



SMOKE SIGNAL

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



Colourized photos of WW1 soldiers and motorcycles

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August 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.

PRESIDENT.	Brian Forth	8251 4213 Mobile 0409 514213
VICE PRESIDENT.	Bob Gill	8258 4982
SECRETARY.	Bill Lorimer	8265 6468 Mobile 0411544353 redpanther@dodo.com.au
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CLUB Captain -Run Coordinator.	Ian Hese	0409083436 ibhese@bigpond.com
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COMMITTEE.	Daryl Rosser	8326 0658
	Wayne Lawson	0421636228
	Les Jolly	0408285038
	Colin Behn	8293 7031
Approved Persons	1. Bob Gill (North)	8258 4982 egi05089@bigpond.net.au
	2. Phil Jenner (South)	8370 6664 jenset2@internode.on.net
	3. Paul Knapp (western)	8243 0130 paulschnapp@hotmail.com
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Magazine printer	Trevor Cooke	0400 447 952 c/- MTA association.
Magazine Distributors	Brian Forth, Bob Gill and Bill Lorimer.	
Club publicity	Brian Forth mobile 0409 514213 forthy@picknowl.com.au	

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Presidents report.

Members.

Members with vehicles on **Historic Registration** are reminded that they have to be financial members by 30th June 2015, otherwise they are technically using their vehicles that are un-registered and un-insured on the road, according to the Code of Practice. *****see committee minutes of the ongoing problem*****

Members without vehicles on historical registration do have that 2 months grace period to pay subscriptions.

The AGM meeting resulted in the same persons being nominated for various positions on the committee, with the inclusion of Wayne Lawson as a General Committee person and Ray Collins is retiring.

An invitation from Brian Kuerschner to attend with the Veteran Motorcycle Competitors Association at the **Macclesfield Strawberry Fete on Sunday 22 November 2015**. Carolyn Prey of the Macclesfield Community Association, states that the addition of your motorcycle club will give an added interest to our fete. We are hoping to attract a few vintage cars and motorcycle clubs as our attendees are very interested in this type of attraction. If you are interested I will be happy to give you any information. Yours sincerely.

The VVMCCSA annual event the '**Motorcycle only swap meet**' is fast approaching, to be held on Sunday 4th October at the Balhannah Oval **Volunteers are urgently required** from about 6.30am (in 1 hour shifts) at the vendors and buyers gates. During the day, volunteers are to assist with the Club's information site, the checking on all vendors ensuring they have displayed their entry form and the motorcycle display area and anything else requiring assistance.

All volunteer receive a **free** egg & bacon sandwich and coffee for their services.

The **National Motor Museum** will be having their 50th birthday celebration on Sunday 22 November & would love to see as many historically registered motorcycles as possible to attend. Entry numbers are limited to 400 vehicles. There is a cost to enter this event, if you are going get in early.

VVMCCSA are still having the Scarpantoni's Tiddlers ride on 22 November 2015.

Brian Forth. President.



MOTORCYCLE ONLY SWAP MEET

Organised by
The Veteran and Vintage Motorcycle Club of South Australia Inc



Featuring:

Motorcycle related sites only, strictly **NO** car or bric-a-brac related sites.

A static display of both restored and original condition Motorcycles.

A "Peoples Choice" award for the Motorcycle gaining the most of the public's votes.

Variety of wholesome country style catering provided on-site.

Interstate Traders welcome, camping available Saturday night.

Site Holders & Buyers all from 7.00 a.m., Sites \$15 on the day, Entry \$5 (under 12 free)

Note: No pre-booking of sites but ample sites available on the day.

Contact: Peter Yates Ph: 0408 019 950 after 6 pm or email secretary@vvmccsa.org.au



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

Peter Rossi
M +61 (0) 412 881 367
E peter@painttechsa.com.au



VVMCCSA Committee Meeting 27th July 2015 at Goodwood Community Centre

In Attendance, Brian Forth, Bob Gill, Ian Hese, Daryl Rosser, Paul Knapp, Bill Lorimer. Apologies Terry Rowe, Anni Filsell and Wayne Lawson.

Minutes of the last meeting were presented as printed in the Smoke Signal, no discussion Acceptance moved Ian Hese Seconded Daryl Rosser and Carried.

Treasurer's report presented by Terry Rowe via Brian Forth, no discussion. Acceptance moved Bob Gill Seconded Paul Knapp Carried.

New Members. New application received from Andrew Jackman and Ross Warriner, membership for Ric Paul and David Hiley read to the meeting and ratified for the final time.

