

August 2016
Number 565



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



Leon Mitchell & Terry Rowe wheeling their motorcycles into the National Railway museum



Peter Arriola 1957 James was so exhausted

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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 is 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.

PRESIDENT.	Brian Forth	8251 4213 0409 514213
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	Wayne Lawson	0421 636338
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	4. Brett Mitchell (east)	0438379788 blmitchell@internode.on.net
	5. Jane Clarke.	0409239076 mailjc@icloud.com
CLUB REGALIA OFFICER	Vacant—contact Bill Lorimer for information	
SMOKE SIGNAL 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.

Club Captain—runs rides & events organizer and a General Committee position (one) were not filled at the recent AGM. If you wish to nominate for either of these two positions, please contact Bill Lorimer.

The VVMCCSA is supporting two major events held later on in the year. The first is "**Classic at Harts'** a motorcycle display by the Classic Owners MC at Hart's mill in Port Adelaide 15th and 16th October. COMC are currently looking for pre 1910's motorcycles commonly known as The Noughties to be a part of the display. Motorcycles are required to be in the mill on the Friday and can be collected on Sunday afternoon or Monday morning.

The second event is Mannum's "All Steamed Up" on Saturday 19th and 20th November. VVMCCSA committee has decided that there will a club ride on Sunday 20th to this event. Members can either ride there or trailer their motorcycle for a static display. Members receive a *free* entry to this event. Please advise me (Brian Forth) if you are attending.

Brian Forth. President VVMCCSA.

The after meeting supper issue has been partially saved by Richard Kretschmer 83537898, but he still requires assistance from members at each meeting to ensure that we continue to enjoy the traditional after meeting Supper. If you can assist, contact Richard Kretschmer or Bill Lorimer.



BEWARE MOTORCYCLE ENTHUSIAST DISEASE

HIGHLY INFECTIOUS TO MALES OF ALL AGES

THE SYMPTOMS : The sufferer becomes confused and bewildered when not near a motorcycle . Will be observed wandering around with blank expression , muttering strange words . Rapid rise in temperature at the sight of a motorcycle . Behaviour then becomes very erratic:much rushing about and waving of arms.Foaming at the mouth is not unusual. The patient spends much time and money at motorcycle shops. Seems not to notice "normal" people.

THIS CONDITION IS NOT FATAL

THE TREATMENT : The patient must be kept well supplied with items of motorcycle interest . Should be encouraged to go on motorcycle tours and to motorcycle gatherings where he can meet lots more victims of the illness and exchange ideas with them . Friends and relations can aid recovery by talking constantly about motorcycles. In case of an emergency take the patient to the nearest motorcycle race meeting or motorcycle event.

Members

Lew Hayton of the Classic Owners MC is organising a large motorcycle display at Harts Mill in Port Adelaide.

Part of that display there will be a 'booth' with posters of these and other clubs badges. They will be asking information from the visiting public about those and other motorcycle clubs that existed in the past South Australia.

If you have any badges or photographs of those long lost clubs, can you share them by sending me an email with an attachment of the badge.

Brian Forth forthy@picknowl.com.au



Early motorcycle auction



VVMCCSA General Meeting 718, 12th July 2016 at Payneham RSL

Brian Forth chaired the meeting.

Who are we- Leslie Jones

Minutes of the last meeting were presented as printed in the Smoke Signal, no discussion, Acceptance, moved Bob Tilbrook Seconded Pud Freeman. Carried.

Treasurers Report presented by Terry Rowe. No Discussion, Acceptance, moved Jason Maloney 2nd Natalie Halstead Carried.

New member. Applications read to the members, Ryan Bickle, Madeleine Tonkin and Matt White.

Correspondence.

1/ 3 Statements from Westpac Bank; 2/ Letter from the Federation; 3/ 6 Subs renewals
4/ Business insurance renewal from SGIC.

Emails

1/ From 60th Anniversary Rally committee advising registrations closing 15th July
2/ From Michael Scarpantoni, Matchless G80S for sale
3/ Advice about 1924TS Douglas stolen in QLD
4/ To Old Bikes Australasia re entry for Swapmeet
5/ From Peter Yates, Flyer and forms for Swapmeet
6/ From Lew Hylton of COMCC, more detail re. Classics at Hart display
7/ From Brian Forth Re. assistance identifying people in photo, reply from Dean Govan
8/ From Darren wanting info re. two motorcycle competition number discs from Kadina MCC
9/ Numerous confirmations of Subs. Renewals

Publications Received

1 Buzzer Box from Model T Ford Club SA ; 2 The Radiator from the Riverland; 3 The Bulletin of the Veteran Car Club SA; 4 The Throttle Lever from Newcastle; 5 Vintage Chatter from VMCCWA;

Acceptance, moved Daryl Rosser 2nd Ken Olson Carried

Club Captain - Runs Rides and Events

Ian Hese reported on the Gumeracha Rocking Horse Ride, good clear day, dry roads and good scenery, altogether a good day out on the bikes.

17th July—Ride in day to the Railway Museum at Port Adelaide

21st August—Oxenberry Winery Tiddlers Ride

15th to 22nd Sept 60th - Anniversary Rally at Clare (*no club ride on Sunday 18th*)

25th Sept—Bay to Birdwood

25th Sept—**Distinguished Gentleman's Ride.**

2nd Oct—Club Swapmeet ****Volunteers required, contact Bill Lorimer please****

16th Oct Scarpantoni Ride joined by National Panther Rally. Acceptance moved Dean Schubert 2nd Rob Smyth

AGM—Peter Allen took the chair and all Committee positions were declared vacant.

