

# SMOKE SIGNAL

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

POST OFFICE Box 1006 - ELIZABETH VALE - South Australia. 5112

December 2016 Number 569



Old VVMCCSA members at previous Christmas picnics.



Christmas delivery 1942



Dear Santa,  
I've been good all year.  
Well most of the time.  
Well, once in a while.  
Never mind,  
I'll buy my own stuff.

Meeting 10th January 2017.  
at

[Payneham Community Centre](#)  
Next to the RSL clubrooms.

*The Payneham RSL clubrooms  
will be closed for renovations.*

Our Club Proudly Supported by

**PARADISE  
MOTORS**  **MAZDA**





# 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 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.

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VICE PRESIDENT.	Bob Gill	8258 4982
SECRETARY.	Bill Lorimer	8265 6468 0411544353 <a href="mailto:redpanther@dodo.com.au">redpanther@dodo.com.au</a>
TREASURER.	Terry Rowe	8332 5907 <a href="mailto:terryfrowe@gmail.com">terryfrowe@gmail.com</a>
CLUB Captain Run Coordinator	Vacant	contact—Brian Forth 0409 514213
LIBRARIAN.	Philip Holmes	8564 0227 <a href="mailto:pamjholmes1@bigpond.com">pamjholmes1@bigpond.com</a>
RECORDS OFFICE.	Paul Knapp	8243 0130 0421 973733 <a href="mailto:paulschnapp@hotmail.com">paulschnapp@hotmail.com</a>
COMMITTEE.	Daryl Rosser	8326 0658 0419 817745 <a href="mailto:dro91409@hotmail.com">dro91409@hotmail.com</a>
	Wayne Lawson	0421 636338
	Colin Behn	8293 7031 0407 070287
	Ian Hese	0409 083436 <a href="mailto:ibhese@bigpond.com">ibhese@bigpond.com</a>
MAGAZINE EDITOR.	Brian Forth, 19 Condada Drive, Banksia Park 5091	<a href="mailto:forthy@picknowl.com.au">forthy@picknowl.com.au</a>
	Paul Knapp	8243 0130 0421 973733 <a href="mailto:paulschnapp@hotmail.com">paulschnapp@hotmail.com</a>
Printer	Trevor Cooke C/ MTA;	0400 447 952. <a href="mailto:tcooke@mta-sa.asn.au">tcooke@mta-sa.asn.au</a>
Approved Persons	1. Bob Gill (North)	8258 4982 <a href="mailto:egi05089@bigpond.net.au">egi05089@bigpond.net.au</a>
	2. Phil Jenner (South)	<b>0407397445</b> <a href="mailto:jenset2@internode.on.net">jenset2@internode.on.net</a>
	3. Paul Knapp (western)	8243 0130 <a href="mailto:paulschnapp@hotmail.com">paulschnapp@hotmail.com</a> 0421973733
	4. Brett Mitchell (east)	0438379788 <a href="mailto:blmitchell@internode.on.net">blmitchell@internode.on.net</a>
	5. Jane Clarke. (South)	0409239076 <a href="mailto:mailjc@icloud.com">mailjc@icloud.com</a>
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	<a href="mailto:forthy@picknowl.com.au">forthy@picknowl.com.au</a>

**Peter Rossi**  
M +61 (0) 412 881 367  
E [peteri@painttechsa.com.au](mailto:peteri@painttechsa.com.au)



**PaintTech**  
34 Petrova Avenue Windsor Gardens SA 5087  
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F +61 (8) 8261 7154  
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## Presidents report.

### Members.

Tuesday 13th December is the Christmas dinner at the Payneham RSL clubrooms commencing at 6.30pm followed by general meeting about 8pm. *Payment must be received by Daryl Rosser no less one week before the event to ensure you have a meal.*

All British day. At the 2017 event, the BSA A65 motorcycle is the featured marque. The ABD committee has decided that all motorcycle clubs will join the BSA marque and will be on display in the center of the main oval. Please attend and support the VVMCCSA.



David Holbrook is the contact person for the Australian Ariel Register National rally. The rally will be held on 17th-20th March 2017 in Clare Valley. Rally entry forms can be obtained from the web site [www.australian-ariel-register.com](http://www.australian-ariel-register.com) upcoming events. Contact David Holbrook at [davidholbrook6@bigpond.com](mailto:davidholbrook6@bigpond.com)

I am currently making plans for the 2017 club rides and rallies. If you wish to host and lead a ride please make contact me and a Sunday club ride will be dedicated to your ride.

Brian Forth. President VVMCCSA.



### Hahndorf Mill Breakfast ride

#### Sunday 22nd January.

The ride will be leaving Feathers Hotel at 8am to be at Hahndorf Mill by 9am for breakfast.

The cost is \$10 per member and \$10 per partner, visitors cost is \$15.00.

After breakfast you can ride to the oval for the swap meet. Please advise me if you are attending so that the Hotel can cater for us.

Map to follow—ride direct to Uradlia-Balhannah then to Hahndorf—there is not bicycle event in that area on this day—*Brian Forth*



Edward Ted BACHMANN, retired club member #18, passed away Nov 14th aged 88 years. Ted was a member for many years and over the time had several Indians. He hasn't been active for the last 5 or more years. Cheers *Dean Govan*

Hi Brian, WE were at the Belair Hotel on Friday night and I met up with former member Len MacDermott and spoke with him, to me he hasn't changed a bit. Len was there with his family, and his daughter told me that they were celebrating his 100th birthday. I am unaware that any member or former member has reached that age in my time and I think it is worthy of being mentioned in the SS. Len was a member several years ago and from memory he rode a C11 B S A and an Excelsior. Attached a photo of us. I offered the congratulations and best wishes from all who would have remembered him from his Club days. Cheers **Dean Govan "Senior Roving Reporter"**

*Note- Paul Knapp said he often rode a 1926 Levis -K model at a very very fast rate of speed. The bike was found on a irrigation channel in the Riverland.*



### Members direct debit to VVMCCSA subscriptions

WestPac Bank      BSB 735 006

Account number    071368

2016 Subs—\$35.00;

Postage of magazine extra \$10.00

State your Name and membership Number

\*\*\*Mention subscriptions when paying.