Correspondence Out. New list of committee members and Club Contacts.

Correspondence In.

- 1 One Subs renewal.
- 2 Account from MTA for printing of Magazines
- 3 letter from Vintage MCCUK re raffle tickets
- 4 Account from Aust. Post re underpaid postage.

Emails In and Out.

- 1 From National Motor Museum re monthly activities.
- 2 NZBSAOC Newsletter.
- 3 From Sporting Car Club SA re major event 15t—18th Oct
- 4 Invoice from Goodwood Community Centre for meeting room rental
- 5 From John Biggelaar re. National Veteran Car Club Rally in Ulverstone, North West Tasmania 30th Oct to 4th Nov. 2016
- 6 From Brian Kuerschner for anyone interested in getting together and sharing accommodation at Kelso QLD for the Jampot Rally.
- 7 From Michael Clarke, outline of Oxenberry winery Tiddlers Ride 23rd Aug
- 8 From Mara Bendo at Goodwood Community Centre advising of a complication for our Sept. meeting , to be worked out .
- 9 From Pauline at National Motor Museum re promotion of the Bay to Birdwood Classic and a reminder that entries close 7th August.

Publications received. The Vintage Motorcycle from the UK and Restore and Ride from Coffs Harbour.

Club Captain Report -Runs Rides and Events.

Ian Hese reported on the visit to the Military Vehicles Museum, not a very big turnout but it was good riding weather (COOL) and an interesting visit. Daryl Rosser moved that the Club forward \$100-00 to them as there seemed to be some confusion at the cost of the BBQ lunch and it was felt that we were undercharged, seconded Ian Hese and Carried.

18th Oct— Some discussion re the Ride and it was decided that we would ride to Nuriootpa and join the Barossa Valley Classic MCC for their 31st rally. More information to come. Acceptance moved Paul Knapp Seconded Bob Gill.

General Business

Swapmeet Discussed, volunteers are required to man the BUYERS & SELLERS gates **UEGENTY**. Flyers have been printed and are ready for distribution

Christmas Dinner and the catering was discussed, no final decision yet.

Trailer registration -Proposed Brian Forth that the Club reimburse Bob Tilbrook for cost of trailer Registration as it is regularly used as backup on club runs/rides etc, Seconded Daryl Rosser & Carried.

Financial membership & Historic registration—Bob Gill raised the ongoing problem of members not being financial at 30th June and not communicating the status of their bike rego. The registrars have no way of knowing but rest assured, if you think your bikes are registered but you have not paid your subs at 30th June your rego is not effective and you could be prosecuted if you ride it. Get your subs. paid quickly. At end of August we have to notify the Dept. Transport of your status and they will cancel your Historic Rego. Bob, Phil and Paul spend countless hours of their own time to make the rego system work for you, do the right thing and get your paperwork up to date now. No excuse is acceptable. Meeting closed 9.15pm.



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VVMCCSA General Meeting 705 at Payneham RSL 14th July 2015

Brian Forth opened the meeting opened 8.00 pm.

Visitors- David Hiley and Tracy Dignum.

Who are We- Kevin Barker, Wally Woollatt, unknown person and Terry Parker.

Minutes of June meeting were presented as printed in the Smoke Signal. Acceptance moved Paul Knapp, seconded Dean Govan and carried

Treasurers report presented by Terry Rowe, together with the Auditors Report for the 2014/2015 financial year. Acceptance moved Brian Kuerschner, seconded Bob Tilbrook and Carried.

New Members. Applications from David Hiley and Ric Paull read were to the members, and presentation to Simon Kane was made.

Correspondence In,

1 4 Statements from Westpac Bank

2 From the Federation requesting an update of club committee members for their Database

3 Account from MTA for printing of the Smoke Signal

4 2 Subs. renewals

5 1 logbook and related paperwork

6 Insurance renewal from SGIC

Emails.

1 Vincent Review newsletter

2 From Ross Warriner re, joining the Club, reply sent

3 From Mike Brudar re. Vintage brake material and information

4 To Vintage Japanese Motorcycle Club re swapmeet

5 From Kim Greenfield re. 1946 Norton with TROOD suspension, with the question of whether it was the bike raced by Bruce Hector

6 AJS & Matchless Newsletter

7 To and from Scarpantoni re forthcoming ride

8 From City of Holdfast Bay re. a date for 2016 Moseley Sq. Display

9 Sth African Triumph Club newsletter

10 From Barossa Valley Classic MCC, flyer for their 31st Annual Rally , at Nuriootpa 18th Oct 2015

Publications Received.

