

January 2016

# SMOKE SIGNAL



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



JEAN STRANG, who, though she has ridden a motor cycle for only nine months, recently came second in a flag-and-barrel race against men competitors. Three other girls dropped out after the first heat.



## WOMEN MOTOR CYCLISTS AT MYLOR

From left to right, Miss Joan Carter (captain), Mrs. Bob Medwell (secretary), Miss Jean Strang (vice-captain).

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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.

### 2015-2016 Committee.

<b>PRESIDENT.</b>	<b>Brian Forth</b>	<b>8251 4213 0409 514213</b>
<b>VICE PRESIDENT.</b>	<b>Bob Gill</b>	<b>8258 4982</b>
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<b>LIBRARIAN.</b>	<b>Philip Holmes</b>	<b>8564 0227 <a href="mailto:pamiholmes1@bigpond.com">pamiholmes1@bigpond.com</a></b>
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	<b>Wayne Lawson</b>	<b>0421 636338</b>
	<b>Les Jolly</b>	<b>0408285038</b>
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## Presidents report.

### Members.

It with great sadness that I announce the passing of Keith Milich member #345 on Monday 30th November 2015. My memories of Keith are that he was an absolute gentlemen. When Keith rose to speak at our meetings on Vincent an Velocette matters there was silence in the room. I would I always asked was the weather OK for a Vincent outing? Keith laughed and said yes some times and other times NO the response, then Keith continued on with all things great on those marques, but always had a Velocette story to tell.

See page 12 for Jim Scaysbrook report on Keith published in Old Bike Australasia.

I am still seeking support from members attend at **88.7 -Coast FM studios at 25 Naldera Street Glandore** for a Sunday morning talk about VVMCCSA forthcoming events. If you are prepared to assist, please contact me for further details and advise David who will be there on the Sunday morning.

**60th Rally entry forms** are available on a the VVMCCSA web site.

Club runs for 2016 are being planned. If you have a run or ride you would like to organise, please advise **Ian Hese 0409 083436 or email [ibhese@bigpond.com](mailto:ibhese@bigpond.com)** of the run and details.

At a committee meeting it was discussed that we trial a new coloured vest for the corner marshals. It was to be bright & colourful, but had to differ from what members currently wear and included a bight coloured sleeve to indicate the direction of travel. Well the *Sweet end of year ride* allowed us *to* trial this idea. **Paul Knapp 'volunteered'** to trial the new vest and sleeve (*no laughter please*) —the only problem was when he did a corner it was a left turn, yes, the sleeve was his on right arm, yes he forgot to change arms, so we really didn't get to see what it really looked like, but you must admit he did stand out. See report on page 14.

Roving reporter **Harry Maltzes** just had to get in the photo.

**Brian Forth. President.**



Jason Maloney assisting Paul Knapp with the new pink vest





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**MOTOR TRADE ASSOCIATION  
SOUTH AUSTRALIA**

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## VMCCSA Committee Meeting 12th January 2016 at Payneham RSL clubrooms.

Minutes of that meeting will be in February magazine.

**This is the 1st page of 4 pages of the entrants the 30th Anniversary tour. Are there any photos of this event please**

### *Veteran & Vintage Motor Cycle Club of S.A. Inc.*

#### LIST OF PARTICIPANTS FOR THE 30th ANNIVERSARY TOUR....

Alan Woodbridge, 38 Talbot Rd., Mt. Waverly, Vic.	1954 Ariel 350cc Solo
Doug Bennets, 25 Lincoln St., Kensington Gds. S.A.	1949 Norton 500 cc O/fit
Peter Gross, 4 Bracken Crt., Highton Vic.	1947 Norton 349 cc solo
Jack French, 187 Thompson Ave., Cowes, Vic	1923 Ace 1300cc Solo
David Wheeler, Willaura, Vic.	1940 Harley 750cc solo
Victor Knol, 96 The Esplanade, Maribyrnong, Vic	1930 Scott 500cc solo
Peter Grace, 31 Mimosa Dve., Vale Pk. S.A.	1930 A.J.S. 500cc O/fit
Merv Cooper, 53 Murray Rd. Croydon, Vic.	1938 B.S.A. 600cc O/fit
Vin. Minogue, 55 Rosella St., Murrumbena, Vic	1933 Ardie 500cc Solo
Len Souter, 67 Derinya Dve., Frankston, Vic.	1920 Ace 1300cc Solo
Ern Bradford, 3 Hartley Rd. Croydon Vic	1930 B.S.A. 500cc O/fit
Keith Hardie, 45 Luxmore St., Cheltenham Vic	1925 Harley 1000cc Solo
Ian Hunter, 236 Cross Rd. Kings Pk. S.A.	1936 B.S.A. 498cc Solo
Mal. Grant, RMB 30 Coffey Rd., Bullengarook, Vic	1942 Norton 633cc O/fit
Ian Hansen, 56 Anzac Hwy. Everard Pk. S.A.	1953 B.M.W. 500cc solo
Bill Petrie, 92 Tarana Ave., Glenroy, Vic.	1940 Matchless 350cc solo
David Morse, 49 Bradley St., Warrnambool Vic	1936 Panther 600cc O/fit
John Hill, RSD, Shepparton East. Vic	1929 Douglas 600cc solo
Clyde McCrabbm Box 174 Seymour Vic	1955 B.M.W. 600cc solo
John Pettigrew, RMB 1160, Wunghnu Vic	1912 Kirmer 500cc solo
David Hubbard, 21 Hughes St. Braybrook Vic	1947 Norton 500cc Solo
Wayne Hubbard, 21 Hughes St., Braybrook, Vic	1938 Royal Enfield 570 O/fit
Reg Christie, 6 Seagull Close, Bilnd Bight Vic	1949 Norton 350 cc solo
Bob Lewis, 56 Victoria St., Geelong Nth, Vic	1938 Sunbeam 500cc O/fit
Laurie Mahon, 111 Dunrobin Rd., Warradale S.A.	1938 A.J.S. 500cc solo
Jeff Sieber, Lot 44 Nicholl St, Glen Forrest, W.A.	1930 Levis 247cc solo
Chris Dowsett, 49 Meredith Ave., Glengowrie S.A.	1948 B.S.A. 350cc solo
Len Arney, 54 Colin St., Loxton S.A.	1936 Norton 596cc solo
Ken Wright, P.O. Box 2, McLaren Vale S.A.	1955 Velocette 500cc solo
Clem Evans 5 Durdin Rd. Hawthorn S.A.	1927 A.J.S. 500cc solo
Lew Phillips 270 Kaolin St. Broken Hill NSW	1954 B.M.W. 250cc solo
Chris Brown, 129 McCulloch St. Broken Hill NSW	1939 Panther 600cc O/fit
George Coad 22 Rodney Pk. Ave., Mooroopna, Vic	1936 Ariel 600cc O/fit
Mary Coad 22 Rodney Pk. Ave. Mooroopna. Vic	1930 A.J.S. 250cc solo
Jeff Opie, 8 Cornwall St., Lockleys. S.A.	1950 B.S.A. 600cc O/fit
Bob Frankham 30 Charles Veale Dve. West Beach SA	1953 Excelsior 122cc solo
Wes Milnes 24 Clyde Ave., Lockleys S.A.	1937 Norton 500cc solo
Colin Pauley 10 Rosslyn Ave., Manningham S.A.	1925 Triumph 500cc O/fit
Robert Hill 176 Montacute Rd. Rostrevor SA	1924 Ace 1220cc O/fit
Ray Mann Box 44 Walkerville S.A.	1930 Rudge 500cc O/fit
John Finnigan 34b Twine St, Roma QLD	1942 Indian 120cc O/fit
Ray Jolly 16 Pegasi Ave. Hope Valley S.A.	1951 Ariel 1000cc O/fit



