another marque was produced. By being able to move with the times, not over stock or over produce, **Givaudan** were able to survive longer than many other firms of the era.



**The New Century badge on the head stem**

# PARADISE MOTORS



# MAZDA

## MAZDA

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Who are we?

March magazine—Andrew Brown





## **Charley Boorman visit to National Motor Museum.**

On Tuesday 17th March, Charley Boorman of 'The long way down' and 'Long way round' visited the National Motor museum at Birdwood. Also present will be Adelaide Hills-born legendary MotoGP mechanic Jeremy Burgess, along with riders Andy Haydon – the first Australian to podium at a Dakar rally in 1969, Toby Price, who came third in this year's Dakar and also Dave Schwarz who was Andy Caldecott's team-mate in the 2005 Dakar.

The National Motor Museum is looking forward to hosting these legends and luminaries of the sport as they visit the museum's impressive display of close on 100 motorcycles.

Members of VVMCCSA, Matthew Croucher, Paul Knapp, Wayne Lawson, Greg Patterson, Adrian How and my self rode to the museum and parked on the lawn area. There we found 20 BMW, KTM and Triumph adventure models of motorcycle bike and rider who are riding the adventure with Charley Boorman, plus 100 plus other motorcycles and riders just there for the day



Paul Knapp, Wayne Lawson and Brian forth with Charley Boorman. Left—the touring bike with Boorman.

VVMCCSA Club bikes that attended, Greg Patterson, Brian Forth and Matthew Croucher

## **Mt Barker 'Power of the Past'.**

On Saturday 7th and Sunday 8th February, many members from 32 clubs gathered at the Mt Barker for the 30th meeting of the Power of the Past. Club members and public enthusiasts gathered for the annual mechanical display of stationary machines, tractors, commercials, motor vehicles and motorcycles which included the VVMCCSA.

The VVMCCSA displayed the following motorcycles - Brian Kuerschner (1927 AJS, 1953 AJS & AJS 10R0), Colin Behn (1920 Harley Davidson), Merv & Leonie Dunstall (1942 Harley Davidson outfit) Rob Smyth (1929 AJS), Paul Knapp (1969 Triumph) and my self (1927 Harley Davidson and 1942 BSA wm20). Rob Smyth received the best motorcycle on display and my 1927 Harley Davidson was voted 'The best Harley Davidson', the award for the Harley Davidson marque on display.

Our display was well received, although we were down in numbers, we enjoyed the day. Our display received a constant stream of members, friends and strangers just for a talk. The weather was perfect and I will be back next year.

In 2016 the marque motorcycle is Norton motorcycles, this is a good excuse to drag the Norton's and any other motorcycle out of the shed for the day of display and chatter with friends and the public.



Brian Forth, Rob Smyth & Brian Kuerschner at Power of the past



### **New Century motorcycle story continued**

The question, 105 years later, is how does this all tie up with your New Century frame and I do not know the full answer to that. The information that ties the use of the Givaudan engine to New Century (which was made at St Albans UK ) is from the Sheldon EMU site and I am often cynical about the accuracy of motherhood statements appearing on the net. Given the associations between Chitty's exploits on the Givaudan and the Frays-JAPs motorcycles one wonders whether Sheldon EMU may have possibly confused the Frays-JAP with the New Century. Chitty rode Frays-JAP motorcycles which were only made about 1910-11. We do not know where these bikes were made but there is a river Frays in the UK in the greater London area, as is St Albans where the New Century was apparently made.

At the same time the New Century may have in 1909 have been another "badge engineered" motorcycle assembled by the Givaudan depot in London as it seems clear they were happy to assemble motorcycles which you then sold as your own brand by adding your own badge or transfer. At the same time in advertising their own brand New Century might be happy to use the publicity created by others in successful racing – its the same bike that you can buy from us!