President—Brian Forth was nominated for, accepted and elected

Vice President— Bob Gill was nominated for, accepted and elected

Secretary- Bill Lorimer was nominated for, accepted and elected

Treasurer- Terry Rowe was nominated for, accepted and elected

Records Officer- Paul Knapp was nominated for, accepted and elected

Librarian- Philip Holmes was nominated for, accepted and elected

Editor—Brian Forth was nominated for, accepted and elected

Club Captain- No nominations for- **Vacant**

Committee members- Colin Behn, Daryl Rosser and Wayne Lawson-elected.

1 x **Vacant** position

Regalia Officer - no nominations—**Vacant**.

Brian forth again took the chair and resumed the meeting.

General Business.

1/ Terry Rowe spoke about the 60th Anniversary Rally.

2/ Leon Mitchell spoke about the 2017 Veteran Rally.

3/ Peter Allen spoke about a display of Australian made Motorcycles to be held at Moseley Sq. Glenelg on Sat. 24th Sept, we need as many Australian made motorcycles as possible, more detail to follow .

Brenton Matters - Sellicks Beach Re-enactment committee. spoke in some detail about the proposed 2017 event, indicated that the VVMCCSA would have an a display of suitable motorcycle.

Buy Swap and Sell was read to members and then the Mid Year Raffle for charity was conducted, Bob Tilbrook and the Donor Sponsors were thanked and the meeting closed.



Anyone remember being chased by on of these?

VVMCCSA Committee Meeting 25th July 2016 at Goodwood Community Centre.

In attendance, Brian Forth, Bob Gill, Terry Rowe, Daryl Rosser, Paul Knapp and Bill Lorimer, Apologies Wayne Lawson.

Minutes of the last meeting were presented as printed in the Smoke Signal, no discussion. Acceptance moved Paul Knapp seconded Terry Rowe Carried.

Treasurers Report presented by Terry Rowe, no discussion. Acceptance moved Bob Gill seconded Daryl Rosser Carried.

New Members Applications. Application from Ray Tobin, Greg Milburn, Ryan Bickle, Madeleine Tonkin, were tabled for membership.

Correspondence.

- 1/ 2 Statements from Westpac Bank,
- 2/ Rally entry form from Peter Parsons.

Emails In and Out.

- 1/ To and from Holdfast Bay Council re. Aussie made Bike Jamboree at Moseley Sq. Glenelg
- 2/ To and from Kevin Noel re. Bay to Birdwood
- 3/ To Old Bikes Australia re. Swapmeet and Aussie made Bike Jamboree
- 4/ From Peter Magarey, Loxton Museum of Agriculture Technology with invitation to open days 13th and 14th August 2016
- 5/ Birdwood Museum July newsletter.

Publications Received.

- 1/ Restore and Ride from Coffs Harbour. 2/ The Vintage Motorcycle from UK; 3/ Matchless News from North America.

Club Captain report—Runs Rides and Events.

Brian Forth reported recent ride to Railway Museum at Port Adelaide, a good day enjoyed in the warmth of the museum.

21st August—Oxenberry Winery Tiddlers Ride, map in magazine.

17th to 22nd Sept— the 60th Anniversary Rally at Clare area.

2nd Oct—Club Swapmeet at Balhannah—**Volunteers required, contact Bill Lorimer**

16th Oct—Scarpantoni Winery Ride, McLaren Vale tiddler ride. We will be joined by the Panther National Rally entrants.

9th April 2017— Triumph Muster at Hahndorf. It was discussed that we review the date of the club ride day 16th April 2017. this is Easter weekend and move it forward to 9th and ride to Hahndorf for a club display.

General Business.

1/ Bob Gill spoke with some detail about the 2017 Veteran Rally, route planning is well in hand.

2/ Terry Rowe suggested an auction at September meeting to raise some contingency funds for the 60th Anniversary Rally

3/ Bill Lorimer has suggested that the money raised at Xmas and Midyear raffles be donated to Variety, a children's charity, after discussion with Bob Tilbrook revealed that a business supporter of Variety will match our money Dollar for Dollar .

4/ Daryl Rosser will make further enquiries for the proposal to shift Xmas dinner to a hotel venue.

5/ A list of un-financial members was examined and various means discussed to provide an up to date list at all times, particularly at Log Book Time.

Meeting Closed

Bill Lorimer, Secretary

Members direct debit to VVMCCSA subscriptions

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Postage of magazine extra \$10.00

State your Name and membership Number

***Mention subscriptions when paying.

Email when paid secretary@vvmccsa.org.au



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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 and - Doherty clutch and brake and choke levers, (pair) with ball end with adjusters, near new, \$85 ono; Paul Knapp 8243 0130 (July16).

Classic Motorcycle magazine—I have a large collection of from early 1980's to mid 1990's. back then you could almost believe what you read—CHEAP—Leon Mitchell 8278 5120 (July16)

Veteran /early Vintage" Goulding" sidecar chassis No. 2520. This Chassis had the main tubes squashed and bent so they have been cut out so it could be transported. It will need some clever restoration but all main parts are there. **28x3 B/E wheel.21" X 36 hole well base Rim. Sand blasted & primed. 300 x21" Olympic Speedster Rib tyre. Second hand 350H X 19"Avon Speed master Rib tyre. Second hand3.50 X 19" Dunlop Rib tyre. Second hand.3.50 H X19" Bridgestone Super speed Rib tyre. NOS 3.25 X 19" Olympic Patrol treaded tyre, second hand.90/90H (3.25/3.50H) X 19" Bridgestone treaded tyre, NOS Spring seat for pillion, mounts on carrier. (Has spring under a pivoted saddle) Make unknown) ; Open to offers for any of the above Jeff Schaefer, 08-82986927 (July16)**