## **Minutes of VVMCCSA General Meeting 711 at Payneham RSL, 8th December 2015.**

Brian Forth opened the meeting at 8-00 pm.

**Visitors**- John and Ruth Forsyth of Harvey Norman and David from Repco Modbury the main sponsors—thankyou for their support.

**Who are we**—Rob Hart and Ron Truscott of VVMCCSA on King William Road Adelaide.

**Minutes of last meeting** presented as printed in the Smoke Signal, no discussion. Acceptance, moved Pud Freeman, Seconded Marie Hurley and Carried

**Treasurers Report**, presented by Terry Rowe, no discussion. Acceptance moved Barry Foster, Seconded Peter Grace, Carried.

**New Members**. Applications from Darren Peters, Max Richardson and Justin Dunlop read to members. Presentation of membership to Steve McKernan.

### **Correspondence.**

- 1 Bank statement and cheque book from Westpac
- 2 Minutes of Federation Oct. Meeting
- 3 Members cheque for Xmas Dinner.

### **Emails in and out.**

- 1 Aust. Vincent Magazine
- 2 To members advising of the passing of Keith Milich
- 3 VCCSA Bulletin
- 4 Notice of Swapmeet at Harrisville Qld. 7th Feb.
- 5 Notice of fundraiser for Bushfire victims. Pt Malcolm Reserve at Semaphore 13th Dec.
- 6 Invoice for Xmas Dinner from Aussie Ripper Roast
- 7 BSAOCofSA Magazine
- 8 The Bulbhorn from Mildura
- 9 Notice of Concert Fundraiser at Kapunda Trotting Complex Sat. 19th Dec.

### **Publications Received.**

- 1 The Buzzer Box from the Model T Ford Club
  - 2 MAPS Review from Maitland
  - 3 The Bulletin of the Veteran Car Club SA
  - 4 The Throttle Lever from Newcastle
  - 5 Vintage Chatter from VMCCWA
  - 6 The Radiator from the Riverland
  - 7 Exhaust Notes from VMCC Victoria.
- Acceptance moved Bob Mather, 2nd Dean Govan Carried.

### **Runs Rides and Events**

Ian Hese gave a retrospective overview of the very popular and successful Oxenberry Winery Ride and expressed the Club's thanks to Tony Morisset and his onsite helpers.

19th Dec - Melbas Chocolate Factory Run, Start and finish at Melba's

7th Jan - Hahndorf Swapmeet Breakfast run, 8-00am start from Feathers Hotel at Burnside.

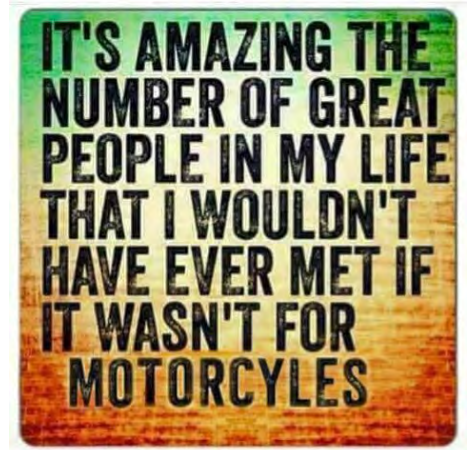
21st Feb. Kersbrook Tiddlers Ride and Lunch

21st. March Birdwood Figure 8, National Motor Museum

Acceptance- Moved Colin Behn Seconded Wayne Lawson. Carried.

### **General Business**-Nil.

Meeting closed and the Annual Fundraising Raffle followed.



An Officer came to my house and asked me where I was between 5 and 6, I replied, "Kindergarten."

## 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 (Nov15).

**Ariel Arrow, 1963 250cc**, \$5,000 new pistons, electrics ect & parts; Rego S76AOI Eng No T33621B. Daryl Rosser 0419817745. (Nov15)

**1969 Royal Enfield 350cc Bullet**, Eng No B152233 Rego S33AGR, \$3500, restored ; Bill Blake 83675926 (Dec15)

**Workshop Equipment Sale** -'CIG Oxy acetylene Kit with Trolley; ARC Welder with rod, helmet and Chip Hammer; Oxy Acetylene Hoses (new) plus handpiece, fitting and tips; Bob Tilbrook 82618808 (Dec15)

**1950 Velocette MAC**, with post 52 Vello front end, older restoration engine number MAC 2576. (approx. 30yrs) \$8000.00. Brett Mitchell 0438379788 (Nov15)

**1964 HONDA C92E 125CC BENLY TWIN (BLACK)**, Engine no -C92E 3006005 Frame no- C92E 3006003. Has done only 56 kms since it was fully rebuilt in 2011, Comes with original tool kit and Owner's Handbook, Everything works, incl self starter. \$3500.00 Neville Roach 8332 1895 (Dec15).