Your frame like the frame pictured with Chitty appears to be Chater Lea fittings but your frame has no rear engine mounting lug fitted. Where the rear engine lug is missing from your frame does that lug have a machined finish, or is there any evidence an engine mounting lug was ever brazed in there? The rear engine mount on the Givaudan raced by Chitty is something quite unlike anything made by Chater Lea. I am just speculating whether Chitty had some sort of removable engine mount to fit different engines. Because there were no pedals (extra weight!) on both yours and Chitty's frame the pedal bracket could have been used as part of a locking element for a removable rear engine mount but that is mere speculation. From the photos I have calculated that your front engine mount is approximately 1 3/4 inches wide and generally that is more suitable for a continental engine such as a Givaudan and is too narrow for a JAP engine of those years. I am not sure that Chater Lea even made a fitting that narrow. At the same time if your frame was originally fitted with a very narrow handmade rear mount to take a Givaudan engine that is probably the first bit to be cut off if an enthusiast, 70 years later in Australia, actually wanted to use the frame, hence that may also be the reason why the rear engine mount is not there.

At the same time however your frame appears to be a bit later than 1909 and has been very neatly braced by someone who knew what they were doing and got the maximum rigidity by using sheet metal braces strategically and then drilling them for more weight saving. This would support that the frame may have been on a racing bike but we do not know where this was done although it is now a mere possibility that the New Century using a Givaudan engine may have been assembled by the London Givaudan Depot and sold as a New Century at St Albans. Of course we have no proof of this and all of the people who can tell us have been dead for many years. At the same time it would also appear to be a bit beyond a mere coincidence and unlikely that a New Century got to Australia say in the teens and then that particular bike was then modified for racing in Australia.

At this stage it would be interesting to check with Sheldon EMU and see where their information came from and that might give us another direction in which to go. At the moment however there are some fairly interesting parallels between the exploits of WD Bill Chitty and the New Century story that Sheldon EMU has on the net but we do not have enough information to establish anything more one way or the other.

Regards

**Peter Allen**

*"And the search continues"*

#### **Reference-**

**Gerry Belton's book "All the years at Brooklands".**

**Below right— another view of the New Century Motorcycle.**

**Below left—Givaudan engine motorcycle**





## **Moseley Square Display—Sunday 29th March.**

VVMCCSA members and 31 machines graced the promenade at Glenelg today. Weather was just right for the occasion. Other members also attended for support on an important public relations exercise for the club. Many members of the public wandered through the display taking many photos and asking questions. A couple asked about membership of the club, one person stating he has a 1926 Terrot he brought back from France and interested in joining. **Harry Maltese**



the elegant and debonair Matthew Croucher.

### **Moseley Square display participants.**

Leon Mitchell—1920 OK Junior  
Simon Mussared - Matchless & Anni Filsell—Triumph  
Matthew Croucher BSA wm20  
Stephen Hooper—Matchless  
Fred De Bernadinis—Triumph Bonny  
David Can— 1913 Indian outfit  
Jason Maloney—Matchless  
Lyndon Rogers—Levis  
Peter McDonald—Indian  
John Keay—AJS outfit  
John Deacon—Panther  
Terry Rowe—Raleigh  
Neil Caust—James Cadet  
Steve Jenner—BSA wm20  
Pat Vartuli—Matchless  
Paul Wahlsted—Matchless  
Andre Jarrod—Vincent  
Andre Jarrod—1936 Triumph  
Paul Knapp—Triumph Thunderbird  
Geoff Thompson—Ogar  
Geoff Thompson—Jawa  
Bob Tilbrook—BSA Bantam & John Tilbrook—BSA Bantam  
Brian Norton—Harley Davidson  
Ted Williams—Triumph T100  
Peter Arrolia—James Cadet  
Stephen Bartlett—BSA  
Graham Bartlett—Triumph  
Brian Forth—Harley Davidson & Brian Forth—Payneham Elliott