1964 BSA A50 (500CC TWIN) S/A YYS818, eng nr A50535C, frame nr A507753; Historical rego; Converted to 12v electrics Boyer ignition; Solid state rectifier Hogan rear shockers; Near new tyres; Concentric carb conversion Accurate push bike speed /trip computer Tools in the tool box; Will also come with some spares and the old monoblock carb; Will need some work as all old bikes do but due to health reasons it must go. \$6000.00 or very near offer; contact Chris Magor 08 82973265 pls leave a message (July16)

Excelsior NOS parts and some Villiers parts; Norm Jeannet 0417 077697 (via Paul Wahlstedt) (July16)

Matchless G80S. It is SA Reg, Eng no 52G80-S19559; He is an engineer and has rebuilt it mechanically to a high standard. Price about \$6,000.00 Any one interested can contact Julian on 0448458938. (bike is currently in Riverland) via Michael Scarpantoni (July16)

Panther M100s sell too many parts to list; Ariel square 4, full width hub, including special 4 pin spanner for adjusting; John Deacon 0417565882 (Aug16)

1952 AJS 16ms 350cc, not concourse, tidy, eng nr 54/16ms15792, \$6000.00 ono; Brian Kuerschner nipper@nipper.net.au 0418854565

1920 Harley Davidson model W—flat twin, wanted a magneto to suit, other parts and a petrol tank; Colin Behn 0407 070287

Wanted.

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

BSA sloper any parts wanted, Reg Hancock 8570 8125

Amal 274 Carby (Small mounting flange with 1/4 inch holes) Wanted For 1936 bike, 7/8 inch Bore or throat size, Complete or almost so OK; Bill Lorimer 82656468 or 0411544353

Triumph 750 10 stud head. I am looking fore one. Anne-Marie Filsell anni.filsell@gmail.com (Jun16)

5 inch alloy rear guard new or used in good condition wanted; Paul Wahlstedt 0428 298 678 (July16)

Wanted BMW R25 or BSA C11 in running order. Alan Lovell ph. 0428392842 (July16)

1972 CZ 175cc (Type 477) Wanted to buy parts for and either Sports or Trail. Most parts required. Would be willing to buy non-runner or project bike. Tony Morisset, Telephone: 0411 888 313 (July16)

Ariel 650 Hunt master engine—any one who can provide advise can they make contact; Les Jolly 0408285038 (Aug16)

Clearance of Triumph Pre Unit bits & parts :-

1-BMW Boxer short Engine No112EA 3295 6235 = 1990's

1-Triumph camshaft E1485

6- " cam followers, need profiling

2- " cam followers with holder

3- " triangular timing cover badges, 2 -T100,1-650

1- " 7in.front brake drum

1- " gearbox drive sprocket

1- " engine drive sprocket & spring

1- " Inlet valve

1- " exhaust valve

1- " generator drive gear

1- " generator fiber gear

1- " rechromed tank cap

1- " 6in headlight chrome rim

Other Bits and Pieces :-

1- 21in Chrome Rim 40 spoke

1- 30mm Amal concentric Carbide

1- BTH mag.end

1- rear hub & brake drum - BSA?

Various petrol taps, spokes, chains, etc. Lucas voltage reg.

Ring Dave Fitzner 08 82511273

Club Runs & Events.

All members/visitors 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. Do not forget to fill out your Historic Registration Logbook before leaving home and always carry that logbook every time you go riding. This is a legal requirement. Enquiries to Club Captain— Brian Forth —President.

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.

2016.

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

August

9th General meeting 719, Payneham RSL clubrooms. ****Guest speaker on motorcycle safety****

21st** Club ride = Oxenberry winery it is a ride in the Southern Vales—Tony Morisset organizer.

29th Committee meeting, Goodwood Community Centre

September

13th General Meeting 720—Payneham RSL clubrooms— guest speaker Kevin Noel of the Bay to Birdwood committee

17th to 23rd. 60th Rally weekend at Clare: no club ride.

25th Bay to Birdwood (Veteran & Vintage year) entries, map on B2B site—changed route)

25th Distinguished Gentlemen's ride—an to support prostate cancer event

26th Committee meeting, Goodwood Community Centre.

October

11th General meeting 721, Payneham RSL clubrooms.

16th** **Scarpantoni's Tiddlers ride**. Panther National Rally join the ride.

24th Committee meeting, Goodwood Community Centre

November

8th General meeting 722—Payneham RSL clubrooms.

20th Mannun ride to and display 9.30—4pm at the ***All Steamed Up'*** day—free entry to members with motorcycles on display.



Invitational Events—too numerous to mention, see Committee and General meeting minutes for information. (Not club runs, but members are welcome to join them).

The National Panther Rally—15th & 16 Oct 2016 —Jane Clarke. 0409239076 Email mailjc@icloud.com

60th Anniversary rally at Clare using the Clare Caravan Park as the rally centre. The dates are Saturday September 17 to Friday 23, 2016.