**Millard 4 berth pop top caravan** (approx 12' x 6' 6") in very good clean condition. Incl new Hall canvas awning. Same owner for 29 yrs, always stored under cover. Reg no TUW 307. Stephen 0417 832 443 (Dec15)

**1950 TRIUMPH SPEEDTWIN** fully restored and sorted. done 700 miles 'running in'. Excellent condition and ready to ride. Reg S64ASC \$12500 contact Kevin Heritage 0417811291

**1927 Harley Davidson 350cc sv** restored, engine nr A2997, \$15,000 ono Rob Whitehead 0412033913 (Jan16)



### Wanted.

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

**pre 1970 Vespa**, Wanted any condition considered. Stephen Hooper 0417 832 443 (Nov15)

**Royal Enfield J2 1949**, 500 twinport model, Wanted all parts for new project, anything considered. Phone Tony on 0410711041 or Email , [tcno30@yahoo.com.au](mailto:tcno30@yahoo.com.au) (Nov15)

**1926 BSA S26 deluxe**—Wanted. Information to help in the restoration of a 1926 BSA S26 deluxe. Would love to chat to a fellow owner who is willing to share information to help me complete my project. Ph Marita Williamson (BSAOC.Qld) 0418 761 361. (Dec15)

**Harley Davidson—1919-1923 flat twin** kick starter assembly wanted or parts thereof; Colin Behn 0407070287 (Dec15).

**Sunbeam S7 deluxe**, wanted engine parts; Joe Mentasti 0419 819 896 (new member) Dec15)

**Triumph 1960 to 1970's**— wanted to purchase one; Fred De BERNARDINIS 0411 295 120 (Dec15)

**Wanted A Veteran J.A.P. engine**, 500cc single cyl, side valve for our 1912 Zenith project. buy or we have a few swaps, Neil & Jeff Bromilow Phone 08 9844 6275 email (Dec15). [r.bromilow@westnet.com.au](mailto:r.bromilow@westnet.com.au)

**BSA sloper** parts wanted, Reg Hancock 8570 8125 (Jan16)





### 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 Club Captain—Ian Hese 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.**

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

### January 2016.

**12th** General meeting 712—Payneham RSL clubrooms \*\* **Committee meeting 7pm.**  
**\*\*17th** Breakfast ride to Hahndorf & swap meet. Breakfast is \$10 for members, \$15 non members  
**25th** Committee meeting—Goodwood community hall.  
**26th** Australia day celebrations—Carisbrooke reserve Salisbury.

### February

**9th** General meeting 713, Payneham RSL clubrooms  
**\*\* 21st** Kersbrook Tidlars ride—details to follow.  
**22nd** Committee meeting—Goodwood Community Hall.

### March

**8TH** General Meeting 714, Payneham RSL Clubrooms  
**20th\*\*** Birdwood Figure 8. National Motor Museum grounds at Birdwood.

### April

**12th** General Meeting 715, Payneham RSL clubrooms  
**\*\*17th** Club ride  
**25th** Committee meeting Goodwood community center

**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** will be held at Clare using the Clare Caravan Park as the rally centre. The dates are Saturday September 17 to Friday 23, 2016. David Cant, Chairperson.

<http://vvmccsa.org.au/60th-anniversary-rally/>



**National Veteran Motorcycle Rally**—Sunday 17 September 2017 to Friday 22 September 2017. Will be based at the **Barossa Valley Tourist Park, Nuriootpa**



**The Ariel group** invite those interested in the marque to join us on the 1st Sunday of the month morning rides—starting 9.00am, contact Dave 82635562 or John 82623965



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

HAHANDORF-	17th January 2016	Victor Harbor	7th February 2016
Lockleys school	7th February 2016	BALLARAT -	25-26-27 February 2016
CAMPBELLTOWN -	Mach 2016	CLARE-	20th March 2016
WOODSIDE -	27th March 2016;	NARACOORTE	??? May 2016;
SEDAN -	12th June 2016.	KAPUNDA-	22nd May 2016;
Globe Derby Pk	?? July 2016;	WILLUNGA -	21th August 2016;
GAWLER -	?? September 2016;	VVMCC MOTORCYCLE ONLY	2nd Oct 2016.
STRATHALBYN -	?? Oct 2016;	BENDIGO -	12-13th Nov 2016;
GAWLER Motorcycle expo	- ?? Nov 2016	<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**

# Ladies motorcycle club.

This is a story of the first motorcycle club in Australia to cater for the fairer sex.