### **ENTRANTS FOR THE BIRDWOOD FIGURE 8 RIDE 15-03-2015**

Name	Year	Make	Solo/Outfit
David Radloff	1909	Triumph	Solo
Bob Gill	1913	BSA	Solo
Terry Rowe	1914	Bullock	Precision
Charlie Tuckey	1917	Excelsior	
Bob Whithead	1918	Healing	Jap
David Cant	1923	Indian	O/Fit
Bob Hill	1927	Harley Davidson	O/Fit
Rob Smyth	1929	AJS	
Arnold De Groot	1930	Norton	
Bob Kretschmer	1941	BSA	
Paul Wallis	1942	Harley Davidson	
Brian Norton	1942	Harley Davidson	
Lee Longmire	1947	Ariel	
Trevor Cooke	1948	BSA	
Alf Lear	1948	Ariel	O/Fit
Bruce Lehmann	1948	Ariel	
Kevin Meade	1948	Velocette	
Ted Williams	1949	Triumph	
Geoff Anderson	1950	Norton	
Paul Carroll	1951	Matchless	
Paul Knapp	1951	Norton	
David Hooper	1951	Triumph	
Bruce Colwell	1954	Vincent	
Ted Emerson	1954	Norton	O/Fit
Rob Wilken	1955	Vincent 'D'	
Goeff Henning	1954	Triumph	
John Byles	1954	Ariel	
Kevin Wilson	1954	Adler	
John Deacon	1954	Panther	
Peter Arriola	1954	AJS	
Steve Truscott	1955	Norton	
Peter Johnson	1955	Matchless	
Graeme Bartlett	1955	Triumph F.T.O.	
Daryl Rosser	1956	Triumph	
John Booker	1957	Triumph	
Denis Smyth	1958	Triumph	
Dave Holbrook	1959	Ariel	
Neil Caust	1961	Honda	
Wayne Lawson	1964	Triumph	
Martin Blindell	1967	Triumph	
Don Cellier	1974	BMW	
Robert Williams, visitor	1970	Triumph	
Adrian How	1991	Yamaha	
Bob Frankham	2003	Honda	
Alan Martin	2004	Kawasaki	
Nicole Hauser	2006	Royal Enfield	
Pud Freeman	2007	Yongshen	
48 motorcycle			
Jason Maloney			Back up trailer

## **Birdwood Figure 8 Rally 15<sup>th</sup> March 2015**

Sunday morning dawned with a grey overcast sky and it looked that it may rain later. I had to get up and leave early as I had to pick up Bob Gill and his 1913 BSA. As we passed up Main NE Road we saw a good number of members assembled at Pelican Plaza ready to make the ride to the Birdwood Mill. On the way through Chain of Ponds misty rain started to fall and in one patch the road was quite wet but the sky looked as if it was going to clear up. At the Birdwood Mill there were already a number of members unloading their bikes from trailers and utes. Before long the group from Pelican Plaza arrived and the assembled group looked very impressive. It was good to see 5 Veterans and 5 Vintage bikes on the run that was set up originally to attract these types of bikes. The total number of bikes was not as many as the hay day of the club but there must have been about 50 Bikes present of all ilk's. Although the rain had stopped it was not warm but cold and I had to retreat to get my leather jacket from the car.

There was a bit of confusion after 10.30 the nominated starting time as there was no Club Captain or rally organiser present. There was however 4

members present who had been Club Captains in the past and eventually Rob Smyth volunteered to lead the marshals out for the day. Luckily he had photo copied the rally route and had this copy with him. A meeting was convened and the route discussed with the riders and marshals procured and fluoro jacketed. Rob and the marshals departed at about 11.00AM

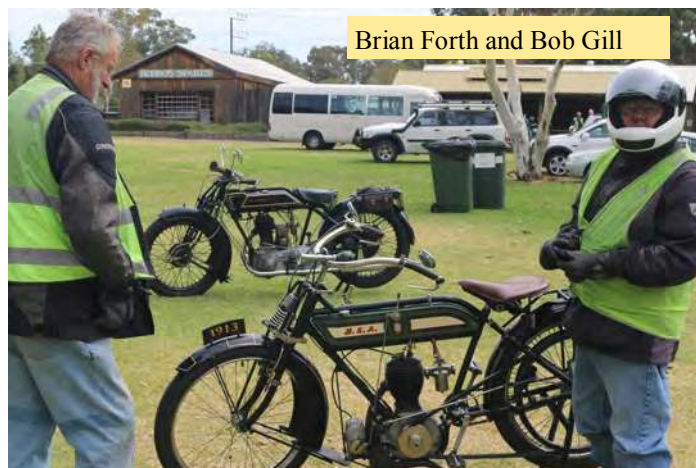
A few minutes after the marshals the rest of us departed via the back gate and on to the main road and proceeded towards Mount Pleasant. By now the sun was shining but it was still cool riding, My 1927 Sunbeam likes this type of weather and seemed to plonk along effortlessly. Just as we entered Mt Pleasant we turned left towards Mt Crawford Forrest. This is a beautiful motorcycling road there are corners, hills and scenery to keep you interested but you have to keep your eye on the road as it can be a bit rough in a few areas. On reaching the T junction we turned right and proceeded into Williamstown to the usual parking area in the hotel car park.