1 The Throttle Lever from Newcastle VMCC

2 The Vintage Motorcycle from the UK

3 The Bulbhorn from Mildura VVC

Acceptance Moved Pud Freeman Seconded Marie Hurley Carried.

Club Captain report - Runs Rides and Events.

Ian Hese reported on the last ride from Pelican Plaza to the giant Rocking Horse at Gumeracha 19 th July He outlined this month ride to The National Military Museum at Edinburgh Park

23rd August Ride from Oxenberry Winery.

AGM ELECTION OF COMMITTEE

All Committee Positions declared vacant and Peter Allen took the chair as returning officer.

President , Brian Forth nominated by Pud Freeman ,no further nominations ,Elected.

Vice President, no further nominations , Bob Gill re-elected.

Secretary, no further nominations Bill Lorimer re-elected.

Treasurer, no further nominations , Terry Rowe re-elected.

Records Officer, no further nominations Paul Knapp re-elected.

Librarian, no further nominations ,Philip Holmes re-elected.

Club Captain, no further nominations , Ian Hese re-elected.

Committee members, one new nomination, Bob Gill nominated Wayne Lawson, in the absence of any other nominations he was elected together with Daryl Rosser, Les Jolly, Colin Behn.

Magazine Editor, no further nominations , Brian Forth re-elected.

Historic Vehicle Registrars, Bob Gill, Phil Jenner and Paul Knapp.

Regalia Officer, Anni Filsell re-elected.

At the completion of the election Brian Forth resumed the Chair to complete the meeting.

General Business.

there was no items that required discussion .

Bill Lorimer urged all members to put their name down on the **Swapmeet Volunteer sheet** which had been circulating during the meeting. Buy swap and sell read out

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; sizes—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;

Bridgestone 165/70 X R13 tubeless radial, brand new. OFFERS. Paul Knapp 82430130 (Aug15)

Ariel Arrow, 1963 250cc, \$5,700 new pistons, electrics ect & parts; Rego S76AOI Eng No T33621B. and **AJS 500cc 1955** engine number 52/g80 19172 \$5,500; **AJS motor** engine number 53/g80 23077, and frame & guards \$2000; Daryl Rosser 0419817745. (April15)

Ducati MH900e, 2001, for sale - 375km on speedo S/A S54AJG, eng ZDM904A2K011224 Andre Jarrod 0438337778 (July 15)

1948 MALVERN STAR autocycle. Complete and original. Last ridden fig 8 early 2000. Extra wheels.\$2,500 ONO. Also early **50s ROYAL ENFIELD FLYING FLEES** many spares \$500 ONO the lot. COLIN PAULEY 82613673 (Aug15)

Domi racer speedo—120mph, make Nippon Seiki \$150.00; John Byles 82623965 (Aug15)

Suzuki DL100 2003, Reg S/A YYP546, vin JS185121900-100206 \$4200, 57,000kms reasonable condition \$4,200 ono; Ric Brundell 0417001198 (Aug15)

Wanted.

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

1920-1923 Harley Davidson flat twin bracket that guides the brake pedal close to foot boards on right hand side, Colin Behn 92937031 (Aug15)

Rudge motorcycles racing—wanted photos in Aust GP or TT at Bathurst or Phillip Island 1932-1936, photos of George Hannaford; Don Bain; Alex Kerry; Les Sherrin, particularly Hannaford & Kerry who raced at Centenary TT at Victor Harbor I 1936; Leon Mitchell 08/8278 5120 Mitchell@senet.com.au

1969 BSA L65 black or white face tachometer, Wayne 0421636338 (July15)

Sidecar wanted to suit 1929 Norton CS1, Reg Hancock 85708125 (July 15).

Harley Davidson 1919-1923 flat twin, a handle bar wanted model to suit. Colin Behn (July 15)

AJS 1927 OHV, wanted a fork damper spring 7/16th od approx. 1 1/2 inch; Rob Smyth 83445819 (Aug15)

Norton model 77 Dominator ridged frame, c1950-1953, may swap for a plunger rear suspension frame; John Deacon 83565866 (Aug15).

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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****

August.

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

****23rd** **Oxenberry Winery McLaren Vale—Tiddler' s ride**, organizer Michael Clarke & crew—see p15

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

September

8th **General Meeting 707**, Payneham RSL clubrooms

****20th** **General ride**—under discussions—suggestions please

28th **Committee meeting**—Goodwood community hall.