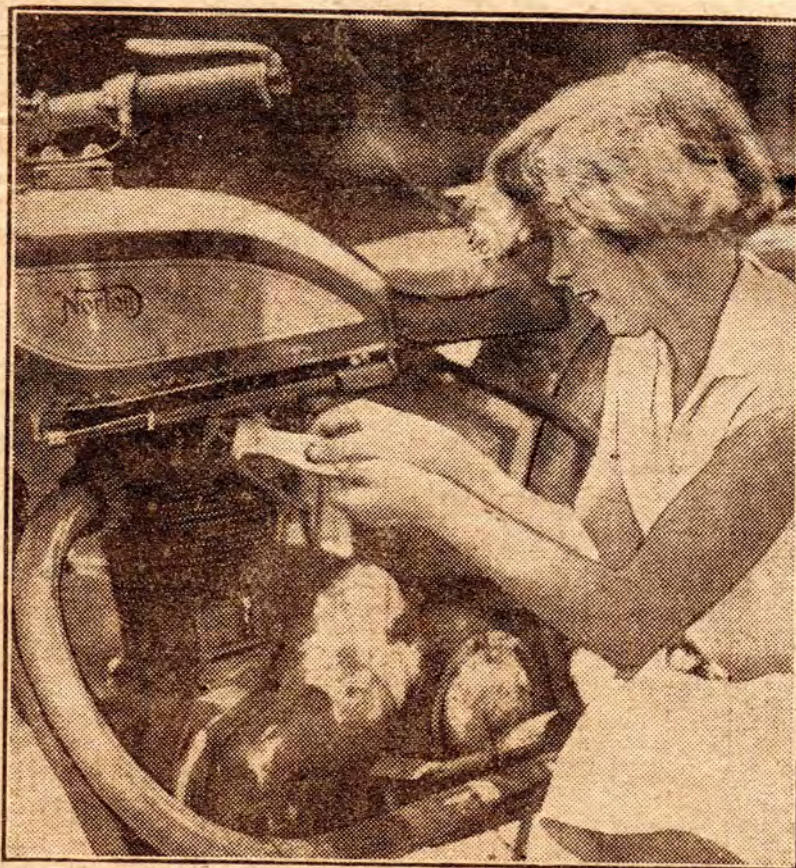
By the early 'thirties, women were steadily entering into every field of sport. One was riding motorcycles, resulting in the formation of The Ladies Motorcycle Club of South Australia. The Register and News newspapers of the day reported during an interview with Mrs Bob Medwell, **'Let us out show the men'**, as they thought it was about time they, the girls, take the men to task and enjoy the outdoor pastimes of motorcycle riding and competing against the men.

The Advertiser stated, "Previously the girls have been content to ride with the men as 'guests' but their numbers have increased so rapidly within the last few months they feel they are strong enough body to be able to launch out into a club for themselves". The 'News' newspaper reported the club was formed on 5<sup>th</sup> February 1930 at Bob Medwell's showrooms at 153 The Parade Norwood, which later become their headquarters. Mr Bob Medwell was a well-known rider competing at Wayville and Camden Park, where he competed against Harry Butler the famed World War I fighter pilot. At the inaugural meeting they decided to name the club as The South Australian Ladies Motorcycling Club. First elections showed Mrs Fay Taylour to be patron, Mr B. Medwell as President, Mrs Bob Medwell the Chairwomen and General Secretary, Miss Joan Carter of Bishop Place, Kensington Captain and Competition Secretary, Miss Jean Strang Vice Captain, M. Raynor as Marshal, M. Hanson treasurer and assistant secretary and E. Thomas as social secretary. The annual subscription fee was five shillings. At the inaugural meeting, 24 ladies became immediate members and the club soon grew to about 50 members. Any make of motorcycle could be used and members were allowed to ride solo, pillion or sidecar. Runs were to be held on Sundays with the ride distance to be decided at each meeting which were held every other Wednesday at Medwell's rooms. It was hoped that they complete in hill climbs and reliability trials at first then progress to races and speedway along with social gatherings. The organisation hoped to become affiliated with The Motorcycle Club of South Australia.

The women adopted a Guernsey as a uniform of red and white blazer jackets and red berets. The adopted Guernseys would have two stripes of half an inch thickness at the collar, cuff and bottom to give a picturesque effect to their costumes. They will not wear riding breeches but wear cream silk frocks. The club flag will be red with a white monogram and will be carried by the Club Captain. The Register newspaper said 'club members will provide a picturesque addition to the traffic' given their uniform. During this time, Den Faulkner of Lenroc Ltd

(motorcycle dealers) arranged training for the girls purchasing motorcycles on how to ride and understand their motorcycles, and Hubbard's Ltd, another dealer, offered practical help to the ladies and supplied trophies and prizes to the club.

Whilst waiting for a reply from the Motorcycle Club of South Australia, 'Mrs Bob Medwell stated to the Register newspaper, "We want to compete against the men in all their contests, and there is no reason why we should not prove equal to them. Why, only a couple of weeks ago Jean Strang, one of our members came second in a flag and barrel race against men contestants. We have been formed only a few weeks". At the first meeting, the ladies decided one club run was to Silver Lake, Mylor, leaving the GPO at 10am. The News and Register newspapers reported on Sunday's ride as, "The loud splattering roar of a dozen or so motorcycles disturbed the Sunday morning peace of the city yesterday as one after another a number of young girl cyclist arrived at the GPO to take part in the first official run of the Women's Motorcycle Club. With their light silk frocks and gay berets, the girls looked anything but the capable cyclist they proved to be.



CHAIRWOMAN AND GENERAL SECRETARY of the newly-formed Women's Motor Cycling Club, Mrs. Bob Medwell, overhuling her machine. The uniform of club members will consist of white frock, white beret, and scarlet scarf.



CAPTAIN







AND SECRETARY of the Women's Motor Cycle Club are Joan Carter (on the pillion seat) and Mrs. Bob Medwell.

After a briefing by Club Captain Miss Joan Carter the girls started their bikes and rode off, roaring through the hills, villages (at a moderate pace or 20mph to 25mph) where locals came out to see young bare armed ladies and vivid capped ladies ride pass. Some rode their own motorcycles others on borrowed machines or rode pillion. By the time they reached Mylor Lake the temperature had reached 112 degrees so the girls hurried into gay bathing suits to the fresh water. Unfortunately Miss Ivy Cochran aged 19 years a waitress was involved in an accident in the city sustained a sprained wrist and abrasions. Joan Carter was one of the oldest members of the club and rode her 2 1/4hp AJS which she rode daily to her work and weekend leading club events. Mrs Robert Medwell a recent recruit to motorcycling now owned a 2 3/4hp James. The ladies were keen to enjoy their newly acquired motorcycles and become capable riders both socially and at speed, and to "out show the men".

The second meeting was held on 19<sup>th</sup> February 1930 where Mrs Frieda Medwell resigned as President and Miss J. Carter as captain. Mrs G. Cook was elected President and Miss Mavis Rayner was made Captain. This happened because a ruling was made that no person can hold two positions. For many years the ladies held regular meetings and rode their motorcycles every time they could in hill climbs, trials and raced against themselves and the men.

