

September 2015



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



Photos from the Oxenberry Tiddlers run—Sunday 23rd. Top left is Peter Scott's 1934 Scott and outfit; right is David Cant's 1923 Indian outfit, and below the usual suspect on the day



Our Club Proudly Supported by



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 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
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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.

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Presidents report.

Members.

The VVMCCSA annual event the '**Motorcycle only swap meet**' on Sunday 4th October at the Balhannah Oval. **Volunteers are urgently are required** from about 6.30am (in 1 hour shifts) at the vendors and buyers gates. During the day other 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. Contact Bill Lorimer or myself if you can assist please.

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

All British day have emailed to all people who attend this event seeking volunteers to assist with event set-up on the Saturday and marshalling duties on the Sunday. Without volunteers this event could cease to exist. See page 12 for their email of their concerns and the future of the event.

The VVMCCSA is a great supporter of this event. I am please to report 10 members have volunteered to assist our site and the All British Day committee on both days.

We need to know who is **trained and qualified at a Traffic Marshal** in the VVMCCSA. We have many club events, the forthcoming 60th Rally in September 2016, the All British Day 2016 and other events where the services of those qualified are needed and used to ensure an event proceeds.

On Sunday March 20th, 2016 between 10.30 am and 2.30 pm in the parklands on Anzac Highway, The Vintage Sports Car Club invites VVMCCSA to bring your historic pre-1931 vehicles.

20th September I have organised a tour from Strathalbyn to Goolwa wharf markets and return (page 15). I encourage members with flat tanker and girder fork bikes to bring them out to enjoy the flat riding countryside that this ride has to offer. There will be no stress on your motorcycle. Distances is about 120kms.

Back-up trailer is required.

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.

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Variety of wholesome country style catering provided on-site.

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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 619 950 after 6 pm or email secretary@vvmccsa.org.au

All I'm saying is,
at any point during
that ride through the
desert he could have
given the horse a name.



**Members direct debit to VVMCCSA
subscriptions**

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Account number 071368

**State—name, membership Number &
Mention subscriptions when paying.**

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VMCCSA Committee Meeting 29th August 2015 at Goodwood rooms.

In attendance - Brian Forth, Bob Gill, Paul Knapp, Daryl Rosser, Colin Behn, Terry Rowe, Ian Hese and Bill Lorimer. Apology Wayne Lawson & Anni Filsell.

Visitor David Cant, Chairman 60th Anniversary Rally Committee.

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

Treasurer's report presented by Terry Rowe, no discussion Acceptance moved Bob Gill Seconded Colin Behn Carried

New Members. New application from Adrian Smith read to meeting. Ratification of applications from Ross Warriner and Andrew Jackman.

Correspondence In.

- 1 One Subs. payment
- 2 Minutes of Federation June meeting minutes
- 3 Account for Federation Club Affiliation
- 4 Account from Smart Print for printing of Swapmeet Flyers .

Correspondence Out.

- 27 Swapmeet Letters and Flyers to various clubs, local and interstate.

Emails In and Out.

- 1 Certificate of Currency for Club Insurance
- 2 From Richard Engel, Jeff Jones, Brett Mitchell, Roger Davey, Geoff Anderson and Jim Black re volunteering for Swapmeet.
- 3 To Ian Hay of All British Day with names of members volunteering for set-up and Marshalling on Saturday & Sunday.
- 4 To and from Colin Pauley re. Club property in storage.
- 5 From V&VMCCNYP re Cousin Jack Rally, 1st May 2016
- 6 To and from Diedre Hughes re. outdoor markets at Goolwa, see Strathalbyn Ride, September 20th
- 7 From Colin Behn re. AJS Moto Trial Club requesting volunteer Observers 26th & 27th September
- 8 To Strathalbyn Autos requesting parking on Sunday 20th September.

Publications Received.

- 1 The Bulbhorn from Mildura
- 2 MAPS Review from Maitland
- 3 Norton Energette from NOCSA Acceptance moved Colin Behn Seconded Bob Gill Carried.

Club Captain - Runs Rides and Events.

Ian Hese gave a report on the August ride from and returning to Oxenberry Winery, again a very successful day out riding , over 40 bikes participating, 2 breakdowns and one unfortunate accident then the usual well catered for BBQ lunch .

Sept 20th Strathalbyn to Goolwa ride and return - map and details in magazine.

Oct. 4th Swapmeet at Balhannah.

Oct 18th Ride from Pelican Plaza to Nuriootpa to meet-up with the Barossa Valley Classic MCC at Nuriootpa oval.

Nov. 22nd Scarpantoni Winery Maclaren Vale ride and BBQ lunch.

Acceptance Moved Paul Knapp Seconded Coli Behn Carried.

General Business.

David Cant reported that costings for the 60th Anniversary Rally were almost finalized and that entry forms would be available when that process is completed. Some general discussion about sponsorship but it seems that it is all systems go.

The Swapmeet was discussed, question of the requirement for Prescribed Goods form was raised, Bill Lorimer to get a ruling .

Still need a few more volunteers.

Discussed Club Property and its collection, storage and eventually, what to keep and what to dispose of and how.