October

4th **VVMCCSA—Motorcycle only swap meet**, Balhannah Oval—volunteers required

13th **General meeting 708**, Payneham RSL Club rooms

****18th** **Barossa Valley classic m/c rally** at Nuriootpa oval—it is a ride to this event more to follow.

26th **Committee Meeting**—Goodwood Community hall.

November

10th **General meeting 709**, Payneham RSL Club rooms

****22nd** **Scarpantoni ride**— another Tiddler's motorcycle ride—map details to come.

22nd **National Motor Museum** at Birdwood. 50th birthday celebrating.

23rd **Committee Meeting**—Goodwood Community hall.

December

8th **General meeting 710**, Payneham RSL Club rooms—Christmas Dinner

20th **Christmas BBQ** Ride-in day, location to be advised.

January 2016

12th **General meeting 711**—Payneham RSL clubrooms ** Committee meeting 7pm.

2015- 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 for details.

SWAP MEETS - Any new dates or swap meets please advise editor, check this site - <http://www.bevenyoungh.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

RON TRUSCOTT

*My first 24 Hour
Trial was with
Dad. . .*

STEVE TRUSCOTT

My first 24 hour trial was with Dad (Ron Truscott) as a passenger in 1969 at the age of fourteen, this required a bit of fast talking from Dad at the then ACU office. The bike was a 1950 Norton 500 with a Tilbrook sidecar built like a tank and weighing near the same, at that time Japanese bikes were few and not too involved in road trials. That first trial started at the drive in at Gepps Cross and the main control was in the main street Gawler.

That trial was a real learning experience for me and Dad had a lot of patience, I would fall asleep late at night on the transport sections and when we got close to a control he would knock on my helmet to wake me up telling me to get our score card out.

I also remember coming around a corner in the dark, forgetting there was a huge, muddy pool across the track and we came to a very abrupt stop with Dad going over the handle bars and landed sitting waist deep in muddy water, he was not that impressed at the time but had a laugh later.



As time went on Dad was looking for more horse power and with a little experimenting he grafted a real red hunter barrel and head to a 600 Norton crankcase making this a 760cc high revving single. This was a real performer and lots of fun, so much so that it got airborne on the bitumen once and when it came down again, it snapped the chain but we always carried a spare of course.

Dad had his preparation ideas which included cold showers for somewhere around 6 weeks before the trial to get used to the cold. I just put on more clothes, but not Dad!

I rode side car for him until 1980 when he took a 5 year contract working in China. He had intentions of coming home every July to ride the trial but it just wasn't practical.

During those previous years we had so much fun and made many friends and memories such as sharing chocolate Mum had packed with other riders at controls and returning with other food. One year we had about 6 outfits stuck in a mud pool, every one helped each other to get all the bikes to hard ground then proceeded to have a mud fight, just a bit of fun at midnight and there are many other great stories that come to mind.

**Steve Truscott story in the 2015 Swan Insurance 24hour program.
Continued page 11.**

PARADISE MOTORS



MAZDA

MAZDA

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Who are we?

Last month— Kevin Barker,
Wally Woollatt, unknown and
Terry Parker

RON TRUSCOTT - 24 HOUR TRIAL

Continued...

Dad being away in 1982 I found a Honda outfit and a great passenger and the fun continued for many more years.

Even when Dad gave up riding in the trials he still enjoyed coming out and was a great support to myself and my brother when we rode, we spoke about the fun times of the 24 hours trials often and all have great memories we will hold onto for years to come.



Ron and Steve Truscott ready for A the News 24hr trial.



Steve, Sue, Joan and Ron Truscott

**Young Junior Constable learning the trade of being a motorcycle policeman
The bikes are Ariel Square Four 4G 1000 cc used by SAPOL from 1932 until 1949.**



1921 Skootamota 124cc.

As a follow-up to Brian's article in the last issue of the Smoke Signal concerning the Skootamota. I can add a little history about these machines. The ABC Skootamota was produced in England between 1919-1923. they were designed by Granville Bradshaw who was chief engineer of ABC Motors in England, but by all accounts did not build all the Skootamota's at their premises. They had a couple of other companies building them, one such company was the Sopwith Aircraft Company who built aircraft during and after WW1. during the years they were built they were considered to be ahead of their time, bearing in mind there were several companies building scooters. The Skootamota had (external contracting brakes on both wheels), automatic carburettor, no mixture control, OHV, hemispherical, very thin fin close together on cylinder barrels same as aircraft, a seat which many scooters at the time the ride stood up, could be ordered with a female or male seat. There were difference in models of Skootamota's, some not having covers over the drive sprocket, others did, different design oil/petrol tanks, different valve gears and mufflers.