By 1936 the club activities slowly decreased and they ceased to operate and closed. According to Ross Hill, who said his mother Jean Strang was pregnant at the time with him, he remembers his mother stating she wished to race against Mrs Fay Taylour, a dirt track star from England, but was refused permission by the authorities because of pregnancy.

Ross believes marriage and family commitments were the reasons for the club ceasing to exist. When he learnt of my searching for information on the Ladies Motorcycle Club of South Australia, Ross

rummaged through his late mother's belongings and found the club's badge and gave it to me for safekeeping.

**Brian Forth.**



the first outing of the Women's Motor Cycle Club was held yesterday. Members out-  
G.P.O. about to leave for Mylor.—Krischock, photo.



# PARADISE MOTORS



# MAZDA

## MAZDA

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## Who are we?



### December magazine—

Rob Hart and Ron Truscott of VVMCCSA on King William Road Adelaide





# GIRL MOTOR CYCLIST

## First Outing Tomorrow

About the General Post Office at 10 o'clock tomorrow morning an air of gaiety should prevail, for that time marks the beginning of the first excursion of the only women's motor cycle club in South Australia. Joan Carter (captain) and Mrs. Bob Medwell (secretary) are enthusiastic about its success.

"About 14 or 15 club members will visit Mylor," said Mrs. Medwell this week. "These girls will ride motor cycles, and a corresponding number of men cyclists will accompany us. Most of the girls are all-round sports, and are fond of swimming. We have therefore decided to spend the day at Silver Lake, leaving there at 5 o'clock in the afternoon."

For Mrs. Medwell the day should have more than the average enjoyment, for cycling and swimming are her favorite sports, although horseriding took up a good deal of her time in Melbourne, her home city. There she rode in all classes of events at the Royal Show annually.

### Mechanical Knowledge Needed

Since her arrival in Adelaide 18 months ago, she has had to omit riding from her sports, although she still owns a horse in Melbourne. However, as secretary of the motor cycle and the Gilberton Swimming Clubs she has more than enough to occupy her time, particularly as she is interested in the mechanical side of motoring.

"I think every woman should be able to do everything necessary to her bike," she says, "and to be prepared for accidents. At the first meeting of the club on Wednesday night I suggested that we should learn first aid, to enable us competently to relieve sufferers in any accident that might occur."

"The social side of the club must not be neglected either, and I shall suggest at our next meeting that we elect a dance committee. We might thus be able to raise funds for the club, and it would mean that members will be in touch with each other when weather is not suitable for cycling."

### Pace Set by Captain

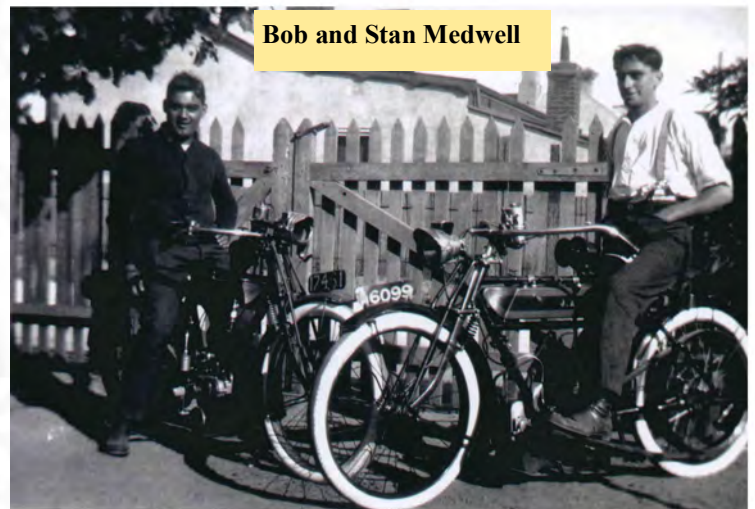
Joan Carter has time for no other sport than cycling.

Joan Carter has time for no other sport than cycling.

"I have been interested in it for years," she declares. "On one occasion I was the only girl member of the Indian and B.S.A. Club, and I accompanied the men on their outings. However, it was decided to exclude women from the club after June last, so for the past six months I have been concentrating on forming a club for girls."

"One point that I should like to impress is that the pace of a ride must be set by the captain, and there will be a fine imposed upon anyone passing her, for the captain is responsible for the whole club should an excess of speed limit be reported."

"Not every girl who has joined our club has a cycle, but it is the ambition of every member soon to have one. It has been suggested that we should have a trained mechanic teach us technical points that may be helpful in case of breakdowns on the road."



Bob and Stan Medwell



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# Never a dull moment



**At Keith Milich's modest house in Adelaide, the dwelling and the shed share one thing: they're both crammed with motorcycle parts. The living room has boxes of Velocette and Vincent bits stacked here and there, Velocette petrol tanks sit atop the kitchen cupboards, books and magazines occupy every shelf. Clearly, this is a man comfortable in his environment.**

Now in his 83rd year, Keith rides at every opportunity and has fitted an electric starter to his two favourite bikes to ensure he can continue to do so for some time yet. Pride of Keith's fleet is his 1948 Vincent Rapide, a machine he has owned since it was twelve months old. It was sold new by Adelaide distributor Sven Kallin to James C. Crogo, a radio

Story and photos  
Jim Scaybrook



press button starting. The Vincent is now a ride-anywhere, anytime proposition, and it takes a keen eye to even spot the modification. The day after the restoration was completed in November 2003, Keith saddled up and left for the National Velocette Rally in Victoria.

Not that the Vincent is Keith's sole means of motorcycle transportation – not by a long way. He also owns what is reputedly the last Velocette Thruxton assembled by the factory at half green before it closed down, sold new by ending it in Simonsen in Sydney. The Thruxton was regularly used by the original owner until he died suddenly, some years back. Keith purchased the bike from the estate, and it is still in totally original condition, except for one thing – yes, an electric starter. The Thruxton shares the shed with several other bikes, including a 1946 MJC which Keith bought in 1950. The bike was sold new through Adelaide agent Lou Bought in July 1946 to a Mr. Bailey, who paid £245 for it. After owning the MJC for four years and taking it in scratches and bad rains, Keith sold the bike and thought that would be the last he saw of it. Five owners later, in 1974, he bought it back for ten dollars.