Members stood around talking and partaking in the usual pasties and pies and I think I even saw a Latte! Also I gives your fingers time to get the feeling back into them and the pins and needles subside. David Cant's beautiful Veteran Indian and Side car got stuck briefly in the entrance to the car park and it looked like a bit of a conjuring act as he tried to take off using the long Indian Hand clutch rather than the foot clutch.

After a brief stop Rob rallied the marshals and headed off for the ride back to Birdwood. We turned right at the end of the mail street and headed towards Kersbrook. We did see some of the after math of the fires and it is amazing to see the mature blue gums with masses of juvenile leaves emerging from the charred stems. Before Kersbrook we turned left and up the quite steep hill. No problem for the Sunbeam but Terry Rowe's Precision Big 4 had a problem with the hub clutch at the most inopportune time and he very nearly did not make the top of the hill. Believe me the last thing you want on a veteran on a hill is for your clutch to start slipping. On my ride up this hill I was passed by nearly all the rest of the rally consisting of the usual array of Triumphs BSA's and the odd AJS.

Back at Birdwood the members took advantage of the break to take a look in the Museum and get some lunch. The day had now developed into a perfect autumn day. There seemed to be a lack of members working on their bikes and I don't recall seeing anyone on the backup trailer either. I did not go on the afternoon rally but I was watching Rob Smyth trying to start his Cammy AJS. Apart from the left foot kicking he had left the fuel on and the motor was flooded and gave a great display of back firing. A lesser man would have had a very sore leg but Rob seemed to get his leg out of the way in time. After the rally departed I was chatting to Brenton Halstead and his cousin Ian who had arrived from the Clare Swapmeet to give me their report. Brenton could have taken half the club up there in his enormous Toyota Coaster Bus. I do not know what else was on but there seemed to be a few regular faces that were absent on the day. Never the less it was an extremely pleasant day with a good number of varied machines present and members all seemed to have an enjoyable day.

David Radloff.



Brian Forth and Bob Gill



Rob Smyth



## South East Run. 19 April 15

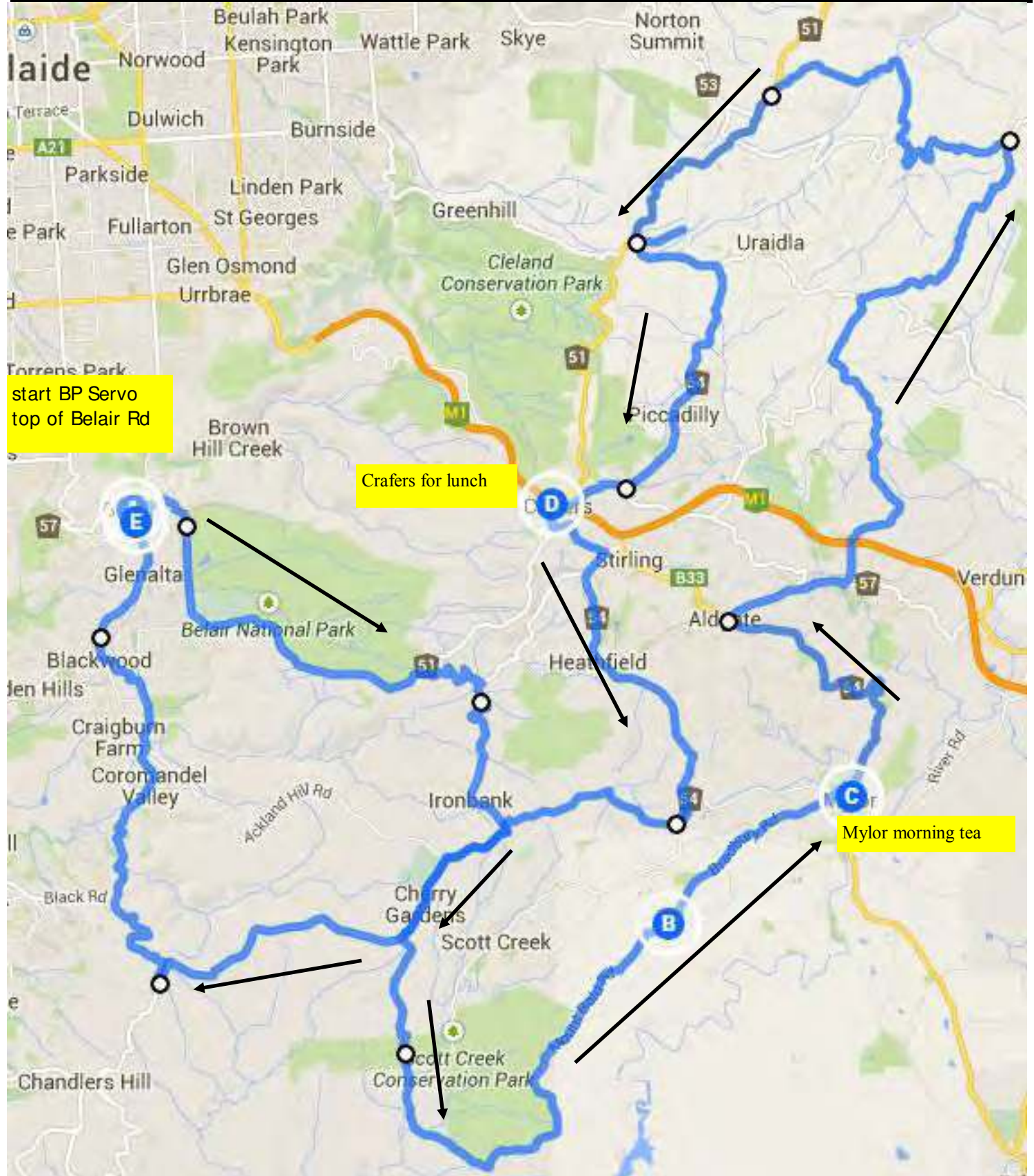
Starting 9.00 for 9.30 start BP Servo top of Belair road.