## VVMCCSA General Meeting 722, 8th November 2016 at Payneham RSL

Brian Forth chaired the meeting.

Visitors—None

Who are WE- Wally Woollatt

Minutes of last meeting presented as printed in the Smoke Signal, no discussion Acceptance moved Philip Holmes Seconded Bob Tilbrook Carried

**Treasurer's report**, presented by Terry Rowe together with Swapmeet reconciliation Acceptance moved Pud Freeman Seconded Richard Kretschmer Carried

New Members—Membership presentation to Micah Leinonen.

Correspondence In and Out.

1/ Bank Statement from Westpac Bank.

2/ Account from MTA for printing of Smoke Signal.

3) Flyer from Yorke Peninsula Vintage , Veteran and Classic Motorcycle Club re. Annual 3 Day Rally at Pt. Vincent on 3, 4 & 5th March 2017.

4/ Letter requesting a donation for CFS Foundation

5/ Photo CD covering 60th Anniversary Rally, Aussie Bike Jamboree and Harts Mill Display from Rod Barker of Pt. Lincoln.

Emails In and Out.

1 From John Whimpress re. Murray Bridge Swapmeet, Sunday 19th Feb 2017

2 From Howard Parslow re. All British Day , reminding of entries closure 15th Nov 2016

3 From Brian Keurschner re. AJS/Matchless display at All British Day

4 From McLaren Vale Vintage and Classic Vehicles Display and Parade 1st,2nd April 2017

Publications Received.

1 Buzzer Box from Model T Ford Club SA; 2 The Energette from the Norton MCCA

3 The Bulletin of the Veteran Car Club SA; 4 MAPS Review from Maitland

5 The Radiator from the Riverland; 6 The Throttle Lever from Newcastle Acceptance moved Philip Holmes Seconded Stephen Hooper Carried

Club Captain—Runs Rides & Events.

Brian Forth reported on the clubs Swapmeet inclement week but the event still happened, the annual

**Scarpantoni ride 16th October and the display of motorcycle at 'Classic at Harts'.**

20th Nov. All Steamed Up at Mannum, display at Mary Anne Reserve from 9.30am—4pm.

13th Dec Christmas Dinner and Raffle at December general meeting. Dinner is at 6-30 pm.

18th Dec. Christmas Ride from Pt. Adelaide to Outer Harbour and Semaphore areas.

22nd Jan. Hahndorf Breakfast and Swapmeet ride, cost is \$10 for member and \$10 for partner, visitor is \$15.

12th Feb All British Day Echunga Oval with a club display.

19th Feb Kersbrook Tiddlers Ride followed by lunch, more details to follow.

General Business.

Brian Forth stressed to members the need to enter All British Day before the 15th Nov.

Bill Lorimer reminded members that members attending the Christmas Dinner without having booked and paid Daryl Rosser at least one week before the night will not be served.

David Radloff gave a very interesting overview of the National Panther Rally Held at McLaren Flat and the Scarpantoni Ride.

Bruce Colwell reported on successful BSA rally held in the Victor Harbor area.

Meeting Closed

Meeting 10th January 2017.  
at

Payneham Community Centre

Next to the RSL clubrooms.

*The Payneham RSL clubrooms  
will be closed for renovations.*



### Breaking news.

Inside a Southern Vale member's shed I found this bicycle with a bottle of Scarpantoni fine wine strapped like a petrol tank.

Tony Morisset assured me that this was a Prototype? But I saw that there was a Norton motor next to this machine?



In Attendance— Bob Gill (Chair), Paul Knapp, Wayne Lawson, Terry Rowe, Daryl Rosser, Ian Hese and Bill Lorimer.

Apology Brian Forth.

Minutes of the last meeting presented as printed in the Smoke Signal Acceptance moved Daryl Rosser Seconded Ian Hese Carried.

Treasurers report. Presented by Terry Rowe Acceptance moved Paul Knapp Seconded Wayne Lawson Carried.

New members. Membership application from Andrew Clark read to meeting.

Correspondence.

Bank statement from Westpac Bank,

Minutes of Federation Oct.

Meeting Flyer and information re Power of the Past , Mt. Barker , 3rd & 4th March, Aerial is the featured Motorcycle.

Emails In and Out.

1 From Phil Jenner re. email from Antique Motorcycle Club of America, Australia National Meet at Bulli Showgrounds, NSW 25th to 27th August 2017

2 To and from Hahndorf Mill re need to change date to 22nd Jan for the Breakfast Ride

3 To and from Payneham Community Centre re. hire of facilities for our Jan. General Meeting

4 From Colin Behn re. Milling machine and Lathe for sale, members advised

5 From Mildura VVC 22nd Biennial Easter Vineland Rally 14th to 17th April 2017

6 From Peter Panagaris re. Gumeracha Show and Shine, now on Tuesday 27th Dec.

Publication Received.

1 The Vintage Motorcycle from the UK

2 The Antique MCC of Aust

3 MAPS Review from Maitland

Acceptance moved Bill Lorimer Seconded Terry Rowe Carried.