There's also an AJS that Keith christened. This 1927 He 350 has covered numerous miles in all sorts of competition and still gets an occasional outing to be ridden in local shows and displays. Somehow the AJS has its own tiny space in Keith's heavily packed shed, which contains enough projects to last several lifetimes. Keith has a never-ending supply of motorcycle memories and anecdotes that he is always happy to recount, and you can't fail to form the impression that he plans to do a lot more yet in his motorcycling life. ■



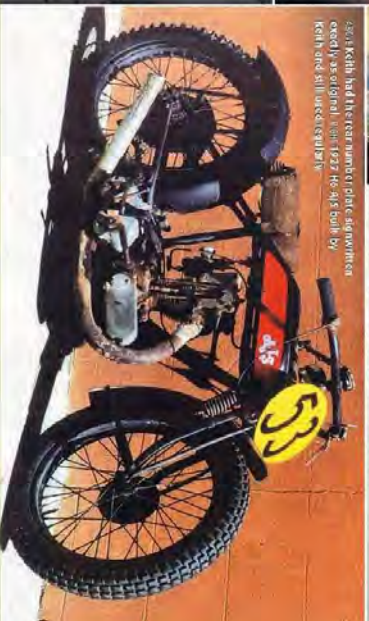
Keith's Velocette Thruxton is believed to be the last one to leave the factory.



Keith would set on out the MJC Velocette in 1950.



Need a Vincent headlight? Keith's workshop has several.



Keith had his first name right engraved on his original 1927 He 350 built by Keith and still used (1997).



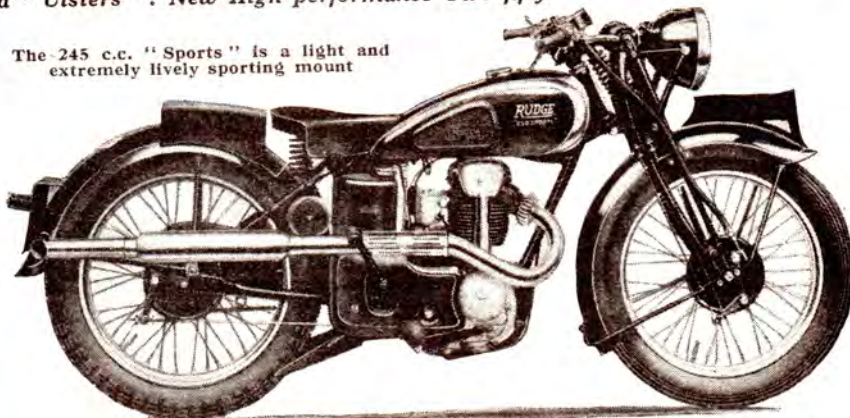
**STAND 28: Fast 500 c.c. machines with complete All-weather Equipment: Four-valve "Specials," "Sports Specials" and "Ulsters": New High-performance Two-fifty**

RUDGE WHITWORTH, LTD., Crow Lane, Coventry.  
"Special" Model.—495 c.c. single-cyl. o.h.v. Rudge; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 4.74, 5.87, 7.65, 13.9, with foot control; fuel, 3½ gals.; 3.25-19 tyres. Price, with lighting, speedometer, horn and licence holder (solo), £69 10s.

**ALTHOUGH** only small alterations have been made to Rudge machines for 1939, the range is attracting as much attention as ever, for the firm has a reputation for producing well-built, high-performance machines. The three 500 c.c. models cover a very wide range.

The 495 c.c. "Special" has the well-known four-valve o.h.v. Rudge engine with totally enclosed valves. Although not an ultra-fast mount, it is capable of high speeds and its equipment is very complete. Wide mudguards, gear-box shield, Miller

The 245 c.c. "Sports" is a light and extremely lively sporting mount



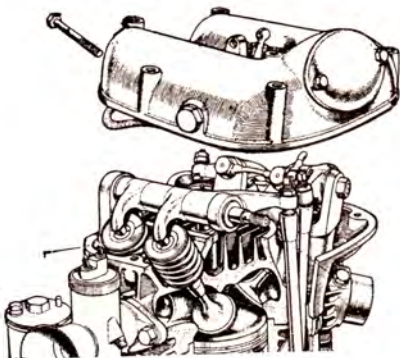
has a bronze cylinder head with radial exhaust valves and parallel inlet valves and the cylinder head can be removed without disturbing the petrol tank—a feature of the entire range. The brakes are very large and the equipment is exceptionally generous for such a high-performance mount.

"250 Sports" Model.—245 c.c. single-cyl. o.h.v. Rudge; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; gears, 6.39, 8.2, 11.2, 15.95, with foot control; fuel, 3½ gals.; 3.25-19 tyres. Price, with lighting, speedometer, horn and licence-holder (solo), £57 10s.

There are two 250 c.c. models. The

"Sports" is a very lively model, and has a specification which includes high-compression piston, sports cam and a special carburettor. A high-level exhaust pipe is fitted and the machine has coupled brakes and 3.25-19 tyres. The "Rapid" resembles the "Sports" model, but it has not the special engine. It has a low-level exhaust pipe, deep-section mudguards and with complete equipment costs £55. All the new Rudges have a chromium band on the petrol tank, which adds a definite air of distinction.