Closing date 1th July 2016 Rally form is available on the VVMCCSA web site at the following address -<http://vvmccsa.org.au/wp-content/uploads/2015/10/60th-Anniversary-Rally-Entry-form.pdf> or email the 60th committee at vmcc60th@gmail.com

David Cant, Chairperson



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



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

HAHNDORF -	17th January 2016	Victor Harbor	7th February 2016
Lockleys school	7th February 2016	BALLARAT -	25-26-27 February 2016
CAMPBELLTOWN -	March 2016	CLARE-	20th March 2016
WOODSIDE -	27th March 2016;	NARACOORTE	30 April & 1st May 2016;
SEDAN -	12th June 2016.	KAPUNDA-	22nd May 2016;
Globe Derby	?? July 2016;	WILLUNGA -	21th August 2016;
GAWLER -	11 September 2016;	VVMCC MOTORCYCLE ONLY	2nd Oct 2016.
STRATHALBYN -	16 Oct 2016;	BENDIGO -	12-13th Nov 2016;
GAWLER Motorcycle expo	- ?? Nov 2016	** 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 (North) - Paul Knapp 82430130 (west)- Jane Clarke 0409239076 (south) Phil Jenner 0407397445 (south)- and Brett Mitchell (East) 0438379788

REMARKABLE though it may seem to Europeans, Australia had some 20 motorcycle manufacturers prior to World War Two. Only two survived into the post-war era, however. One of these was the maker of a 100cc moped, the Malvern Star, and the other was Rex Tilbrook.

Tilbrook founded his company in 1946 to fill the chronic shortage of spare parts for war-surplus machines. He then started to make sidecars for which the company was to achieve a world-wide reputation for the excellence of its products. A great variety of designs was made, from a double-adult model as wide as a small car, to racing chairs like the one on which Vincent Lightning rider Les Warton set an Australian one-mile record at 122.24mph in 1949. Later, Fergus Anderson used a similar Tilbrook sidecar on his 250 and 500cc Guzzis and AJS 7R to go record-breaking in Europe.

But Rex Tilbrook wanted more than just to make spares and chairs; a complete motorcycle bearing the Tilbrook emblem of a Mercedes-like three-pointed star was his aim. He fulfilled his ambition in just about the most difficult possible circumstances. In 1947 a state show was held in Adelaide, and awards were offered for working exhibits. Tilbrook hit on the idea of manufacturing a complete motorcycle from scratch on the stand during the 58 days of the exhibition.

Tilbrook and his men tackled the engine first; the unit was completed 28 days after moving the necessary equipment, including a small foundry and all appropriate machine tools, on to the stand. Fifty-four days after work had started the finished bike fired up, frame, forks, wheels, tank and all other parts having been made on the spot. The only off-the-shelf items were chains, tyres and spark plugs. As an example of ingenuity and outback resourcefulness the project was incredible, and it gained for Tilbrook a country-wide reputation.

The first Tilbrook bike was a 250cc two-stroke single with a flat-top piston and alloy head. The ten-port engine carried a powerful 20-amp generator and contact breaker on the end of the crank; the bike could be kick-started without a battery. A separate three-speed gearbox was fitted, and the crankshaft ran in three plain-metal bearings.

If the engine was relatively conventional — it was clearly DKW-inspired — the cycle parts were anything but. The all-welded duplex frame featured twin top rails on either side of the fuel tank, Cotton-style, while at the front Tilbrook's own hydraulic air forks were fitted, with the rider able to achieve variable damping at the touch of an air line.

Tilbrook began limited-series production of complete bikes, although he didn't use the 250cc home-brewed engine, relying instead on 125 and 197cc Villiers powerplants. Probably the main reason was that the sidecar boom was in full swing, and this and the accessory side were always Tilbrook's main business. Only 60 complete bikes were made in nine years — they were an enjoyable but not particularly profitable sideline.

On the production machines the air forks were replaced by Tilbrook's unique cycle-type single-stem forks, with coil-spring and hydraulically-damped leading links. They were light and offered quick steering, although it's difficult to see why Tilbrook preferred these forks to the air forks on his prototype. But the public were unconcerned, and for the next decade Tilbrook sold every hand-built bike he could produce.

The publicity-minded Tilbrook next turned to road racing. Starting in 1949, he made a series of ten 125cc racing machines on which the only proprietary parts were what started out as a Villiers crankcase and pre-war X-port barrel. Both components were so heavily modified that even-

tually their origins became unrecognisable. The single-cylinder two-stroke engine ran on methanol, supplied by twin TT Amal carbs to give two-stage induction: a 1in unit opened fully at half-throttle, with the larger 1½in instrument taking over at that point. Twin float bowls mounted ahead of the cylinder supplied the fuel, and sparks came from a chain-driven BTH magneto.

The cast-iron Villiers barrel was welded up and remachined. Extra fins were added and an eight-port layout recut, featuring two inlet, two exhaust and four transfer ports. Twin megaphone exhausts — the lessons of back pressure and resonance were still to be learnt — provided a truly awe-inspiring engine note, especially at peak revs of 8,400rpm. Top speed was 90mph, good enough to win a hat-trick of State titles for Rex and team-mate Alan Wallis.

The cycle parts featured a single-loop welded frame and the cycle-type leading-link forks. At the rear an ingenious form of cantilever rear suspension was used, with coil springs mounted under the engine and damping effected by twin André friction units in the 'conventional' position on later versions. The whole layout was clearly Moto Guzzi-inspired.

The bike was very light: the alloy fuel tank doubled as a front number plate, and the clip-ons eventually found their way below the tank rather than above it, which gave an ultra-low riding position. Tilbrook's own four-speed gearbox replaced the inadequate three-speed Villiers unit, while he also made the full-width brakes and alloy hubs, which were quickly detachable and interchangeable front to rear. The little bikes really bristled with innovation.

The Tilbrook equipe became a focal point of the paddock in the down-under racing scene in the fifties, with the mechanics attired in matching blue overalls. The team defeated imported ex-works machines such as MVs as well as other specials at tracks

throughout Australia, including the famous Bathurst classic in New South Wales. This run of victories continued even after Tilbrook shut down the manufacture of road bikes in 1956.