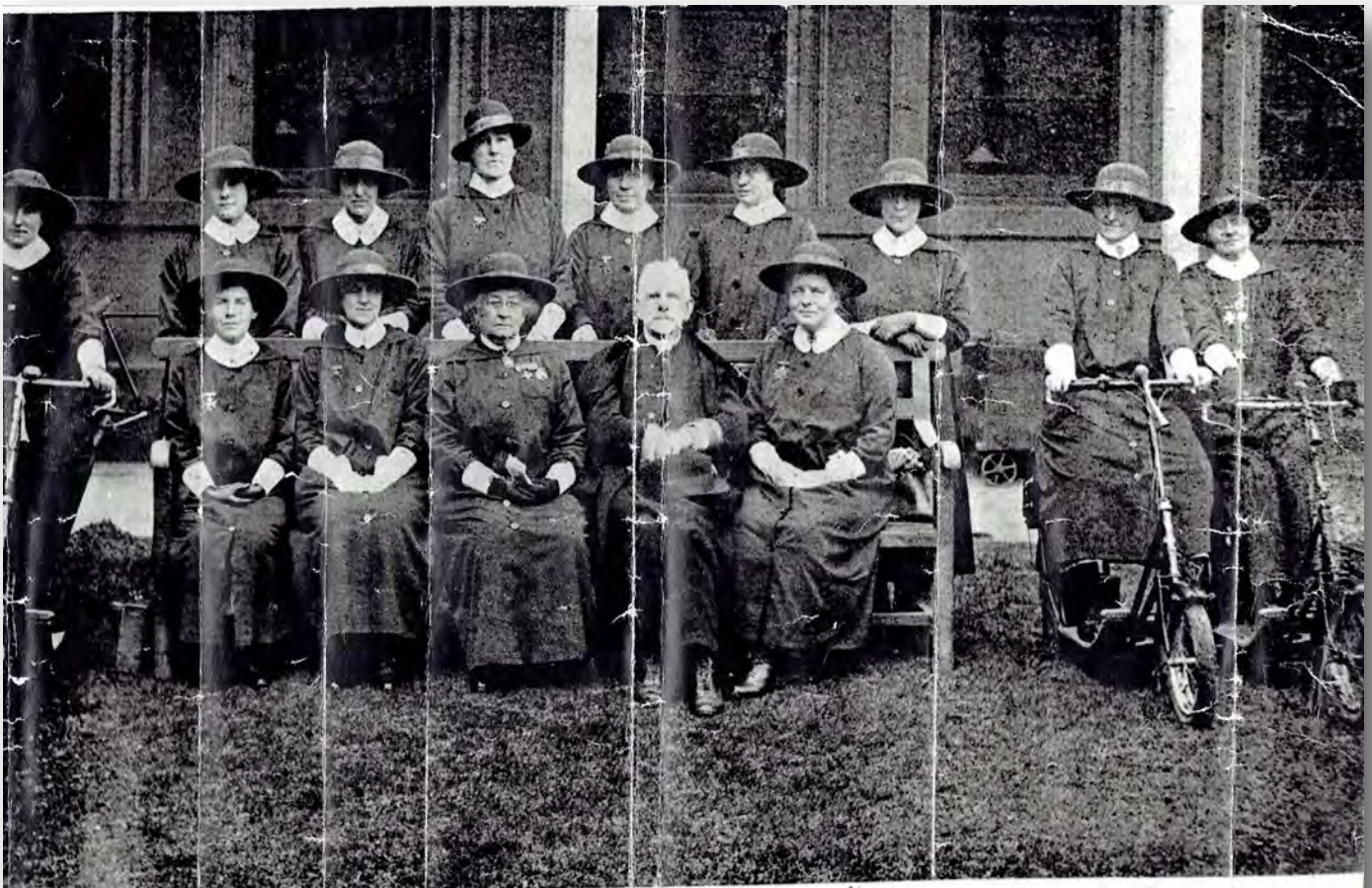
The Skootamota's were used in England by nurses, the equivalent of what we know as Royal District Nursing in Adelaide. Just after WW1 the ex-service men and women returned home.