Among the special features of the very fast four-valve "Ulster" model are an ingenious hand-operated central stand, a sturdy aluminium primary chain case and excellent protection for the rear chain

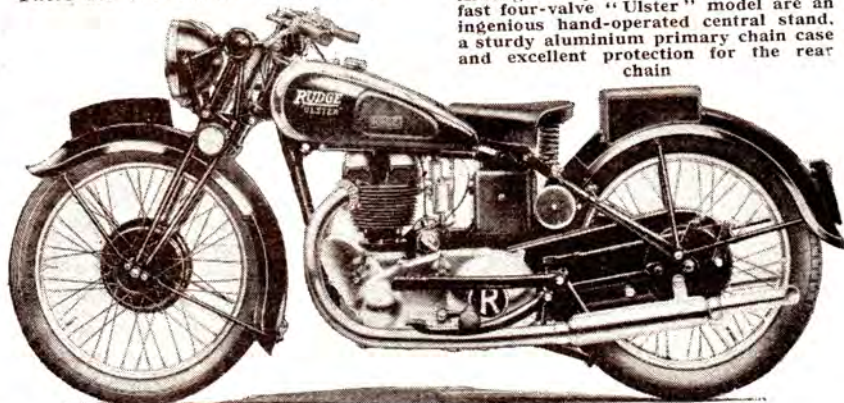


A single cover-plate encloses the four overhead valves of the "Special" and "Sports Special" models

lighting and a speedometer are all included in the price of £69 10s.

The "Sports Special" has a similar specification, but it is a faster machine which has been designed for "speed with silence." The engine has polished ports and high-level exhaust pipes. Both tyres measure 3.25-19, the front one being ribbed and the rear studded. Rudge coupled brakes are, of course, employed.

No introduction is needed for the "Ulster," the fastest machine in the Rudge range. The engine of this model



**RAYNAL**

**STAND 44: Sturdy Villiers-engined Motorised Bicycle with Various "Comfort" Features**

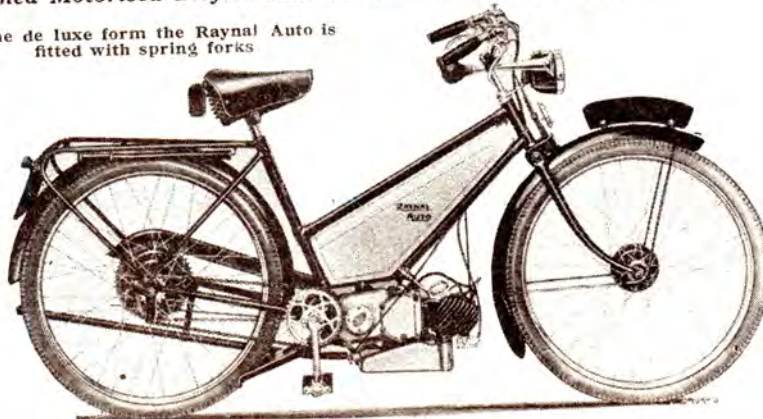
RAYNAL MANUFACTURING CO., LTD., Woodburn Road, Handsworth, Birmingham, 21.

Model "De Luxe."—98 c.c. single-cyl. two-stroke Villiers; petrol lubrication; flywheel-magneto ignition; all-chain drive; single gear, 11.75; fuel, 1¼ gals.; 1.75in. tyres. Price with lighting, horn and licence-holder, £18 18s.

**THIS** motorised bicycle has an open frame of a type suitable for either sex. The Villiers 98 c.c. horizontal unit is mounted beneath the pedal bracket and incorporates a chain-driven countershaft on which is a simple plate clutch by which the final drive can be disconnected. Electric lighting is fitted and another feature is the use of drop-out wheels. A de luxe model with spring fork is also shown, the extra cost being a guinea. A useful luggage carrier is fitted to the machine, and it has a sensibly large and comfortable saddle.

D 7

In the de luxe form the Raynal Auto is fitted with spring forks





## Sweet end of year ride (Melba's ride) Sunday 20th December 2015.

What a week it was that we had leading up to Sunday's ride. I received a few calls asking if the run was still on (*we a ride heat policy*) given that there was 3 days of temperature in the 40°C leading up to Sunday's ride, I believed it would be a bit wet in the morning but fine for a Sunday ride with temperature about 30°C. The weather forecast was right.

It was raining at my place so I trailered the BSA to Melba's, what a good idea as the roads thru the hills were littered with loose debris, wet and traffic was medium.

Slowly, 9 members had arrived and it wasn't until 10.15 that we agreed no one else would be attending. Ian Hese gave us a quick briefing of the modified route and asked for 7 marshals. There was only 9 riders, including a back up trailer and Daryl Rosser in his classic Valiant (*his excuse was it was too wet?*). It was agreed to a slow ride and we all took turn as corner marshals.

It was still drizzling, so we prepared ourselves for a wet ride. Rein Gerritsen had trailered his Indian, but water had got into the distributor making it hard to start. The distributor was sprayed with CRC and finally the bike fired and ran perfect to the remainder of the ride.

Ian also demonstrated the proposed 'pink' vest and orange sleeve to be used by corner marshals. Paul Knapp 'volunteered' to wear the new gear. Paul had previous experience in dressing up in unfamiliar clobber at the recent 'Distinguished Gentlemen's ride'.

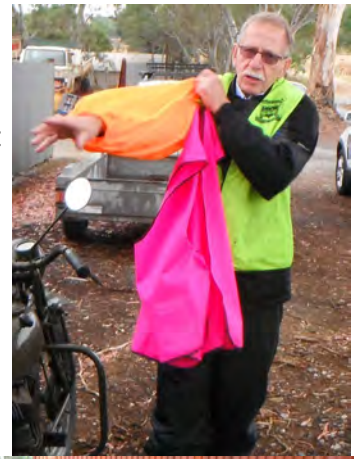
Paul Knapp was then observed to be trying to start his Norton. Was it because he was wearing the new Marshall vest, and the Norton didn't like it, **NO**. Paul had forgotten to turn on the petrol tap?

The ride was excellent, traffic was medium, with wet roads in a few places. The further we went the rain had stopped and the roads dried up making the ride very enjoyable.

We each took turn as corner marshals without any problems. We kept in sight of each other ensuring no one got lost as we meandered thru back roads to our first and only stop at Aldgate. After about half an hour break, we headed off again along beautiful winding back road and finally ending back at Melba's.

The roads Ian had chosen were brilliant for motorcycle riding, see you there next year.