Club Captains report—Runs Rides and Events.

Ian Hese reported on the ride and display at Mannum on the 20th Nov, followed by comments from Paul Knapp and Wayne Lawson, The Organisers were very pleased with the response and support from the Club.

13th Dec. Christmas Dinner and end of year Raffle at the RSL followed by a short General Meeting

**18th Dec. Visit to "City of Adelaide" historic sailing ship, Port Adelaide, followed by a ride to Outer Harbour and Semaphore.**

22nd Jan. Breakfast ride Hahndorf Old Mill and Swapmeet.

12th Feb. All British Day at Echunga

19th Feb Kersbrook Tiddlers Ride and Lunch afterwards.

General Business

**1/ Discussion re the Christmas Dinner Raffle and allocation of proceeds.** Decided that Variety Children's Charity will be the beneficiary.

**2/ Discussion about the Club's ruling relative to the cut-off date for Historic Rego of members first bike.** This being a disincentive for many potential new members which are currently being turned away at a time when the Club needs younger new blood to continue into the future. Bob Gill and Bill Lorimer to investigate any impediments to a change to the ruling, either in the constitution or Club rules.

**3/ Bill Lorimer report that David Holbrook (Club member) is the contact person for the Australian Aerial Register National Rally at Clare on 17th to 20th March 2017.**

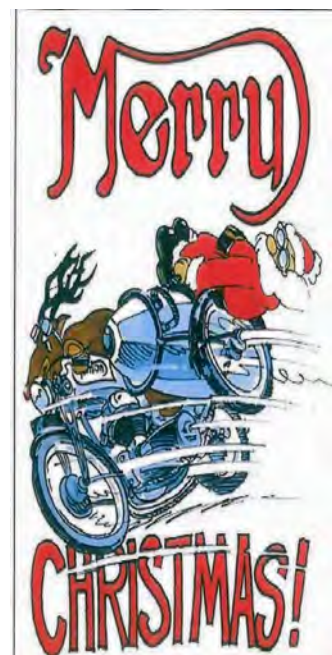
Rally Entry forms can be downloaded from the website

[www.australian-aerialregister.com](http://www.australian-aerialregister.com) or contact

David Holbrook at [davidholbrook6@bigpond.com](mailto:davidholbrook6@bigpond.com)

Meeting Closed.

*Bill Lorimer, Secretary*





## 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 (Oct16).



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 (Dec16)

Panther M100s sell too many parts to list; Ariel square 4, full width hub, including special 4 pin spanner  
for adjusting; John Deacon 0417 565 822 (Dec16)

1952 AJ'S 16ms 350cc, not concourse, tidy, eng nr 54/16ms15792, \$6000.00 ono; Brian Kuerschner  
[nipper@nipper.net.au](mailto:nipper@nipper.net.au) 0418854565 (Dec16)

1920 Harley Davidson model W—flat twin, wanted a magneto to suit, other parts and a petrol tank;  
Colin Behn 0407 070287 (Dec16)

1955 AJ'S M20 498cc Spring Twin, Engine No 23239 ,Rego TIU454 , Older restoration , low mileage ,  
rebuilt Magneto \$7000 ONO Contact Bill Blake 83675926 or 0407606390 (Dec16).

Laminated posters —1986 VVMCCSAA anniversary tour \$10; 1980 Bay to Birdwood inaugural run \$40;  
also B2B runs 1986—1988—1992— 1994— 1996 all \$10 each; 2 x Champion w20 spark plugs \$15 each; Vin-  
tage rear number plate light -\$70; Honda CB350f-400f service manual- \$25; Honda CB250-400n service  
manual 1978-1979 \$25; Honda parts list CB550 \$25; Ray Mann 82611617 (Dec16)

7+5 'Modern trailer', 5 yrs old permanently set up for two motorcycles with front wheel clamps,  
Sunraysia rims inc spare, 6 tie down anchor points, professionally built wide interlocking checker plate  
aluminium ramps. Reg S756TBL excellent condition \$2000, ono Kevin Heritage 0417811291 (Dec16)

### Wanted.

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

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 (Dec16)

1919-1923 Harley Davidson—flat twin, wanted inlet cam followers also complete kick start assemble;  
Colin Behn 0407070287 (Nov16)

Trailer—7x4 wanted for use as a motorcycle  
conveyer. Garry Harding 0448644999 (Nov16).

1974 Jawa 350cc, model 634 parts wanted.  
Jim Mottillo 0412 830 593 (Dec16)

1953 Panther 75. 350cc, wanted seat, tank,  
toolbox, side stand and rear shocks;  
Ian Rounsevell (Dec16)



Looking for an Indian part?

## 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 points event\*\***

### December.

13th General Meeting 723, 8pm Payneham RSL clubrooms—Christmas dinner *booking essential*  
18th\*\* Pt Adelaide & Semaphore Ride—map page 15.

### January 2017

10th Committee meeting 7pm—then General Meeting 724 8pm Payneham RSL clubrooms  
22nd\*\* Hahndorf breakfast 9am breakfast Hahndorf Mill, swap meet afterwards—*booking essential*  
26th Australia Day celebrations— *Carisbrooke Reserve*

### February

12th ALL BRITISH DAY - Echunga Recreation Ground, entries are available now on their web site. VVMCCSA will have a club display—please support this event.  
14h General meeting 725—8pm Payneham RSL clubrooms.  
19th\*\* Kersbrook Tiddlers ride—Bob Gill organiser.  
27th Committee meeting—Goodwood Community Club



### March

14th General meeting 726—8pm Payneham RSL clubrooms  
19th\*\* Birdwood figure 8—2 rides with a lunch break.  
27th Committee meeting, Goodwood community Club.