But the sidecar business was still going strong, and with time on his hands Tilbrook embarked on his most challenging project yet. He designed his own 125cc four-stroke rotary valve engine, which reached 90mph straight off the drawing board when inserted in one of the racing chassis, but was never properly developed thereafter. Details of the design are sketchy, but the 50 x 62mm engine ran to 10,000rpm on a petrol-benzole mixture. The Cross-type valve was driven by a train of gears, the lower pinion also driving the oil pump, while a spur gear spun the magneto mounted behind the cylinder.

Tilbrook, who had dreamed of making a rotary-valve engine since 1935, claimed to have cured the seizure problems associated with the design, caused by the difficulty of lubricating the valve adequately. But after building the prototype engine in 1954, he didn't persevere with it much after 1957.

For the 1956 Adelaide show, Tilbrook produced a prototype road bike, with styling similar to the later Francis-Barnett Fulmar. The front forks were strengthened by a front-mounted bracing tube which also carried the headlight, while at the rear a conventional twin-shock swinging-arm replaced the Guzzi-style design. The bike looked clean and modern, but never went into production.

The introduction of fully-equipped Japanese road bikes took the bottom out of the accessory market and led Rex Tilbrook to close the doors of his business in 1978, having made 20 different designs of sidecar. Today he runs a successful hotel and restaurant in Victor Harbour, a South Australian resort, but he's still building sidecars to special order.



OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUE CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

PARADISE MOTORS



MAZDA

MAZDA

For your brand new or next **Mazda** vehicle update, you need look no further than Steve Truscott, a Member of our Club working for

Paradise Motors Mazda

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

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

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

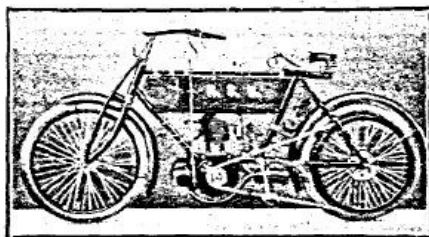
March
magazine—
Leslie Jones
aged about 19
years outside
parents place?



Who are we?



Motor Premiers for 1909. Ask Our Riders.



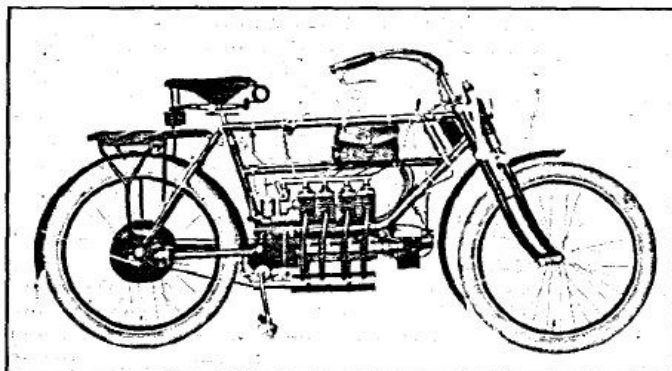
Winners of the Automobile Club's Annual Hill Climb -
Successful Three Years Running.

1905—First and fastest time.
1907—First, Second and Third, and fastest time
1908—First, Second and Third fastest times
1909—Feb. 25. Adelaide Oval. Automobile Club's
Gymkhana: First in the Club's 5 mile
h'cap. race from scratch; also fastest
time in 1-mile record. Gold medal and
two trophies.
1909—May 24. School of Mines Sports, Adelaide
Oval, N.S.U.. First and fastest time
from scratch.

N.S.U. Motor Cycles
Stocked.

All Magneto Ignition,
Spring Forks, complete,
1909 Models.

1½-h.p. Lightweight, 80 lbs.
complete, £48
2½-h.p. Lightweight, 2-cylinder,
100 lbs. ... complete, £60
3½-h.p. Single Cylinder,
complete, £62/10/-
4-h.p. Single Cylinder Model de
Lux ... complete, £65
4½-h.p. Twin Cylinder,
complete, £67/10/-
6-h.p. Twin Cylinder,
complete, £70



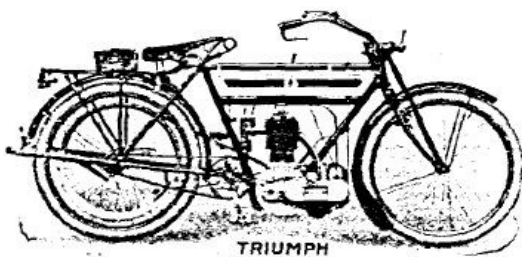
FOUR LITTLE PUFFS.—The final note in Motor Cycle
construction is the **FOUR CYLINDER, F.N., 4½ and 6 h.p.**
£65 and £70 complete. We are Sole Agents.

EYES & CROWLE, Adelaide.

The Perfection of Detail and Reliability.
We are **SOLE AGENTS**—

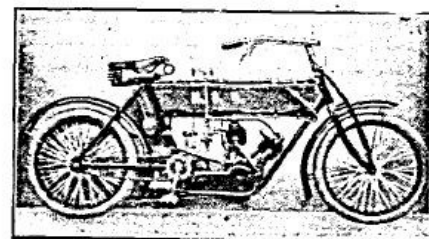
England's Best Motor Cycle "THE TRIUMPH"

3½-h.p. Handlebar Control, Spring Forks,
Magneto Ignition, complete £65.