Meeting closed 9pm.



"IDIOT! IDIOT! IDIOT!"

Minutes of VVMCCSA General Meeting 707, at Payneham RSL, 11th August 2015.

Brian Forth opened the meeting at 8-00 pm.

Visitors- Adrian Smith.

Minutes of the July meeting presented as printed in the Smoke Signal, no discussion. Acceptance moved Colin Behn Seconded Bob Tilbrook and Carried.

Who are we—club members Philip Holmes competing in the old News 24 hr Reliability Trial c1970s.

Treasurers Report presented by Terry Rowe, no discussion. Acceptance moved Barry Carlisle Seconded Stephen Hooper and Carried.

New Members. Membership applications for Andrew Jackman and Paul Warriner read to members, membership presented to Tony Bedford, not present David Hiley & Rick Paull. New application received from Adrian Smith.

Correspondence In.

1 Bank Statement from Westpac Bank

2 Account from MTA for printing of Smoke Signals

3 Receipt from SGIC Insurance

Emails In and Out

1 Goodwood Community Centre re centre closure in Sept, and alternative meeting venue.

2 Vincent Owners Club newsletter.

3 Flyer and letter re Historic Vehicle Gathering Sunday 20-3-2016.

4 BEESA JOURNAL magazine.

5 SA War Vehicle magazine.

6 From John Chapman , Morris Register re. Bay to Birdwood proposal for the future of the event.

7 Letter from All British Day, pleading for assistance for the setting up on the Saturday and during the event on the Sunday.

8 Exhaust Notes from VMC Vic.

9 From Holdfast Bay Council re. Moseley Sq. Bike Display for March 2016.

10 Flyer for Laidley Swapmeet, QLD.

Publications Received.

1 Exhaust Notes from VMC Vic; 2 MAPS Review from Maitland; 3 The Radiator from Riverland V&CC Club

4 The Bulletin from VCCSA; 5 Vintage Chatter from VMCCWA; 6 The Throttle Lever from Newcastle VMC;

7 The Buzzer Box from Model T Ford Club SA; 8 The Vintage Motorcycle from the UK; 9 The Antique MCC

Aust magazine 10 Jampot Magazine for AJS & Matchless enthusiasts Acceptance. Moved Pat Vartuli Seconded Paul Knapp Carried.

Club Captain -Rides and Events.

Ian Hese gave a report on the Military vehicles Museum visit, not a big turnout of members but the weather was good, lunch was good and the Museum was interesting.

23rd Aug. Oxenberry Winery Tiddlers ride information I magazine.

20th Sept. Strathalbyn still in planning, a run for flat tankers and tiddlers.

18th Oct. ride to Nuriootpa to meet up with Barossa Valley Motorcycle 31st Annual Rally —Nuriootpa oval.

22nd Nov Scarpantoni Ride still in planning stage.

8th Dec. Xmas Dinner, same place catering being investigated.

20th Pre Xmas ride venue to be discussed.

General Business.

Brian Forth called for volunteers for All British Day with some result of volunteers.

Bill Lorimer pleaded for some volunteers for the Swapmeet, also with a small result, more are **URGENTLY** needed.

Brian Forth also called for members interested in training for Traffic Marshalls.

Ken Hurley reported that the Classic Motorcycle Racing Australian Championship will be held at Mallala.

Buy Swap and Sell read to members. Meeting closed 8.45pm.



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. Daryl Rosser 0419817745. (Sept15)

1948 MALVERN STAR autocycle. Complete and original. Last ridden fig 8 early 2000. Extra wheels.\$2,500 ONO. 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)

BSA B31 350cc 1956; swing arm, good & tidy reliable bike books available \$7000; Bob Whitehead (Sept15)

1935 Blue Star Special with Dusting Sidecar - E9-220 Engine E9-223 Frame THU461 (SA Plate) fully restored by Arnold and Doug Kennedy; Dan Moriarty 0417 811 922 (Sep15)

Honda xr75 eng 1313538, ready to ride \$1400; **Yamaha yz80**, engine z-017161 \$1400 both ideal for children to lean and ride in backyard, quiet exhaust, throttle stop fitted; Colin Behn 040707287 (Sept15)

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 in 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).

1961 BSA C15t, wanted a fuel tank, front & rear guard; Simon Mussared 0422090701 (Sept15)

Bike trailer wanted to carry 2-3 bikes; Pat Vatuli 0405244129 (Sept15)

pre 1970 Vespa, Wanted any condition considered. Stephen Hooper 0417 832 443 (Sept15)



Club Runs & Events.

All members participating in **Club Runs MUST lodge a Rally Entry Form** with the Club Captain before the event. This ensures that you are covered for Third Party Property and Public Risk from home, on the Run and return to home. This is a Club requirement. Please be sure to fill out your **Historic Registration Logbook** before leaving home and make sure you **carry it every time you go riding**, this is a legal requirement. **Enquiries to Brian Forth on 0409 514 213 (President & Club Captain).**

Back-up trailer is required every run—please volunteer your services for a run. Every ride has to be covered, please contact me & nominate a ride. Reimbursement of \$60 for petrol money.