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

14th & 15th Jan, 2017 YESTERDAYS' POWER RALLY from 10.00 a.m. Milang Oval, Strathalbyn Road, Milang, S.A

Australian Ariel Register National rally will be held on 17th-20th March 2017 in Clare Valley. Rally entry forms can be obtained from the web site [www.australian-ariel-register.com](http://www.australian-ariel-register.com) upcoming events. or contact me David Holbrook [davidholbrook6@bigpond.com](mailto:davidholbrook6@bigpond.com) for further information.

Coast to Coast Entrants 14th May 2017— Please note that this event has been changed from 21st May to 14th May. Enquiries to— John Chapman MRSA ph. 8336 8673

National Veteran Motorcycle Rally—Sunday 17 September 2017 to Friday 22 September 2017.

Will be based at the Barossa Valley Tourist Park, Nuriootpa

Web address—<http://vvmccsa.org.au/nvr/> Email to— [nvr@vvmccsa.org.au](mailto:nvr@vvmccsa.org.au)



### SWAP MEETS - Any new dates or swap meets please advise editor.

HAHNDORF-	22nd January 2017	Victor Harbor	5th February 2017
Lockleys school	tba 2017	BALLARAT -	25-26-27 February 2017
CAMPBELLTOWN -	March 2017	CLARE-	19th March 2017
WOODSIDE -	TBA 2017;	NARACOORTE	TBA 2017;
SEDAN -	?? June 2017.	KAPUNDA-	21st May 2017;
Globe Derby	30th July 2017;	WILLUNGA -	TBA August 2017;
GAWLER -	11 September 2017;	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**			
check this site - <a href="http://www.bevenyoung.com.au/car.htm">http://www.bevenyoung.com.au/car.htm</a>			

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





## November 2016 Ma

About 8 bike appeared at Pelican Plaza for the 8.00am start to Triumphs and assorted BMWs with Ian Hese doing backup trailer direct to Mannum, no Marshalls were used at corners, until the

Many more of the club members had decided to trailer there bi of us followed Richard, who missed the left turn to the river, bu correct road, and parked under the trees when we directed to t

Quite a few people looked and talked to the club members about **twin BSA outfit to 1970's BMWs. Some of us went for a look and** bank, and then up to the ferry crossing, where the Blacksmiths old drill presses and model steam Tractors and a lot of stalls.

A few old cars were also parked including a 1936 Auto Union 2 but we had trees to park under and watch the world float by. A at the oval, while some of us headed for home, which I found t 4.00 pm. *from Colin Behn* .

## Fly in—Fly out.

Hi, my name is Mr Percival and I live on the banks of the might be wondering about the lawns at Mary Anne reserve when I he me. In the distance I saw a smoke haze and a bit of dust rising they were not you normal bikers. Their motorcycles looked very onto the lawns next to the steamers moored at the dock, wrong where they camped for the day. I said the bikes looked rickety more rickety than their bikes all groaning and complaining of so

Their position was near the river's edge and right in the path of and other wooden boats to another display at the local museum to the visitor about the idiosyncrasy of their contraptions, some

It was quite amusing to hear them talk of leaving Pelican Plaza til they said that it was where they started their ride, and they **was a hot day and by 2.30 they had had enough, started their** For some time you hear to rasping and crackle of the exhaust a







## Mannum All Steamed up run

ride to Mannum, including 1953 350 MS16 AJS with some other and leader spokesman. Thankyou Ian. Since it was a ride right turn off the main road at Mannum, to go to the Oval.

akes to the oval and then ride down to the waterfront. Some but we soon realised our mistake, and turned around to the the correct position.

ut the bikes. The Bikes varied from 1903 Columbia to vee round at the Paddle Wheelers and other boats moor to the s were working and old engines displays with some running,

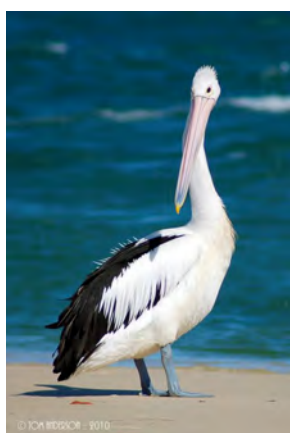
stroke front wheel drive car. The weather was a little warm about 2.30 pm we departed with some reloading their bikes to be an enjoyable ride and went passed Pelican Plaza about



ty River Murray at Mannum. Last Sunday I just happen to ward the sounds of loud exhaust of motorcycles approaching g of the road and the closer these motorcycle got I realized y old and rickety. When they first arrived they ventured g, they were quickly ushered further along the river bank and old, but when the riders got off them, they appeared ore back and knees, gee toughen-up fellows.

f visitors who walked from one area housing the steamers n about 300 meters away. I listen to these old bikers talk ething about the lack of brakes, no suspension.

which I thought it was the name of a relation of mine, un- would be going back ther, Gee talk about *fly-in fly-out*. It **bike, bid me farewell and rode of into the river's mist.** as they rode along the river road and back to Pelican Plaza.





# 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](mailto:steve.truscott@paradisemotors.com.au)

### March magazine—

On the bike is Wesley Marshman on probably a veteran 600c Douglas, The fellow with the mike is then President Wally Woollatt later patron the bike behind Wally looks like Bob Hills 1918 Harley Davidson ,page 27 in Slipping Belts, the Harley outfit in the background is I think 1926 and was variously owned by Len Mahar, Jeff Schaefer and Don Backler, i don't know where it is now. Cheers  
*Dean Govan*



## Who are we?





## CHRISTMAS RAFFLE 2016

If you are pleased with the items donated by the following businesses a letter, or phone call to the appropriate business would be appreciated.