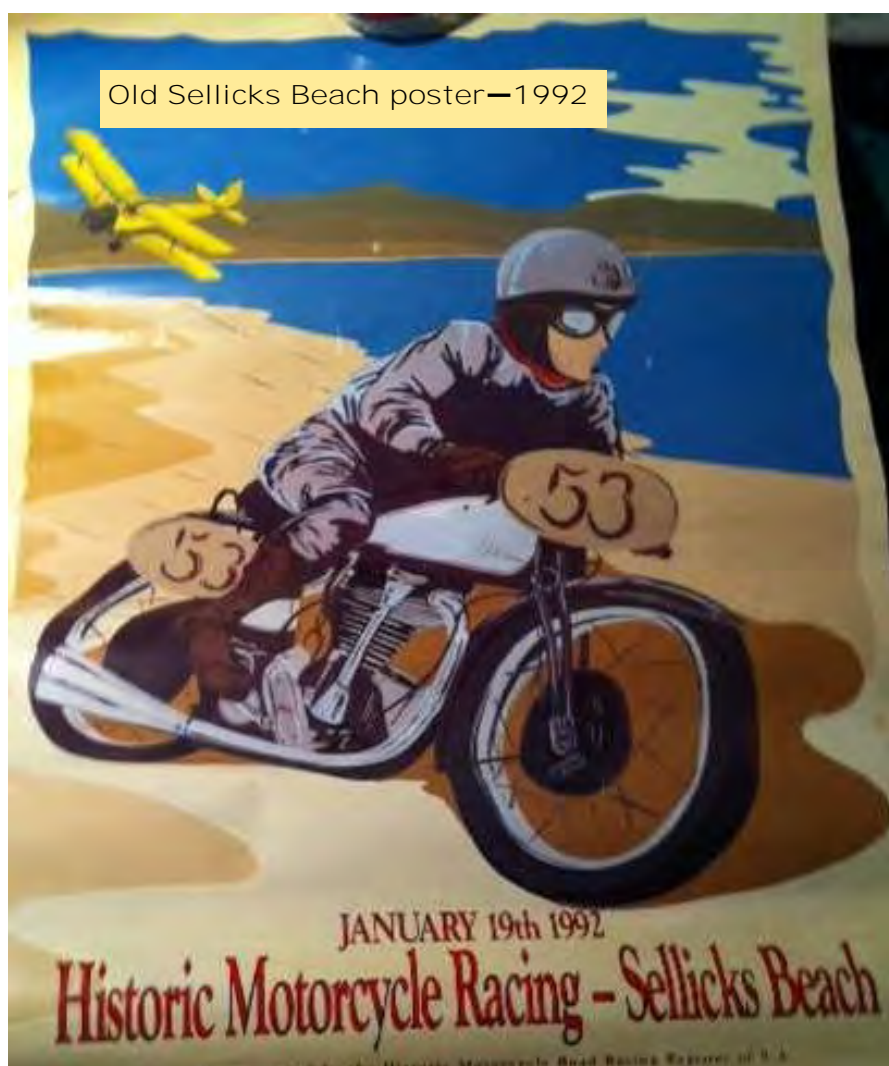


Sole Agents for:
**GENUINE DE DION.
BELSIZE.
MINERVA and DELAGE
CARS.**

Large Stock of up-to-date Motor Ac-
cessories kept, and an Efficient Work-
shop and Capable Workmen.



Old Sellicks Beach poster—1992



"NO ONE KNOWS YOUR
PASSION LIKE SHANNONS."



Shannons Insurance is for motoring enthusiasts just like you, with features like:
■ Choice of repairer ■ Agreed value ■ Multi-Vehicle & Multi-Policy discounts
■ Special low usage rates ■ Riding gear cover ■ Cover for modifications
■ Flexible coverage for bikes that are laid up, being restored, or at club events
■ Home Contents Insurance including £10,000 enthusiast cover for your
collectables & tools ■ Pay by the month premiums at no extra cost

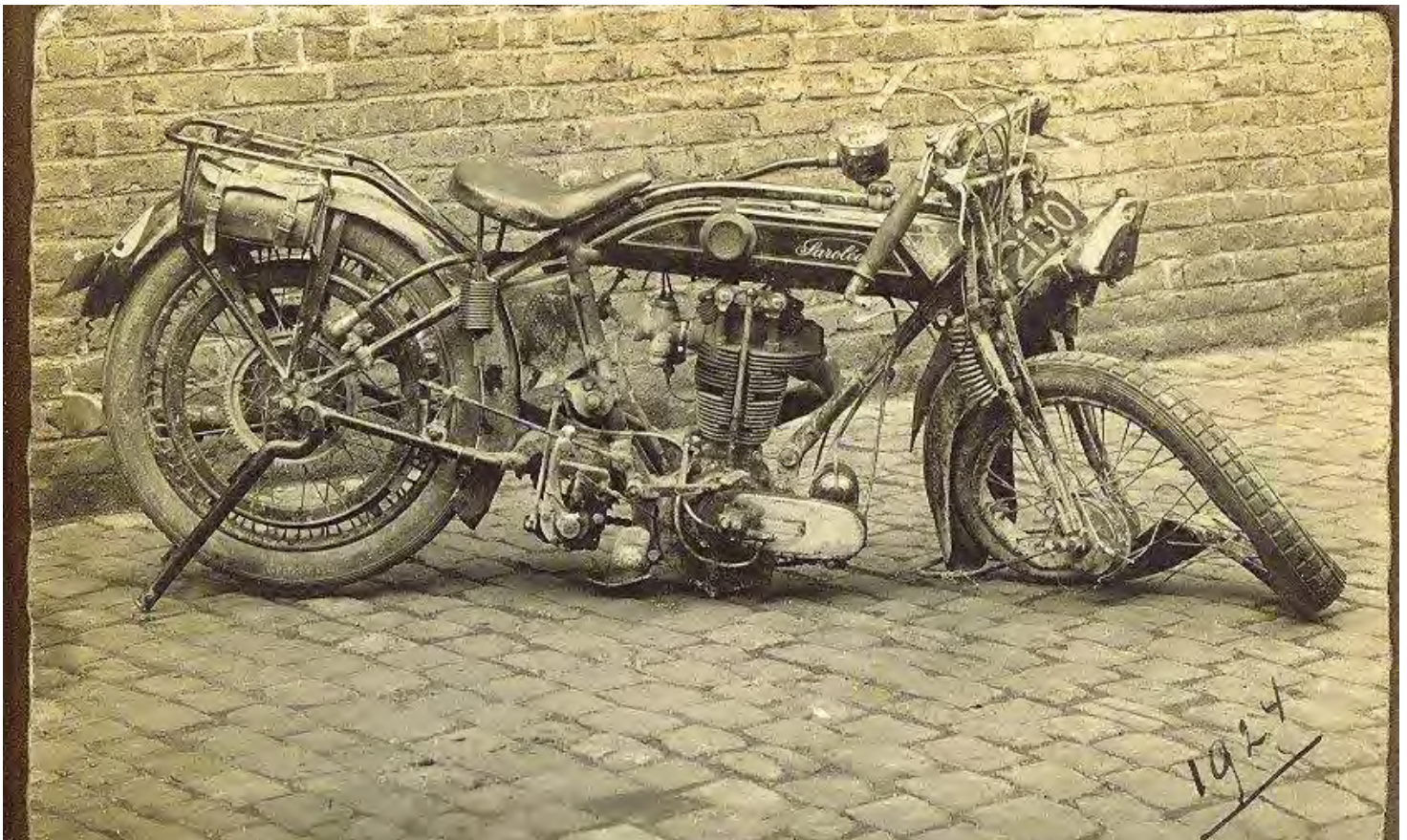
Call Shannons on 13 46 46 for a quote on your special bike, special car, daily
drive, or your home, and speak with a genuine enthusiast.