Run to Mylor for morning tea via Scott Creek for regroup. Note short stretch of dirt road.

Mylor to Pound Road via Deviation Road, returning to Crafers for lunch via Piccadilly Road.

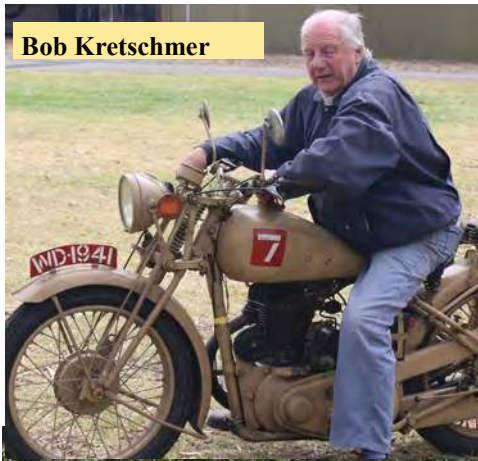
After Lunch we proceed back to the BP servo via Cherry Gardens and the Coromandel Valley.

Total distance 103 km





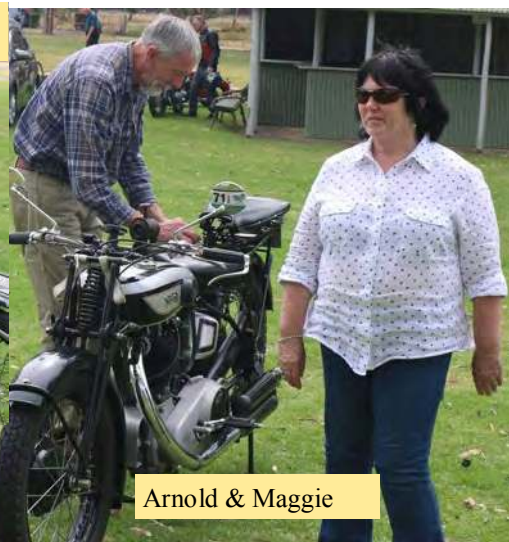
**Bob Kretschmer**



**John Byles**



**David Hooper**



**Arnold & Maggie**

**Birdwood figure 8**



**Above Terry and David.  
Below—Ted Williams and  
Stephen Hooper**



**Annie, Simon, Donna, Jason in fluros, John Tilbrook, Ian Hese & Leon Mitchell**

**Of undelivered return to—  
The Veteran & Vintage Motorcycle.  
Club of S.A. Inc.  
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