Harvey Norman Warehouse  
Office Works, Nailsworth  
Payneham Tavern  
Dan Murphy's, Marden  
Coles, Greenacres  
Kaffe Haus Hahndorf  
Repco, Marden  
Muratti Cakes & Gateaux,  
Prospect  
Lord Melbourne Hotel  
First Choice  
Dan Murphy, Highbury  
Ian's Quality Meats, Greenacres  
Battery World; Glynde  
Totally Workwear, Richmond  
Walkers Arms Hotel  
Woolworths, North Park  
Dan Murphys, Gilles Plains  
Woolworths, Marden  
Coles, St. Peters  
Performance Moco  
Chemist Savers, Hampstead  
Gdns  
Power Brakes  
Plaza Hotel  
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Cross Keys Hotel  
Paint Tech  
Dan Murphy's, St. Peters  
Lotus Restaurant  
Hackney Hotel  
Stratco, St. Agnes  
Crowies Paint ."  
Bob Jane, Prospect  
Hampstead Quality Meat  
Yamaha Retro Spares  
Bob Jane, Modbury  
G C Motor Cycles  
Blue Gums Hotel  
Captain Hook Sea Food  
Hampstead Hotel  
National Pharmacies, Greenacres  
Valenta Seafood, Wingfield  
Auto Trans  
Main North Nissan  
Bunnings, Windsor Gardens  
United Fasteners  
D.S. Horne Pty Ltd  
Alma Tavern  
Seacliff Beach Hotel  
Repco, Churchill Road  
Melbourne St Wine Cellar  
Scott Plumbing  
Sussex Hotel  
Floor Master  
Simply Thai  
Tony & Mark Fruit & Veg, Newton



The above photo—

Hi Brian, the A J S belonged to Laurie Mahon and it is him with the leather jacket head bowed along side the fellow in white { who looks like the late Jack Hurling} looking at Wes Milnes Norton Inter that the front is showing. It certainly looks like Peter Yates but I doubt it. on the far right with the head just showing it is Ted Hansen. I doubt that Alf Lear was around in those days, it is probably in the 1980s.

Contd...

K & M HD Motorcycles  
Fuchs Lubricants  
Coles, Dernancourt  
Hoyts Cinemas  
THM Safety  
Our Gardener Fruit & Veg,  
Churchill Rd  
The Albion Hotel  
Chemist Savers, Woodville  
Nth  
Repco, Modbury  
TORO  
KFC  
Stratco, Gepps Cross  
Dan Murphy's Brickworks  
Pitman Motor Cycles  
Buckingham Arms Hotel  
Foodland, Sefton Park  
The Payneham Tavern  
All Tools, Pooraka  
Somerset Hotel  
Chemist Warehouse  
Cooper's Ale House, Gepps  
Cross  
Woolworth, Nth Gate  
Clovercrest Hotel  
The Windsor Hotel  
Totally Workware, Klemzig  
Kessner Motorcycles  
Charminar, Klemzig  
The Spud Shop,  
Greenacres  
Magic Hand Car Wash,  
Klemzig  
Total Tools, Wingfield  
Schinella Your Local Market

Regards—Bob Tilbrook

I have the programme for the 1981 anniversary rally which was a twin hub rally Victor and Nuri and I had a look at the entry list and the bikes entered don't seem to match up with the bikes in the photo, some one will know. Also in the far left is a panther and I think it was possibly ridden by the late Peter Monaghan. Cheers Dean Govan.

*Ed- the sign is Southgate Real Estate which was operating in McLaren Vale in the 1980's, phone number are not connected*



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# The remarkable history of the jerrycan by Nigel Mason.

In the early nineteen-thirties the German army reasoned that if they were going to fight a mechanised war they would need a far better fuel container than any of the current types. Most contemporary fuel cans were made of thin tinplate, frequently merely soldered together.

This made them fragile and easily damaged by rough handling. They also often had screw-on caps that could get lost and needed a special spanner to loosen. The cans were often an odd shape that made them hard to stack and awkward to carry, would not pour without sloshing and gurgling, which meant that you usually needed a large funnel or at least a separate spout, and last but not least, if they were filled right up and left in the hot sun the petrol would expand and burst the can.

The Germans came up with a design that was made entirely of steel plate and was essentially pressed in two halves. The halves were welded together and the weld was inside a sunken gutter that protected the weld from damage. The flat sides of the can were stamped with a deep, large X shape to stop the sides from bulging. The bottom corners were well rounded to minimise damage, the can was narrow so that it did not bump the legs when being carried, was tall enough to not require excessive stooping to pick it up and was rectangular in plain view to make them stack side by side efficiently. The cans were designed to hold twenty litres of petrol and to weigh twenty kilograms when full. This made life easier for the load-masters!

Originally, the insides of the cans were coated with a plastic compound developed for beer containers. The idea was that the cans could be rinsed out and used for water, but this did not prove a success and instead cans for water had a large, white cross painted on each side.

The can has a spout that is designed to allow pouring without the need for a funnel. The cap is fixed on a hinge so that it cannot get lost. The hinge is designed to allow the cap to stay open without being held, thus freeing up both hands to hold the can while pouring. The cap is opened and closed by means of a lever device that can be quickly operated with one hand. The lever enables the cap to be tightly closed. There are three handles on the top, which at first glance, looks to be two too many. The can is normally carried with the centre handle while the outer handles allow a can to be carried between two people. If two empty cans are placed side by side they can be picked up with one hand by grasping the two adjacent handles. So one man can easily carry four empty cans, two in each hand. If he was a burly type, he could carry four full cans! But the main use of the outer handles is that they make it very easy to pass the cans from hand to hand. So a line of men can set up a 'bucket brigade' and quickly move hundreds of litres of fuel. The handles also make convenient tie-down points.