SHARE THE PASSION

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Bike rider Harry Vlemmings was during the second day of the Dumonceau Trail in 1924 involved in an accident while preparing for a hillclimb....He tumbled down with his motorcycle about 3 meters deep and had to be brought to the hospital....he suffered a double pelvic fracture!! After four days he could be moved again and went back home to Geldrop Holland. Harry was one of the owners/bussines partners of Th.Vlemmings Eindhoven Company who where the importers of the Belgian made Saroléa Motorbikes





L-R Alan Haines, Laurie Kelly, Ian Altman, Alan Bowden. Don David, Ralph Pattison and Kevin French. The caption is "Club members at Kadina Show. Kevin French is still in Kadina and you may know him as I think he is a member of NARCs. The book *"Ride Like HELEN B. MERRY"* by Keith Bailey was published in 2012 and is history of Kadina MCC and successors to now Veteran and Vintage MCC of Northern Yorke Peninsula

60th Anniversary Rally

Members, if you are going on the 60th anniversary ride for the 7 days or just a few, you need to complete an 60th **entry from, or the Club's rally from**.

Forms are available from these places—

60th Committee 60th@vvmccsa.org.au or from the -

Editor at forthy@picknowl.com. Or,

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

Regards

David Cant.

Chairperson.

60th Anniversary Rally



30th Anniversary motorcycles at Gladstone Gaol

Railway Museum visit 17-7-2016.

About 14 Bikes of all ages rode in to the Railway Museum at Port Adelaide for them to be put on display inside the building near the entrance.

After we all paid our discounted entry fee, the bikes were pushed into the museum at 10.00 am and set up in front of a couple of large Steam Engines.

Leon rode in on a Leonox and Rob Smyth on his 1924 AJS with others including Raleigh, James, AJS, Matchless, Triumph, BSA, and Norton.

Some of us were privileged to listen to Rob Smyth explain the workings of a steam engine and the differences between different models and where they had been used and when.

What was also interesting to hear the differences on Rob's model steam engine he build.

Looking around at the Sleepers and Dining Carriages to see how the passengers survived their railway journey was also interesting.

Over in the Goods shed there was samples of goods carrying wagons and a various types of Ganger vehicles with various propulsions systems.

It brought back memories seeing the suitcases and boxes and sack trucks from the 50's and 60's Model railways, old uniforms, train toys from all ages make this a must see for all ages as you walk through the various displays.

Some of us decided to head for home early afternoon for a late lunch.

Colin Behn (Roving Reporter & Photographer).



ENTRANTS ON IAN HESE'S -
RAILWAY MUSEUM RIDE IN 17-7-16
Name Year Make Solo/Outfit
Leon Mitchell Veteran 1912 Lennox
Bob Gill 1913 Veteran BSA Solo

Rob Smyth 1924 AJS Solo
Terry Rowe 1929 Raleigh Solo
John Deacon 1949 Norton Solo
Paul Wahlstedt 1949 Matchless Solo

Paul Knapp 1951 AJS Springtwin Solo
Colin Behn 1953 AJS Solo
Peter Arriola 1957 James Solo
Kym Moreton 1955 Triumph Solo
Jim Black 1959 Triumph Solo
Kevin Meade 1961 BSA O/Fit
Roger O'Loughlin 1979 Honda Solo

Pud Freeman 2003 Kawasaki Solo
Daryl Rosser 2016 Triumph Solo



Ian Hese



Bill Lorimer
The Ticket Collectors.

Members gathering outside the National Railway Museum



OXENBERRY WINERY TIDDLER RUN- 21st August 2016, 10.00am.

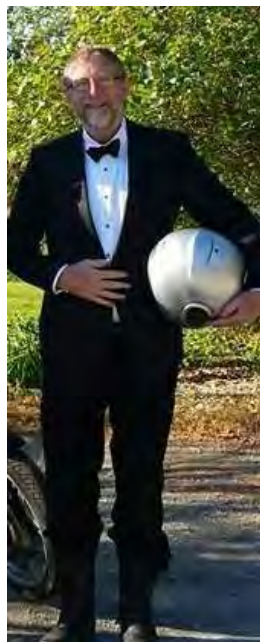
The Oxenberry Winery Tiddler Run will be held on Sunday 21st August 2016.