September

8th **General Meeting 708**, Payneham RSL clubrooms
****20th** **Strathalbyn– Goolwa ride**—map and details page 15.
28th **Committee meeting**—Goodwood community hall.

October

4th **VVMCCSA—Motorcycle only swap meet**, Balhannah Oval—volunteers required
13th **General meeting 709**, Payneham RSL Club rooms
****18th** **Barossa Valley classic m/c rally** to the Nuriootpa oval—it is a ride to this event more to follow.
26th **Committee Meeting**—Goodwood Community hall.

November

10th **General meeting 710**, 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 711**, Payneham RSL Club rooms—Christmas Dinner
****20th** **Christmas BBQ** Ride-in day, location to be advised.

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.

January 2016.

12th **General meeting 712**—Payneham RSL clubrooms ** **Committee meeting 7pm.**
****17th** **Breakfast ride to Hahndorf and swap meet.** Details to come.
25th **Committee meeting**—Goodwood community hall.

February

9th **General meeting 713**, Payneham RSL clubrooms
**** 21st** Club ride—details to follow.

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)**

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.bevenyoung.com.au/car.htm>

HAHANDORF-	19th January 2014	Victor Harbor	2nd February
Lockleys school	2nd February 2014	BALLARAT –	22-23 February 2014
CAMPBELLTOWN –	9th March 2014	CLARE–	16th March 2014
WOODSIDE –	30th March 2014;	NARACOORTE	3-4-5TH May 2014;
SEDAN –	15th June 2014.	KAPUNDA-	25th May 2014;
ANGLE PARK/Dry Creek	27th July 2014;	WILLUNGA –	17th August 2014;
GAWLER -	21st September 2014;	VVMCC MOTORCYCLE ONLY	5th Oct 2014.
STRATHALBYN –	19th Oct 2014;	BENDIGO –	15-16th Nov 2014;
GAWLER Motorcycle expo	- 18 Nov 2014		

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

Veteran, Vintage and all That

JIM SHELDON PROVIDES AN
INFORMATIVE DISSERTATION ON THE
DATING CLASSIFICATION QUESTION



At a Sunbeam Pioneer Run Norman Manby poses with his 1901 Orient — a "Streatham" veteran says the author

THE dating classification of veteran and vintage machines is again in the news. Perhaps I am lucky in having, or having access to, most published documents relating to our game. Professionally I should reject an old man's memory if documentary proof were available. I see no reason to depart from these standards in a matter such as this. My opinions are my own, and I do not wish to dictate to anyone. I favour classifying by milestones of design rather than by dates. I dislike the modern idea that we should accord the two-wheeler an "other-ranks" status. The line between car and motor cycle was so thinly drawn at first as to be difficult to discern, and it pursued little

or no fixed course; all road users were brothers. To me they still are. And the veteran and vintage cult is one of the higher expressions of that brotherhood.

To start with the pioneers (the word comes from the old French *peonier*, a foot soldier), the lads who did the spadework before continuous commercial production started in 1896 bore names widely known and honoured today. Macmillan, the Scots blacksmith who found that he could balance a two-wheels-in-line velocipede by steering it, Otto with his four-stroke cycle, Markus, Benz, Daimler, Butler, De Dion, the last two applying their i.c. engines to accepted forms of pedal tricycles in their day: all contributed some-

thing to our prehistory. In their honour the late F. W. Pinhard named the run to Brighton for old motor cycles (which he first organized in 1930) the Pioneer Run. What better way to keep their memory green?

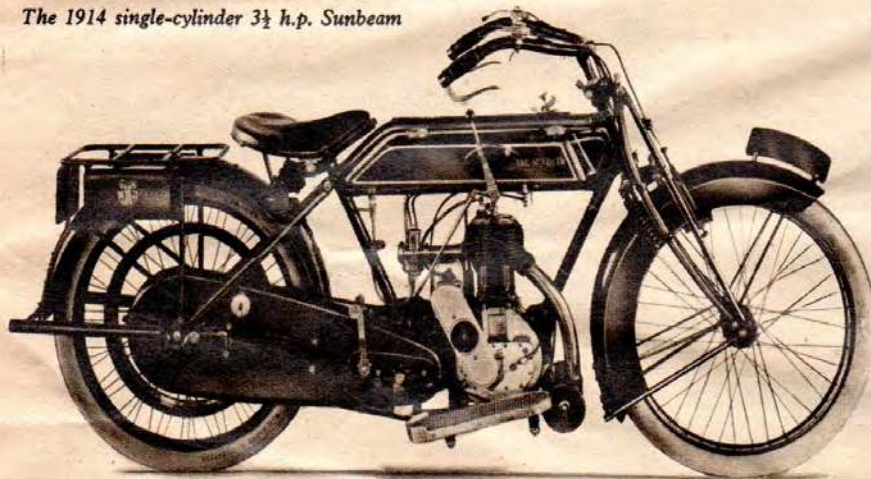
Now for the veterans (the Latin *veteranus* means old man). I suppose we should make 1896 the first milestone in our history for, in that year, and celebrated by a run to Brighton, came the famous change in our laws which enabled vehicles to be driven on the road at more than 4 m.p.h. Unfortunately financial adventurer Lawson (who organized the run) cornered the De Dion and first Werner patents for the motor cycle in this country. Commercial production consisted mainly of De Dion-based single-cylinder tricycles and quadricycles. Then in 1900 Lawson's patents empire started to disintegrate. In 1901 little imported engines such as the Minerva and Clement which could be easily attached to a pedal cycle appeared; Werners split the frame ahead of the pedal-shaft-bracket and mounted their engine there.