In England the Nurse's had no real means of transport to cope with people needing medical attention in their homes, so Skootamota's were introduced.

In Adelaide they there was a similar problem with ex-service men & women who had returned from WW1, some very ill in their own homes, and being call on by District Nurses. It was found that the nurses could not **keep up with demand as they were on foot or horse and buggy's, so Skootamota's were introduced in Adelaide about 1922.** by all accounts the Royal District Nursing had 6 Skootamota's which the nurses did they rounds on.

They were fitted with female seats and geared for the nurse to sit on the Skootamota, walk it at walking pace, drop the decompression and the motor would fire up. They did not have to push it. They were flat out at 25-30mph. If they had to stop they would pull the decompression and the motor would stop, and coast to a walking pace, lift the decompression and the engine would re-fire (along the lines of a veteran motorcycle). They were used in the suburbs of Adelaide and each council in the area that particular Skootamota was used, serviced and maintained. They were fitted with lap rugs for the winter and self generating carbide headlight for night riding. It was found that they were not successful as there were several accidents with the Skootamota's. One bad accident with Sister Schalkey who hit a tramcar in the Unley area and was badly injured.

The 1921 Skootamota that I own was used in the Unley area and services and maintained by the Unley Council. It was a twist on the drive sprocket and a twist on the seat base which indicates this was the decider for the Royal District Nursing to stop using Skootamota's and purchase Citroen cars in about 1925. the Skootamota was used for about 3 years in Adelaide. **Greg Mahon**



PART OF OUR CITY AND SUBURBAN STAFF

1924

Bruce Hector—did he own or race a 1946 Norton model 18?

Hello my name is Kym greenfield and we live in Port Pirie. We own a 1946 Model 18 Norton fitted with a TROOD Suspension. Our bike has been fully restored and we are trying to find out some information about it. The bike was owned by my father Mr Patrick Greenfield of Port Augusta. It was given to him circa 1960 as a payment of a debt for a broken fridge door to the value of 20 quid, before my father had this bike it was owned by the Port Augusta motor cycle club and was raced quite successfully in a stripped down form in the mid north and also Rowley park and was ridden by Mr Keith Wandell. Whilst I was restoring I rang Mr Wandell and he told me that that he remembered the bike with its funny back end and how they used to take it to the races in Rowley park in their Mainline ute and always come home with a trophy.

I have had this story told to me also by several members in the port Pirie motor cycle club who told me they remembered the bike and only used to see it at the start line, the bike has been fitted with a TROOD rear suspension ...this was invented and made by Francis Ivan Trood (Cam) in Melbourne, whilst I was living in Melbourne I met the son of Mr Trood and have some information about this. Francis Trood used to race Norton's and on finding the ridged frame to uncomfortable for road racing and invented the Prototype of the plunger frame he raced quite successfully with this rear suspension and it was tested on many Victorian police bikes also on some race bikes in England, he sold the patent to Norton for 100quid.

I once spoke to the late Bruce Hector who raced Norton's and he told me his friend Francis Trood sent him 14 sets to Balhannah to convert bikes and 5 of them were Norton's. I have seen 1 other Norton at the Bay to Birdwood classic and this was a side valve pre-war machine we have restored the bike using the rear wheel forks from a ES2. What we would like to know if any body has any information on Francis Ivan Trood (Cam) and if our model 18 is one of the late Bruce Hectors racing bikes.

Thanking you in anticipation—Kym Greenfield aford229@yahoo.com.au

Zenith 1908 Zenette forecar 3½hp Fafnir IOE engine # 5873.

'Zenette' was one of the brand names used by the London-based Zenith Motor Engineering Company, which had commenced motorcycle production in 1905 with the Zenith Bicar.

Zenith was soon offering a three-wheeled forecar – the 'Tricar' – which, according to its maker, was 'constructed on the "Zenith Bicar" double-frame spring suspension principle,' the latter introduced for 1907.

That same year engineer Frederick Barnes joined the company (he would later invent the famous 'Gradua' gear) and one of his first contributions was the more conventional Zenette, another design available with either two or three wheels. Engines used by Zenith at this time were the single-cylinder Fafnir and twin-cylinder JAP and Sarolea.

This machine has the aforementioned sprung frame, Fafnir engine and Gradua gear, the latter first made available for 1908.

This unusual machine has had much work done according to the restorer's hand-written details which are included in the document file.

The engine has been rebuilt; new wheel rims, tyres and tubes have been fitted and the suspension has been reconditioned, as was the Gradua gear, steering and brakes. While much had been done, it was still a 'work in progress' when she changed ownership 20 years ago and required finishing.