Please gather at the winery - parking cars and trailers in the block to the left of the winery carpark. Note, Oxenberry Winery is located on Kangarilla Road, McLaren Vale - NOT the Scarpantoni Winery at McLaren Flat! Each year we wave to a few lost souls who ride past heading to the Scarpantoni premises.

From Oxenberry we will head out towards Kangarilla via Blewitt Springs Road and Chapel Hill Road. It is a pleasant winding route with great views of the Willunga Basin and the vineyard country. On arrival in Kangarilla we will follow Dashwood Gully Road to Meadows and stop in the main street.

Most people are familiar with Meadows - there are two bakeries and plenty of options for coffee, cake or a pie.

After a short stay in Meadows we will follow Greenhills Road to the outskirts of Macclesfield then loop back through Meadows and onto Brookman Road for the long run through Kuitpo Forest.



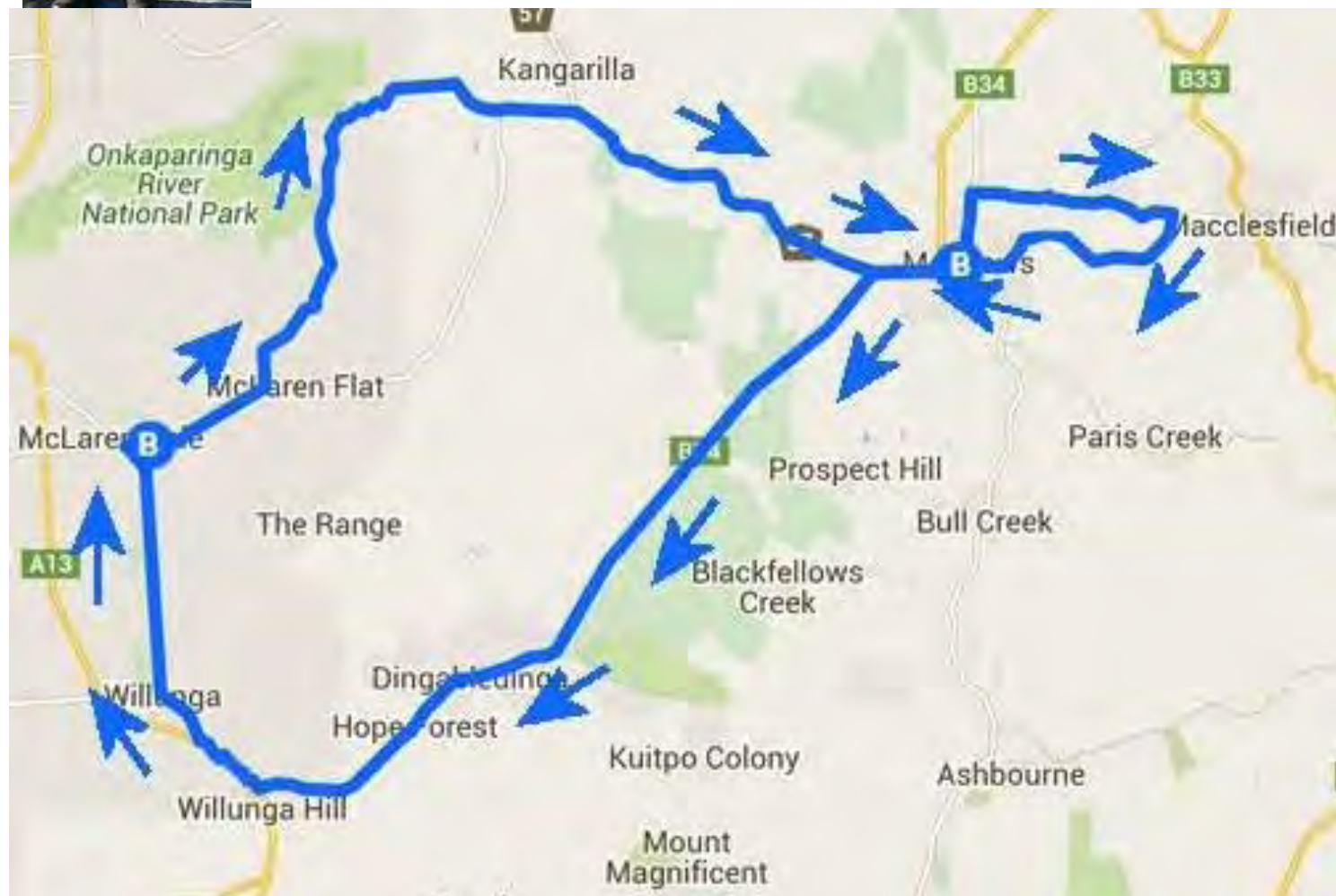
Down the Old Willunga Hill Road, through Willunga and back to McLaren Vale and Oxenberry where (hopefully) a warm sausage sizzle will await us for just a few dollars.

As usual I would greatly appreciate volunteer marshals - particularly as we need nine (9) on one stretch of this rally.

If you are able to look after back-up trailer duties please contact me or the Club Captain.

Total rally distance is slightly over 80 kilometres. Look forward to seeing you there!

Cheers,
Tony Morisset
0411 888 313





Members and their motorcycles inside the National railway Museum



Of undelivered return to—
 The Veteran & Vintage Motorcycle.
 Club of S.A. Inc.
 P O Box 1006
 ELIZABETH VALE, SA. 5112.