The handles are made from the same steel as the main body of the can and they are rolled to make a handle of comfortable diameter. Anyone who has carried one of the old four-gallon kerosene tins with the handle seemingly made from coat hanger wire will appreciate that particular design detail!

Behind the handle the top of the can rises to a distinct hump. This creates an air pocket that ensures that the can cannot be filled completely up. Inside the spout is a breather tube that leads into the air space and prevents gurgling when pouring. The air pocket makes a chamber to allow the petrol to expand if left in the hot sun and stops the can from bursting in the heat. The air space also means that when the can is full of petrol and falls into water it will float!

The Germans mass produced the can in secrecy by the thousands and stored them in a guarded hangar at Tempelhof airport.

In WW2 the British first came across the can in the Norway campaign, quickly saw that it was much superior to their own and collected up all they could find for their own use. British soldiers usually called the Germans 'the jerrys', so the German can quickly became the jerrycan.

The British quickly began to mass-produce the jerrycan, essentially identical to the original German design. After a couple of false starts the Americans also started to make it, again to the original design. In preparation for the invasion of Normandy the British made literally millions of jerrycans.

Just after D-Day President Roosevelt went before Congress and said: "They were among the first supplies landed on the beaches of France."

When the US 1st & 3rd Armies broke out of Normandy it was in these jerricans that the petrol our tanks and lorries needed to keep going was sent forward. Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German blitz of 1940. Cargo planes and even combat planes were loaded with them & carried them forward to airfields. Lorries of every size, jeeps, armoured cars - everything that rolled on wheels - loaded up with jerricans & rushed them to the front lines.



### Minerva ca. 1905 3 ½ HP 433 cc side valve single.

Mr Sylvain de Jong, born in Amsterdam on 5 January 1868, moved to Brussels with his parents and two brothers to Brussels when he was thirteen years old.

After working for some years as a journalist, he went to the U.K. to study the safety bicycle production.

In 1895, S. de Jong, his brothers and other investors started a factory in Antwerp, to produce and repair bicycles. For these bicycles, they selected the name "Mercury".

Only two years later, after a dispute with the other investors, S. de Jong created on 15 October 1897; "S. de Jong & Cie".

This time he selected the name "Minerva" for the new plant in Antwerp.

Minerva the Roman goddess, daughter of Jupiter, sprang from the head of her father, fully grown and in full armour.

She was the patron of warriors, goddess of knowledge and wisdom and goddess of artisans and industry.

Sylvain de Jong anticipated on a slackening bicycle market and announced in February 1899, the production of light cars (voiturettes) and motorcycles.

In 1900, S. de Jong & Co. bought an engine from the Neuchâtel - Swiss based Zürcher & Lüthi. Zürcher & Lüthi did not only build the engines, they also patented the bicycle set-up.

The engines were "clamped to the framing" (clip-on). S. de Jong & Co. bought the licence and started the production of all parts needed to turn a Minerva bicyclette into a Minerva motocyclette. Due to the reliability of the clip-on engine, success was immediate.

1904 was the first year that the engine was positioned in the **"New Werner Position"**, although a 2 HP clip-on model was still catalogued in 1906.

By 1904 three models were available in 254, 345 and 433 cc capacities.

All models had both valves mechanically operate and were equipped with a Longuemare patented carburettor that was made under licence in the Minerva factory.

The veteran we present here is an almost complete restoration project.

Reference—<http://www.yesterdays.nl/minerva-1905-433cc-cyl-sv-2607-p-3305.html>

They were tough enough to be dropped off lorries in motion without bursting open. They could even be dropped from the air into rivers & streams, or they could be dumped overside from ships, because they have air pockets at the top which make them float even when filled."

At the end of WW2 it was estimated that about twenty-one million jerrycans were scattered around Europe.

Today the jerrycan is made world-wide (my own was made in Croatia!) and is the standard issue for NATO countries, the Israeli military, many African countries and many of the former Warsaw Pact countries. It is still made essentially to the original design, eighty years later.

So next time you are down at Super-Cheap and you see jerrycans on display and you don't already own one, buy one, even if you don't need it. You can put it in your garage and tell yourself that you own an iconic piece of history. A classic piece of twentieth-century industrial design.

The Jerrycon has stuck to its original design

British fuel canisters used in April 1944 during training in England in preparation of the Allied landings in Normandy

ALL STEAMED UP AT MANNUM  
20.11.2016, ENTRANTS.

#### *Name Year Make Solo/Outfit*

Leon Mitchell	1903	Columbia	Solo
Dave Holbrook	1925	New Imperial	solo
Brian Forth	1927	Harley Davidson	Solo
Bob Mather	1932	Scott	Solo
Terry Rowe	1929	Raleigh	Solo
Bruce Colwell	1937	BSA	O/Fit
Brian Norton	1942	Harley Davidson	
Stephen Jenner	1942	BSA	Solo
Rob Tucker	1946	Indian	Solo F.Y.O.
Paul Wahlstedt	1949	Matchless	Solo
Geoff Anderson	1950	Triumph	Solo
Paul Knapp	1951	Norton	O/Fit
Colin Behn	1953	AJS	Solo
Richard Kretschmer	1956	Norton	O/Fit
John Keay	1956	Matchless	Solo
Daryl Rosser	1956	Triumph	Solo
Jim Black	1959	Triumph	Solo
Wayne Lawson	1964	Triumph	Solo
Ian Rounsevell	1977	BMW	Solo
<b>Roger O'Loughlin</b>	<b>1988</b>	<b>Suzuki</b>	<b>Solo</b>
Bruce Lehmann		Suzuki	Solo
Don Cellier		BMW	
Ian Hese			Back up trailer