However, no further work was carried out and the machine remains in similar condition to the last time it changed hands, having been dry-stored since.

Recent research shows that virtually every mechanical part has been restored and that further cosmetic attention will bring her back to former lustre.

It is stated that the Zenette once was part of the well known Lips Collection in The Netherlands

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National Military Museum day.

National Military Vehicle Museum on the 19th July was a ride from home to visit the museum which for some was a small ride and others a longer colder ride organised by Ian Hese.

I decided to wear warmer trousers and waterproof plastic pants to keep the cold wind at bay but no rain while riding the AJS to Edinburgh Park.

With my Log Book in my pocket, I started riding up South Road and noticed Paul Knapp pull onto the road in front of me at Regency Park so decided to follow him.

When Paul turned up Wakefield Road I hoped that he knew the way to the Museum as this was a different way to what I had worked out, but it was a faster ride without as much traffic keeping up with the Triumph.

At 10.00am about 10 bikes had arrived including Moto Guzzi, AJS, BSA, Triumph, Velocette, Royal Enfield, BMW and a late 50's Norton with Cravon Top Box near the same age.

With about 20 of us paying the entry fee, we had a Guide to tell us the story of the exhibits, which included Mortars, mobile cooking and washing Units, Trucks, Cars, Armoured personnel Carriers from all ages, areas and makes. In the room containing two way Radios and Telephones obviously brought back memories for some with ranges from both wars and later. In the room showing Uniforms and world war one Operating Theatre, they had a brand new WW1 Matrons Uniform, as well as Nurses Uniform and Uniforms from all the different Services. Also a Woman's Search Light Uniform with a number of different styles of Searchlights.

By the time we had been through all the sections and the workshop it was time for the BBQ lunch which was enjoyed by all and is a tribute to all involved.

A well worth visit for all and it would be a pity if the money can not be found for them to be able to buy the land on which they are currently situated.

Colin Behn (BMW) Senior Roving Reporter.



MILITARY VEHICLES MUSEUM RIDE-IN ENTRANTS

Name Year Make Solo/Outfit

Paul Knapp	1957	Triumph	Solo
Kevin Meade	1961	BSA	Solo
Robert Smyth	1924	AJS	Solo
Bob Gill	1913	BSA	Solo
Colin Behn	1953	AJS	Solo
Ian Hese	2003	BMW	Solo

BAY to BIRDWOOD

CLASSIC 2015

SAVE THE DATE

SUNDAY

27 SEPTEMBER

2015

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Entries open and available online from 9 June 2015.

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Entry to Bay to Birdwood classic is \$60 per vehicle—entry for link below