Soon the spray carburettor was being developed as an alternative to the surface type, primitive magnetos for battery and coil, a mechanically operated inlet valve for De Dion's automatic inlet. All this by the end of 1904. Ten years later, when the Streatham Club decided to organize a run to Brighton for veteran machines, some unhonoured genius in their ranks recalled the importance of 1904 as the date at which preliminary design reached the point from which detail development started. The second milestone in our history?

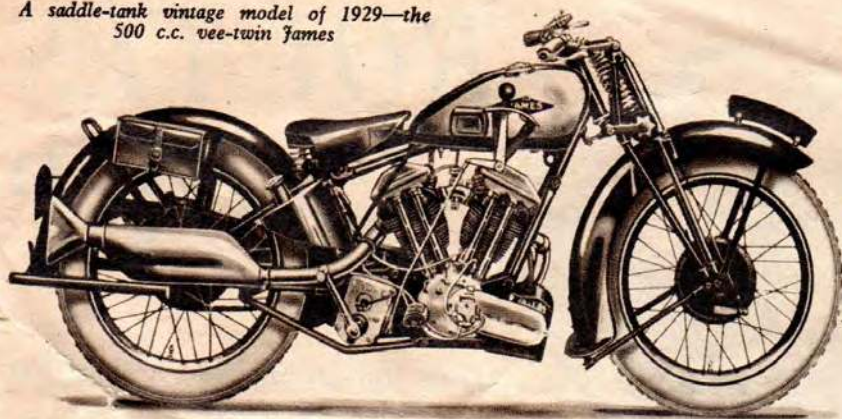
From 1905 onward, with the initial novelty of the motor cycle over and its deficiencies revealed, some firms "broke away" into the cycle-car world. Others persevered with the two-wheeler, aided by development in the Isle of Man races and Brooklands. The new London Shows at Olympia intensified development, fostered general acceptance of clutch and gears, chain drive, the two-stroke engine. There was continuous development until, in 1916, the Ministry of Munitions put an embargo on the manufacture of civilian motor cycles—an embargo that stood until 1919. It was lifted in time for the 1920 models; and that these post-war machines were produced under entirely different economic conditions hardly needs stressing.

In the 1920s a well-known daily paper

The 1914 single-cylinder 3½ h.p. Sunbeam



A saddle-tank vintage model of 1929—the 500 c.c. vee-twin James



revived the Streatham Club's Brighton Run, still using the 1904 qualifying date; and, in 1930, the R.A.C. took over the event as a car run. Our own Cecil Burney (of Blackburne engine fame) with a club in mind had proposed a meeting of enthusiasts. But three car owners got together and presented a *fait accompli* and, alas, motor cycles were not included. The Veteran Car Club took in our early trikes and quads, as part of the development of the car, and later extended its interests up to the 1916 date. It favours the idea of dating by the rule: "of a type available in . . ."

Fred Pinhard started the Sunbeam Club's motor-cycle Run to Brighton in 1930. He realized the difficulty of obtaining a representative motor-cycle entry, and tried various qualifying dates from 1910 to 1914. The latter date today, producing entries by the hundred, will in a few years possibly cause some embarrassment to the organizers. Frankly, the 1916 date would let in the well-known countershaft Triumph which followed earlier countershaft-geared models, such as the Sunbeam and Lea-Francis in February 1915. If the organizers of today's "Brighton" are, in the end, compelled by weight of numbers to take an earlier qualifying date, the main reason for the retention of the end-of-1914

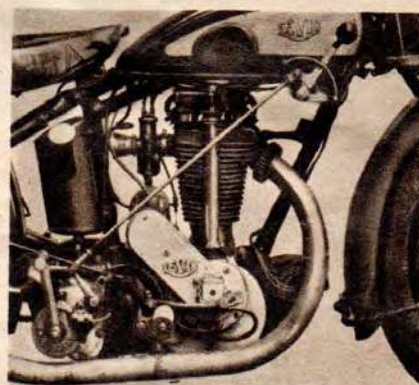
date for veterans would disappear. It appears to me that for the many other veteran events (and veteran classes in vintage fixtures) the 1916 rule already used by the car folk would be advantageous. The end-of-1914 classification can cause anomalies, for the manufacturing year was something like August to the following July. With some wisdom, Brighton Run boffin and ace restorer H. O. Twitchen a few years ago declared for dating by yearly model.

Would it be impossible to run a motor-cycle "Brighton" to the 1904 Streatham date? Looking through past programmes it appears to me that enough up-to-1904 machines have appeared down the years. Surely it is most necessary to encourage their preservation? Perhaps an additional autumn "Brighton" for Streatham veterans could be arranged, under entirely non-competitive conditions? Of course if we could get the trikes and quads back from the car-run people. . . .