Riders should secretly mark their motorcycle to help identify it should it be stolen and later recovered, according to retired head of the police stolen vehicle unit in London Dr Ken German\*. He has written the following interesting article to highlight his idea of marking your motorcycle: **It's now over 75 years ago that Mr D Thomson went to Pride and Clark motorcycles of 158 Stockwell Road in Brixton SW9 and bought himself a new black and chrome BSA 350CC OHV model B26 motorcycle for £49.15 shillings including purchase tax.**

The salesman had told him this model with its silent timing gear and improved tappet construction, four speed foot change gearbox, adjustable saddle and new style knee grips made this 348cc OHV single port machine one of the most popular bikes of the day. A rear carrier (normally 13 shillings) was thrown in by the salesman but Thomson had to pay for the pillion seat at an additional eight shillings and sixpence. Thomson recalled as he rode it home that it was definitely a quick bike and after two weeks and a few hundred miles later he realised why.

The bike he had purchased turned out to be the more expensive B24 Silver Star model with almost exactly the same specification as the B26 except the B24 had a specially tuned air hardened cylinder, a 20 inch front wheel, a racing twist grip, chromium wheels and valences to the mudguard.

The frame numbers were KB24 for both models and KB26 for the engine on the B26. The Silver Stars engine should have started KB24 which was that on Thomson's bike.

He remembered returning to Pride and Clark voluntarily but was told that the salesman concerned had already left their employ. The boss of P&C had realised however what had happened but as the mistake was theirs the extra cost, a whopping £5.2.6d would be waved. Thomson's small shed would 'just' accommodate the length of the bike and he commented that the Silver Star attracted quite a bit of attention wherever he parked it. After all he met and courted his wife riding this good looking machine. Sadly a little over 8 months after he got it, the bike was stolen overnight from his garden shed, the door of which had been forced open.

Thomson was of course paid out by his insurance company who he recalled asked little from him regarding the theft and he remembers his annual premium at 3s 2d was not increased. The war put paid to any serious search for the BSA as Thomson joined the Royal Air Force and he never heard anything more from police who understandably had bigger issues to deal with.

He was demobbed from the RAF in 1946 and after a visit to a grass track event at Brands Hatch he renewed his love of motorcycling.

Shortly after in a rather bazaar visit from the police he was told that his motorcycle had been discovered – in a police storage facility having 'at some time' within the previous 5 years been recovered by them. Details offered about the recovery were vague but Thomson was overjoyed rather than annoyed, after all he had moved house as he had been 'bombed' out of his last one.

The machine he recalls needed more than a quick fettle but with help from Harold Daniels shop in Forest Hill it was repaired and he used the machine continuously until in 1948 when he tried his hand at a 'new' racing circuit at Haddenham near Aylesbury.

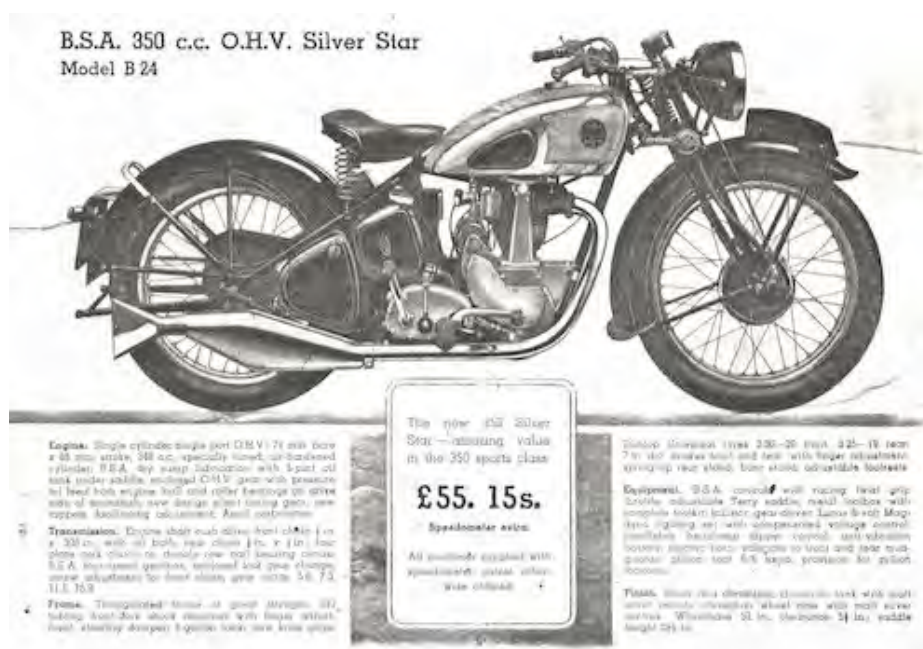
Unfortunately he fell off and hurt himself quite badly forcing him to give up motorcycling altogether. The bike was also in need of repair – again. He sold the machine to my father in 1949 and I helped him restore it (I was only 5).

My restoration program consisted of drawing small pictures of animals and tucking them into the handlebars alongside some sweets and insects.