http://www.baytobirdwood.com.au/uploads/B2B001_Entry_Form_web.pdf

Oxenberry Winery—Tiddlers run—10.00am on Sunday 23 August 2015

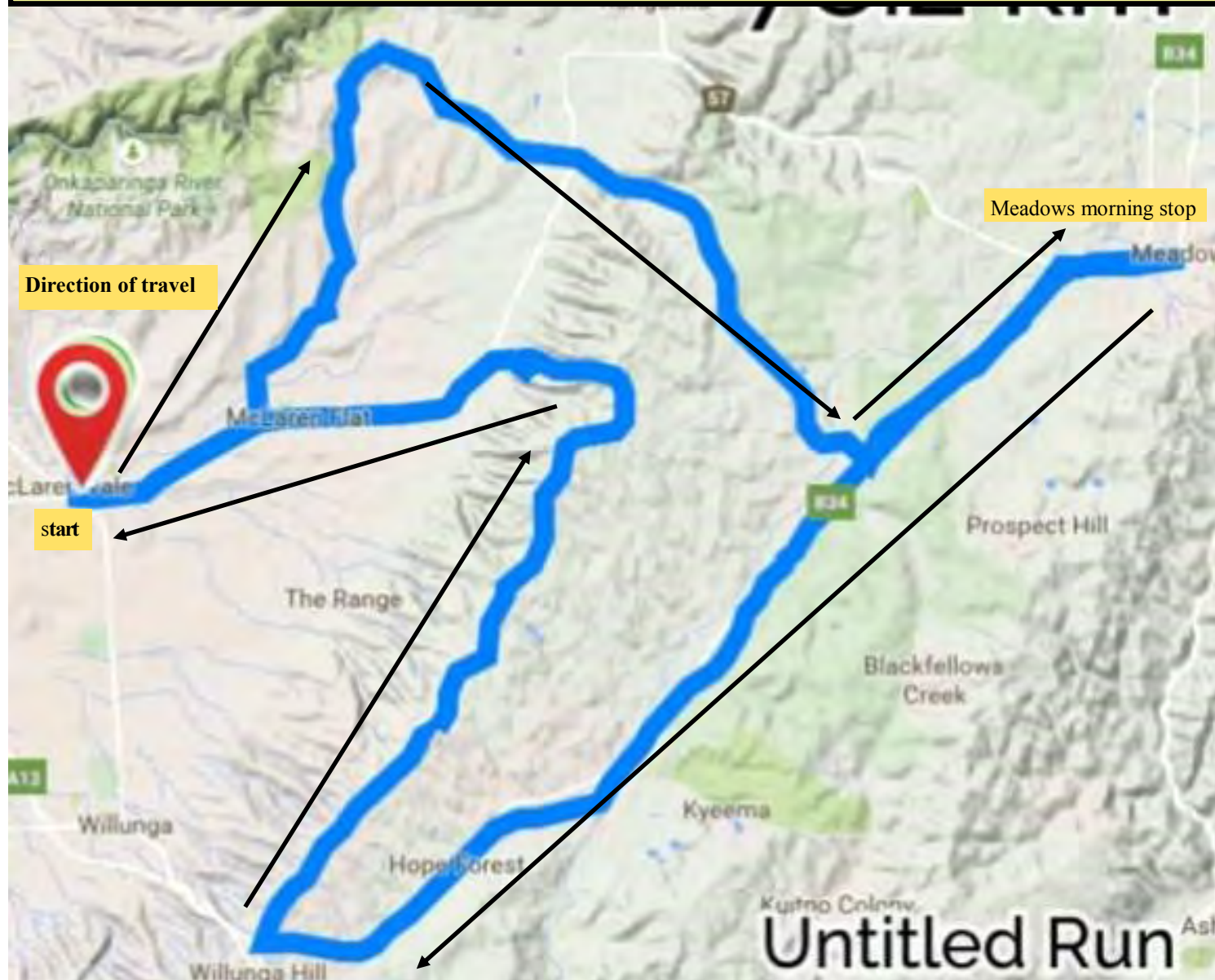
The 2015 Multi Award Winning McLaren Vale Tiddler Run will start from **Oxenberry Winery, 24 Kangarilla Road McLaren Vale.**

Following our departure from the winery we will travel towards McLaren Flat turning left onto Blewitt Springs Rd, we will travel the entire length of Blewitt Springs Rd which diverts at a number of Intersections (There will be marshals at these points). At the T- Junction of Chapel Hill Rd we turn right and make our way along the top of the Seaview Ridge past many vineyards. This is a section of road which has not been traversed in the past rallies. At the intersection with Schuller Rd we turn Left onto Moritz Rd pointing our nose towards the hills. Following Moritz Rd we will meet with the Kangarilla Rd Intersection. Kangarilla Rd is a busy road and care should be taken crossing the Intersection. We then follow the picturesque Peters Creek Rd all the way to Kuitpo Forrest. This section of road has some inclines which may challenge some of the smaller machines, however this is generally a very quiet road with little traffic. At Kuitpo Forest we turn left onto Brookmans road which will take us the **Meadows for the morning Tea** stop. We are trying a new Cafe (Name Unknown at this stage) which is located approx 60 meters up from the Meadows Bakery on the right hand side. There is ample street parking on the road after the Cafe. There will be a coffee and cake deal available. After a short break we ride back towards McLaren Vale following Brookmans Rd to Willunga. At the top of Willunga Hill we turn right onto Range Rd which we will follow to Wickham's Hill. Wickham Hill is a very steep descent and there are a couple of reverse camber corners to look out for. Watch the road signs and obey the direction. At the bottom of the hill we turn left onto Kangarilla Rd and head towards home at McLaren Vale, travelling through the sleepy town of McLaren Flat.

Once back at the Winery we will gather for a Sausage Sizzle. (Cost is \$5 per member).

We have tried to avoid any serious climbs which is difficult when you consider the Beautiful country side. All Bikes are welcome but we especially encourage the smaller capacity bikes to attend. I completed the Rally route on my C11 without any major difficulty. We all look forward to seeing you all down South on Sunday 23/8/15.

Michael Clarke 0417827604 Tour Director





Members at the National Military Museum,



Of undelivered return to—
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