The vintage years of motor and motor-cycle sport (up to and including 1930) produced some of the finest machines ever made. The sport they gave was entirely in keeping, and I like to think that today's famous Vintage Motor Cycle Club is as much concerned in perpetuating the memory of vintage sport as of vintage

machines. After World War I production restarted in 1919 and new designs were introduced alongside the old until, in the middle 'twenties, there emerged the last and the best of the old long-tank breed of vintage motor cycle.

In 1927 and 1928 came a wholesale re-designing with today's short-wheelbase frame and highish saddle tank. Ahead lay the slump which decimated the industry in the early 'thirties. When C. E. Allen founded the Vintage Club in 1946 there were two possible alternatives for his vintage date: 1927/28 from consideration of design, and 1930 from economic considerations. I favoured 1927 at the time, yet today I think his 1930 date is right. Not because he lines up with the Vintage Sports Car Club, the corresponding body in the four-wheel world, but because for those all-important last few years of the



vintage the same men were producing motor cycles of the same quality. The post-slump industry was perhaps too work-studied, certainly too gimmick-ridden. Yes, our final milestone must be 1930.

Veteran and vintage are long-accepted words in motoring affairs. Is there any excuse, then, to have them mean anything different in the car and motor-cycle worlds? They are understood and appreciated throughout Europe and the Commonwealth.

I would like to see car and motor-cycle enthusiasts using the same words to mean the same thing—already there is a fusion of interests at museum and club level. Subdivisions? The car people say Victorian Veteran up to 1904 and Edwardian Veteran up to 1916 (strictly inaccurate, I know, but very charming). If we said Streatham Veterans and Sunbeam Veterans for the same two classes it would pay tribute to the two clubs who gave so much to the veteran cult. To sub-divide the vintage machines I see only one possible place—1927. Oddly enough, it would work out reasonably well from a numerical point of view. And how do you feel about the "of-a-type-available-in- . . ." method of dating? Think of Cyril Pullins' 1914 T.T. winning Rudge Multi. Produced as a 1915 model it was continued in the catalogue to overlap the four-valvers from the same maker in the 'twenties. Is it fair to ask posterity to accept the famous Multi in three different classifications? Surely it was a veteran of the veterans and it may be accepted as such one day.



Above right: Power unit of another famous vintage model—the saddle-tank Model A Levis of 1929. The machine was claimed to be the fastest roadster three-fifty of the late 'twenties

Left: Seen at a Vintage Sports Car Club meeting is Bill Fruin with his beautifully preserved "long tank" 16H Norton of 1922

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Who are we?

October magazine— Philip Holmes in the old News 24hr reliability trial.



ACE ca 1921 1229 cc 4 cylinder

William Henderson created the fabulous Ace after he left the Excelsior Company in 1919. With growing discontent he had witnessed that the Excelsior engineers added more weight to the four between 1917, the year of the Henderson takeover, and 1919, without really working on better engine design or tuning.

So he left and with financial backing of bicycle maker Max Sladkin he designed a faster, lighter and more graceful machine than the Henderson had grown into.

The Ace was an instant success, so much even that the company went almost bankrupt from a shortage of cash to finance the enormous growth in production. For 1923 an even more exciting version was brought out, the Sporting Solo which featured 1 ½" diameter valves, cams which afforded ¼ inch of valve lift, high compression alloy pistons and lightened connecting rods.

William Henderson was tragically killed in December 1922 when he collided with a car when road testing one of his machines.

Arthur Lemon, his former trainee who had grown into a very competent designer, left his post at the Excelsior works to become chief engineer and designer with the ACE Company. Sales were very strong in 1923, the more because the Ace's selling price had gone down by some 15% that year.

Later on it became clear that there had been some serious miscalculations: throughout 1923 most machines had been sold at a severe loss, a blow from which the company never really recovered.

At the end of the year a specially prepared Ace, giving 45 HP @5400 RPM managed to set the world speed record at 129 mph.

Although the machines were still selling well and the riders were fond of the Ace, the financial basis had become so weak that production was stopped in 1924. In 1926 the Michigan Motors Corporation made a batch of Aces and by 1927 the Ace design was taken over by the Indian Corporation.

This unrestored 1921 model is in excellent condition and was last used in the mid fifties.