Riders—Ian Hese-BMW, Rob Smyth-AJS, Rein Gerritsen-Indian, Jason Maloney-AJS, Martin Blindell-Triumph, Richard Kretschmer-Norton outfit, Rob Mather-Scott, Paul Knapp-Norton, Brian Forth-BSA wm20, Wayne Lawson-Triumph, Daryl Rosser-Valiant and Colin Behn back-up trailer. **Harry Maltese.**





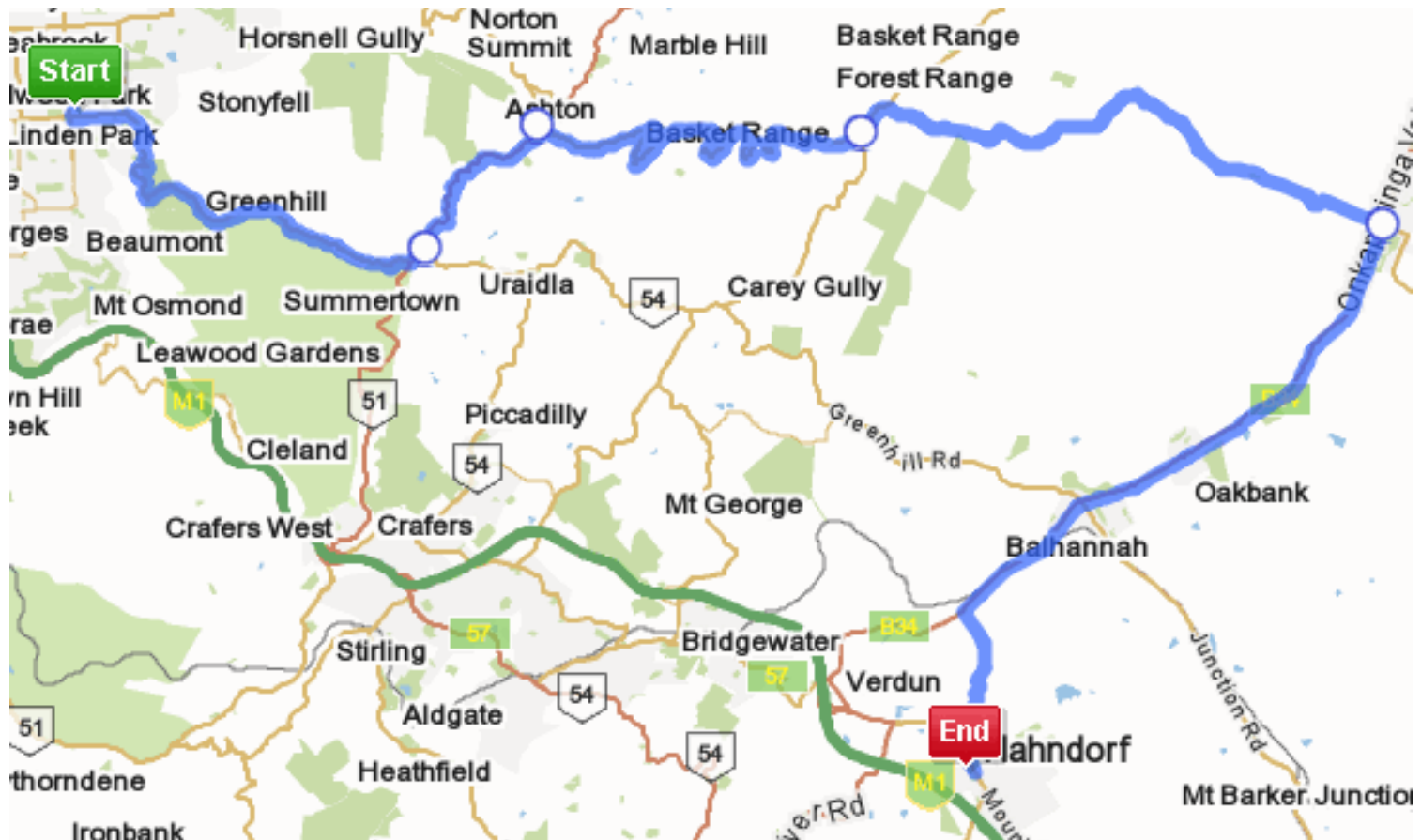
## **Hills breakfast ride—Hahndorf Swap meet. Sunday 17Th January 2016.**

Club ride starting at Feathers Hotel 510 Greenhill Rd Burnside, leaving 8.00am.

We ride up Summertown Road and turn left into Mt Lofty Scenic Route to Ashton then turn Lobethal Road thru Basket Range and turn right into Collins Hill Road, turn right onto Steniford Road which changes into Swamp Creek Road, the right into Vickers Road the turn right into Tiers Road to the junction with Onkaparinga Road Woodside. Then you will turn right and ride along Onkaparinga Road thru Balhannah to Ambleside Road where you turn left into Mt Barker Road and ride about 100 meters to the Hahndorf Mill for breakfast.

**Cost to member is \$10, the club will cover the rest.**

Members can either go to the swap meet on the town oval before breakfast, or come to the breakfast at 9.00am then to the swapmeet afterwards. **Ian Hese.**



# **NSW LOG BOOK SCHEME**

As of the 1st October, VJMC NSW has opted in to the new Historic Vehicle Log Book Scheme, and club members with conditionally registered machines can opt to participate in the new scheme by notifying the RMS and being issued with a Log Book for each machine.

The scheme allow up to 60 days (pro-rata each year of conditional registration) to be used for activities outside club events, which must be recorded in the Log Book maintained by the club member.

Members can still also participate in club events

<http://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/log-book-trial.html>

as previously AS WELL as the Log Book Scheme, which means that it will become much easier for members to get out for a ride when time allows without having to arrange a ride ahead of time. Members don't have to join the new logbook scheme and for those members, their Conditional Historic registration will continue as before without any change.

Full details of the scheme are available on the RMS website at <http://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/log-book-trial.html>





**Melba's Ride.**  
**Small number of riders, but we had fun trying out a proposed new Marshall vest colour.**  
**Above—Rein trying to start the Indian**



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