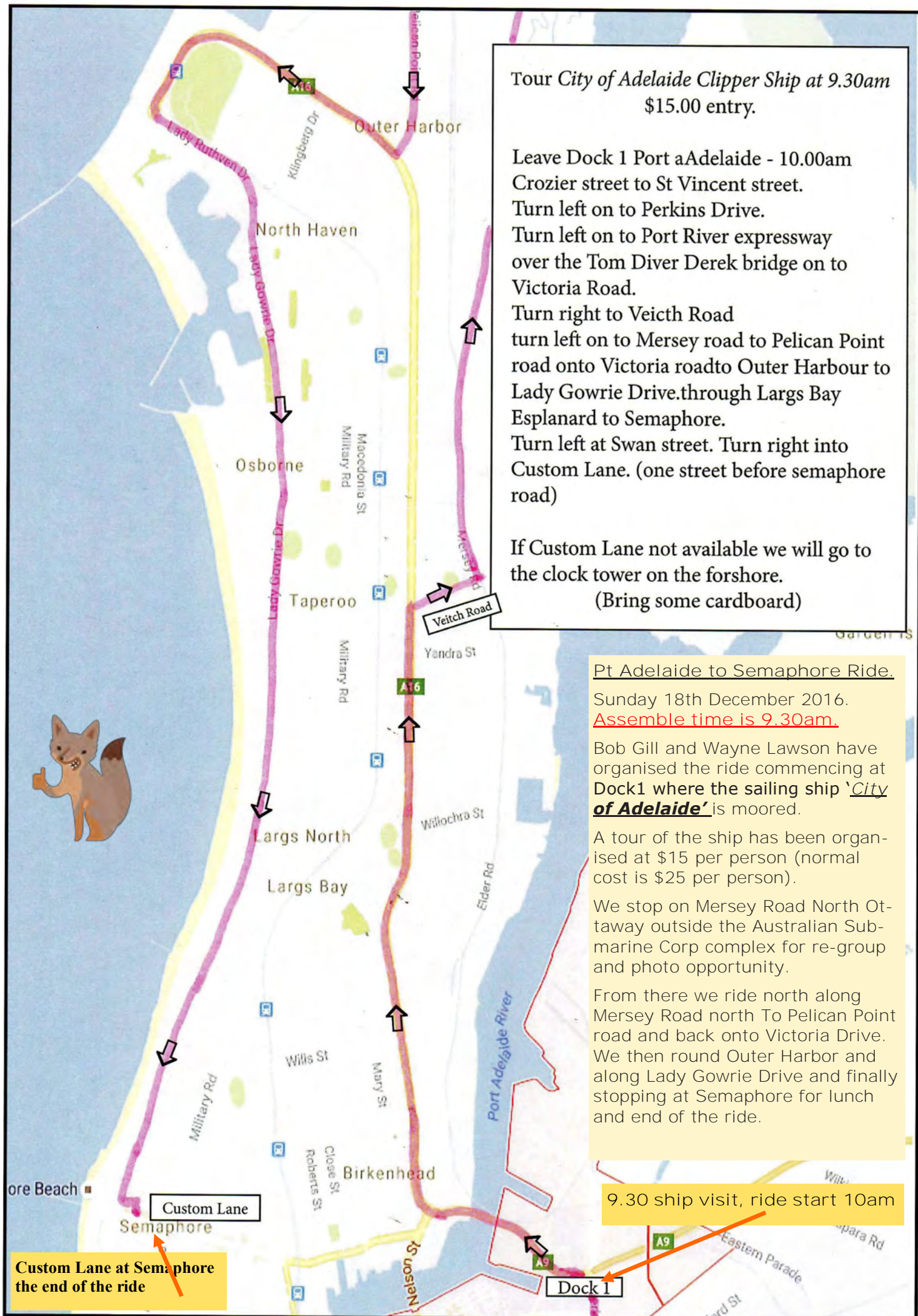
In 1950 Dad completed the restoration to his liking but in a matter of months it was stolen for the second time in its life having been lifted over a fence by the thieves from our rear garden into an alleyway during the night.

Again the police did pop round for a cup of tea, a look at the garden and alleyway and they gave him his crime number and left.

His insurance at £1.11s 6d per annum was he remembers increased slightly. The bike was never recovered.







Tour *City of Adelaide Clipper Ship* at 9.30am  
\$15.00 entry.

Leave Dock 1 Port Adelaide - 10.00am  
Crozier street to St Vincent street.  
Turn left on to Perkins Drive.  
Turn left on to Port River expressway  
over the Tom Diver Derek bridge on to  
Victoria Road.  
Turn right to Veitch Road  
turn left on to Mersey road to Pelican Point  
road onto Victoria road to Outer Harbour to  
Lady Gowrie Drive through Largs Bay  
Esplanade to Semaphore.  
Turn left at Swan street. Turn right into  
Custom Lane. (one street before semaphore  
road)

If Custom Lane not available we will go to  
the clock tower on the forshore.  
(Bring some cardboard)

#### Pt Adelaide to Semaphore Ride.

Sunday 18th December 2016.

Assemble time is 9.30am.

Bob Gill and Wayne Lawson have  
organised the ride commencing at  
Dock1 where the sailing ship 'City  
of Adelaide' is moored.

A tour of the ship has been organ-  
ised at \$15 per person (normal  
cost is \$25 per person).

We stop on Mersey Road North Ot-  
taway outside the Australian Sub-  
marine Corp complex for re-group  
and photo opportunity.

From there we ride north along  
Mersey Road north To Pelican Point  
road and back onto Victoria Drive.  
We then round Outer Harbor and  
along Lady Gowrie Drive and finally  
stopping at Semaphore for lunch  
and end of the ride.

9.30 ship visit, ride start 10am

Custom Lane at Semaphore  
the end of the ride





Members enjoying the day at Mannum



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