Presented to you by www.yesterdays.nl

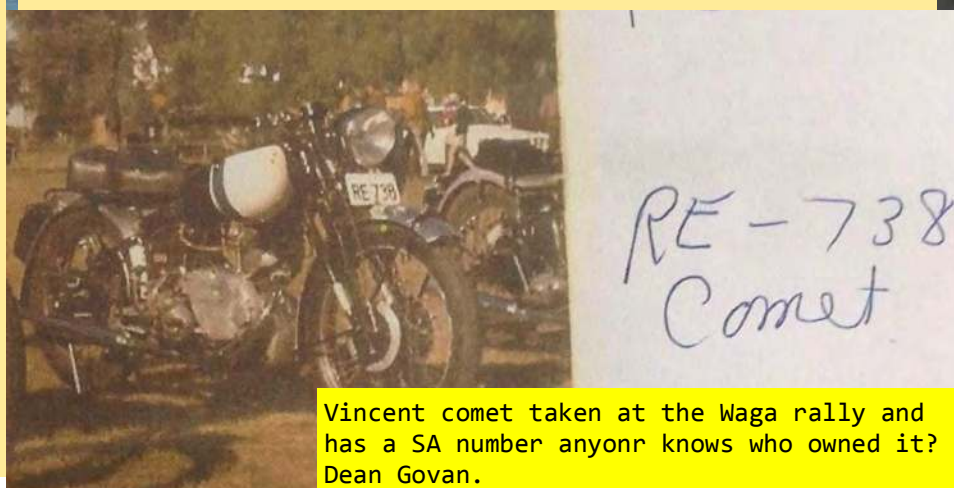
TIDDLERS RIDE 23.8.15,

Bob Gill 1913 BSA	Solo
Terry Rowe 1914 Bullock	Solo
Colin Behn 1920 Harley	Solo
Daryl Rosser 1924 AJS	Solo
Dave Holbrook 1925 New Imperial	
David Cant 1923 Indian	O/Fit
Darren Zacher 1932 BSA	Solo FTO
Bob Mather 1932 Scott	Solo
Peter Scott 1934 Scott	Solo
Lyndon Rogers 1934 Levis	Solo
Brenton Halstead 1938 Panther	
Brian Forth 1942 BSA	Solo
John Deacon 1949 Norton	Solo
Les Carter 1949 BSA	Solo
Michael Madeley 1949 BSA	Solo
Ted Williams 1949 Triumph	Solo
Jason Maloney 1950 Matchless	
Paul Knapp 1951 AJS	Solo
Graeme Bartlett 1955 Triumph	
Kym Moreton 1955 Triumph	
John Williams 1955 Triumph	Solo
Richard Kretschmer 1956 Norton	O/Fit
Steve Cramp 1957 Triumph	Solo
Don Tonkin 1958 Velocette	Solo
Ian Tonkin 1958 Triumph	Solo
Kevin Meade 1960 BSA	Solo
Madeleine Tonkin 1972 Benelli	
Bill Turner 1973 Moto Guzzi	Solo
Michael Clarke 1974 Moto Guzzi	F.T.O.
Malcolm Gray 1975 BMW	Solo
Bob Lear 2001 Yamaha	Solo
Pud Freeman 2003 Kawasaki	
Ian Hese 2003 BMW	
Barry Foster 2004 Ducati	
Ian Rounsevell 19? BSA	
Paul Baker (visitor) 1947 Ariel	

Contd—John Veale (visitor) 1966 BSA
Bob Williams (visitor) 1970 Triumph
Brian Dohnt— backup trailer.



Wally Woollatt life membership and various trophies. See page 30 of the 'Celebrating 50 golden year of Motorcycling' - story of VVMCCSA



Vincent comet taken at the Waga rally and has a SA number anyone knows who owned it? Dean Govan.

**An important letter to all Entrants and Clubs associated with the South Australian All British Day.
Ensure you read this. All British Day, Sunday February 14th 2016.**

Dear All British Day entrants. Recently the All British Day Committee sent out an email to selected entrants of all 70 ABD associated Clubs informing them that we had staffing problems and needed help to organise and run the 2016 event. These persons were asked to bring the matter to the attention of their club's committee for urgent discussion. In the email we announced that there would be an extraordinary meeting at 7.30pm on Friday July 17th at the Sporting Car Club rooms to further discuss the dilemma.

This meeting has now been held. With 70 clubs involved we expected a large crowd of representatives from concerned Vehicle Clubs. From 875 entrants we expected at least 70 to attend.

WRONG. 10 persons from 5 relatively small Clubs plus the Committee attended. I sincerely thank those few concerned persons who attended such a dismal turnout. Disappointingly, more than 3/4 of those attending were entrants who act as Marshals each year so we were preaching to the converted. More to the point, the question asked was "why should 30 entrants plus the Committee work their butts off on this weekend for the many who expect everything to be done for them"? In fact, the Committee starts working toward the next event in June each year and it is a long time consuming job.

Clubs represented at the meeting were Austin Healey (C), MG (C), Riley (C), Rover(C), Lotus (C)), Austin 7(C), Morris Minor, Hillman (C), Bristol, BSA (C) and Triumph Sports (C), Singer. 3 apologies from 3 of the converted. Hummer(C), Sprite (C) & Jag Classic.

It is time all Clubs stepped up to the plate and did their share of the work. When this happens it will mean that the 2 or 3 entrants representing each club on the day would only have to be rostered on for about 2 hours each. At the moment the Committee alone works all day on the Saturday then again Sunday. We cannot continue in this manner. Using the results of the meeting and the knowledge of the ABD committee we herewith inform you that for the event to continue as we know it we MUST have your club's assistance in 3 very important areas. The following are the final conclusions for which we require every clubs attention and action.

- **Helpers** (Saturday) are needed to assist with the setting up from 8.00am until 4.00pm on Saturday February 13th. Plans and area maps are being developed now to assist helpers to place signs etc. correctly. Your attendance is not necessarily required for the entire day. A few hours would help.
 - **Helpers** (Sunday) are also needed for two time frames on the day of the event (Sunday 14th) from 7.30am until 9.30am to finish setting up and then again from 2.30pm to dismantle and collect the various equipment.
 - A qualified **Club Marshal**, who arrives at 9.00am, must be supplied by every club with more than 8 entries to place their club's vehicles in place as they arrive. Clubs with 20 or more entries MUST supply 2 CMs and even larger clubs 3 CMs. Clubs with less than 8 entries should not supply a Club Marshal.
 - **Every Club MUST supply at least ONE qualified Field Marshal.** These Field Marshals will be rostered to assist with entrant arrival, traffic movement and ground patrol from 7.30am until 3.30pm. A roster will be organised using information we receive from your returned emails listing your club's intentions. See below.
- Police Marshal training** will be available on Friday night February 5th at 7.30pm—SCC rooms. More information will be sent to any person indicating their need to attend the training night.

So, to summarise Ladies and Gentlemen, please get your club's All British Day entrants together and work out who will be taking on the above responsibilities. (If you are not sure who attends email us and we will send you our latest list). Just a few helpers for a few hours on both days, 2 or more Club Marshals as set out above and at least qualified 1 person to be a Field Marshal on the day of the event. More if you have them. Big or small, your club can help. Too small to require a Club Marshal? You only need 2 people and you can assist with 1 helper and 1 Field Marshal. Likewise all larger clubs should not have any trouble catering for all requirements and more and none of this will cost any club a single dollar.

Everyone raves about the event so is this too much to ask from you all for such a wonderful day to continue? This is a very serious situation and your requirement to help us is very important.

If we do not receive satisfactory help from all clubs your next email may read—"due to a lack of interest the 2016 All British Day has been cancelled" or, we may decide to go ahead with the event and raise the entry fee to cover hiring outside help.

Having discussed and settled the situation within your club please have someone email us a word document of your clubs intentions containing the following information **by the end of August** so that we can go ahead and send out the appropriate Entrant Invitations.

Club name in full.

Email address of club or club contact and person's name. A phone number.

Saturday Helper attendance, number assisting and preferred time slot/s between 7.30am until 4.00pm if known.

Sunday Helpers attendance, number assisting, if known, (preferred am or pm time slots.)

Number of qualified Club Marshals for your club.

Number of Field Marshals representing your club. (Preferred time slots between 7.30am and 3.45pm if known)

One person cannot be a Club Marshal and Field Marshal if they wish to be a part of the exciting 9.30am till

11.00am rush. A person may wish to help as both and will therefore need to be a Field Marshal earlier or later than the 9.30am slot.

The committee will endeavour to place listed persons in their preferred time bracket where possible.

The actual person assisting in one or more of the above positions will need to fill in the appropriate area on their entry form which should be received in September. Appropriate information will be sent with the entrant's Gate Pass. The ball is now firmly in your court folks. We await your decisions. Don't be long as we have work awaiting completion.

Very sincerely yours The All British Day Committee. www.allbritishday.com.au. allbritishday@email.com

10 Murphy's Laws for adventure riding: When something goes wrong that sidelines your bike it will be as far from civilisation and a phone signal as you can possibly get.

1. You've packed everything but the kitchen sink in your massive luggage, but forgotten the one thing you need right now: puncture repair kit, or toilet paper, or gaffer tape, or matches.
2. Your GPS starts playing up and needs a computer reset when you are a long way from home ... and you've just found that the paper map you stowed as back-up was for the last trip you did, not this one!
3. The petrol station marked on your GPS is just at the outer edge of your range, yet you somehow manage to limp there only to find the pump is broken.
4. Your bike stalls in the middle of a creek crossing and then you find out your waterproof boots aren't ... waterproof, that is!
5. You've paid a fortune for the latest tool kit, but all you ever use and need are cable ties and gaffer tape.
6. You conquer a steep slope, pull a 1km wheelie and cross a deep creek with no witnesses, but you drop your bike in the carpark when everyone is watching.
7. The day you plan to leave on that well deserved cross-country break is the same day the house hot water system fails.
8. You thought you'd get at least one more trip out of that clutch cable.

In the middle of the polar vortex you find out why that sleeping bag and tent combination was on special.

10 Murphy's Law of riding in the rain:

- 1:** If you've just polished all the chrome on your bike, including an hour each per spoked wheel, it is bound to rain in the next couple of days.
- 2:** If you have forgotten to pack your wet weather riding gear, you are bound to be caught in a sudden downpour far from any shelter such as a service station or bus shelter.
- 3:** If you have cut down on your packing to squeeze your wet weather gear into your luggage, then you are guaranteed a dry ride.
- 4:** When it does start raining you are out of town and nowhere near any decent shelter where you can put on your wet gear without getting wetter.
- 5:** So you stop under a tree which isn't much shelter and struggle for the next 10-15 minutes taking off your boots to get your wet pants on and squeezing into your rain jacket.
- 6:** Your mates are already in wet gear and don't stop to help you because they stay drier if they are moving rather than stationary.
- 7:** Without your mates to help you, and with your jacket and pants getting wetter by the second, it's almost impossible to pull them on by yourself.
- 8:** As soon as you have struggled to get into your wets, the rain stops.
- 9:** Now you're sweating from the effort of getting your gear on plus the extra effort of trying to catch up to your mates. Now the sun is out and you're absolutely boiling in your wets like a cooked spud. **10:** You get so hot, you take off your wets & as soon as your pants and jacket are totally wind-dried, it starts raining again.

Reference—<http://motorbikewriter.com/murphys-law-of-adventure-motorcycling/>

Oxenberry Winery Tiddlers Run on 23-8-2015

Oxenberry Winery Tiddler's Run, I was met with a blue sky in the morning which continued all day. I loaded the Harley and headed off for McLaren Vale. On arrival, there were quite a number members already present, unloading and preparing their bikes in front of Oxenberry Winery.

Michael Clarke called every body together for briefing and explained the route for the day and a group photo was taken. Michael Clarke and the Marshalls headed out followed by the slow veteran and vintage tiddlers close behind. The remainder then followed soon after. We headed off along McLaren Flat road and up in the hills, where I found them not too steep, with winding sweeping bends to Kangarilla Road.

When I turned right at an intersection, I decided to stop to blow my nose as I was feeling cold. At the same time the Cruiser Club started to go up the same road that we were going. When there was a break in the traffic, I took off and was slowly passed by the rest of their club run.

As I was making the left turn onto Brookmans Rd, 2 cars came over the hill and down passed the intersection, so I had to take evasive action by swerving off the road as much as I could while the cars sped past. I tried to collect myself and change down to second and not noticing anyone else coming started to pull back onto the road by the line on the left side of the road to miss the tree, when a tanker came past a few inches from my elbow, that was too close for comfort. We all need to be extra careful on the road.

At Meadows we parked outside of Mawson House Café. All the bikes had arrived safely and we all enjoyed the coffee and cake to offer. The Cruiser club had parked further down the road and later rode past with a few horn blaring and loud exhaust.

After the morning tea break, we headed back up Brookmans Rd to Willunga Hill and then turn right onto Range Road and then down Wickham's Hill, the steep gradient of the hill tested the Indian outfit's brakes.

We arrived back at Oxenberry Winery where the ladies had the BBQ cooking of sausages and onions to perfection with a cold drinks, or a glass of Michael Scarpantoni's red wine to quench the thirst which was appreciated by all. Thanks to the ladies and Michael for the use of the winery parking area and some even enjoyed a sample of your wines.

It was good to see some 43 bikes on the run, a Scott and Indian outfit, along with BSA Sloper and Precision Big Four just to name a few. Even though at times it felt a little cold when riding, we did not have any rain throughout the day and I enjoyed the ride.

Colin Behn (BMW) Senior Roving reporter.



Michael Clarke & Bill Antel checking the run & the bikes in Meadows.



The ladies at the BBQ—Dona Maloney, Jane Clarke and Jane's mother, Marian Pritchard.

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Strathalbyn to Goolwa tour—Sunday 20th September 2015.

Sunday 20th September we will gather at Goodyear Auto Care front yard off Rankine Street Strathalbyn. Members can leave their car and trailer here.

We depart at **10am** travel along the Langhorne Creek road, turn right onto Lake Plains Road, then right into Lake Road to Milang. We ride through Milang onto Milang-Clayton Bay road to Clayton Bay, follow it on Alexandrina Drive then turn left into Island View Drive and Re-group at the '**Sails at Clayton**'.

Back onto Alexandrina Road to Finnis-Clayton Road to Winery Road, then turn left and onto Goolwa on the Alexandrina Road to the Goolwa Wharf for their Sunday market. At the market you will have the chance for a walk about, shop and have your lunch break at the same time.

The return journey is back along the Alexandrina Road (**main road**), turn right into Winery Road to the junction with Finnis-Clayton Road and turn left towards Finnis to the junction with the Finnis-Milang Road. Here you turn right and travel towards Milang. At the junction with Nine Mile road, you turn left and travel to

Strathalbyn and back to Rankin Street where we started. **Total distance is approximately 120kms.**

All roads are bitumen and back roads with minimal traffic. The most important aspect of this ride it that it is flat riding country. There will be no stress on the rider of his motorcycle. You can sit back rest and cruze along at your own pace.

For members going to Ararat for the 10th National Veteran Rally, this is an excuse to do a 'shake down' of your Motorcycle before that event.

Flat tankers and girder fork bike riders, this is your chance to bring them out for that spring jaunt.

Petrol available in Goolwa if required.

Regards, **Brian Forth. Tour director 0409 514213.**



David Holbrook and his New Imperial & Darren Zacher and his BSA Sloper FTO



Richard and Bob Kretschmer & Norton outfit
Bob Mather and his flying 1932 Scott.



David & Rosanna Cant and dog
in their 1923 Indian outfit



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