

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

January 2017 Number 570







Our Club Proudly Supported by

MAZDA



Meeting 10th January 2017 at <u>Payneham Community Centre</u> next to the RSL clubrooms. *The Payneham RSL clubrooms will be* closed for renovations.



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.

<u>Annual Fees</u> 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 - <u>www.vvmccsa.org.au</u> email <u>secretary@vvmccsa.org.au</u>

Life Members - This in an honour of p WALLY WOOLLATT † FRANK JARVIS ALBY (POP) HILL 1985 † TOM BENNET KEVIN SULLIVAN 1984 JEFF SCHAEFER 1992 LAURIE LEIBH RON TRUSCOTT 2010 † ROB SMYTH 2	GARNET PC 1999 † TED WEBS 1986 PETER GRA ARDT 1994 † GARY JOLL	NTIFEX †. FER 1975 † CE 1987 Y 1997	KEITH HARRIS † LESLIE JONES 1982 ROBERT HILL 1989 COLIN PAULEY 2005	CLEM EVANS † RAY MANN 1983 DAVID RADLOFF 1990 IAN BALDOCK 2009.	
2015-2016 Committee.					
PRESI DENT. VI CE PRESI DENT.	Brian Forth Bob Gill	8251 4213 8258 4982	0409 514213		
SECRETARY. TREASURER.	Bill Lorimer Terry Rowe	8265 6468	0411544353 <u>secreta</u>	ary@vvmccsa.org.au	
CLUB Captain Run Coordi LI BRARI AN. RECORDS OFFI CE. COMMITTEE.		contact—Br 8564 0227 8243 0130 8326 0658 0421 63633	0419 817745 38 0407 070287	213	
MAGAZI NE EDI TOR.	Brian Forth, 19 C Paul Knapp		, Banksia Park 5091 0421 973733	secretary@vvmccsa.org.au	
Printer	Trevor Cooke C/	MTA; 0400	447 952.		
Approved Persons CLUB REGALIA OFFICER SMOKE SIGNAL DISTRIB CLUB PUBLICITY	2. Phil Jenner (S 3. Paul Knapp (w 4. Brett Mitchell 5. Jane Clarke. (S Vacant—contact	outh) 04073 estern) 0421 (east) 0438 South) 0409 Bill Lorimer fo o Gill and Bill	397445 973733 379788 239076 or information Lorimer.	/mccsa.org.au /mccsa.org.au	

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

PaintTech 34 Petrova Avenue Windsor Gardens SA 5087 **T** +61 (8) 8261 7153 **F** +61 (8) 8261 7154 www.painttechsa.com.au



SPECIALISING IN ALUMINIUM ANODISING AND CORROSION RESISTANCE

Sulphuric Acid Anodising in various colours - MIL-SPEC Cadmium Plating in Gold and Silver - C.A.S.A. Approved Chromate Conversion - MIL-SPEC Bead Blasting

Contact - Chris 0417 810 451

Office 08 8281 3033 Email dcanodising@esc.net.au Unit 3/4 Bremen Drive Salisbury South SA 5106





Presidents report.

Members.

Please note, due to span email attacks on some club committee members, all emails to be sent to secretary@vvmccsa.org.au Emails will be answered and forwarded to the appropriate person.

All British day. VVMCCSA will have a club display at this event. Please attend and support your club and the event.

David Holbrook is the contact person for the Australian Ariel Register National rally, The rally will be held on 17th-20th March 1017 in Clare Valley. Rally entry forms can be obtained from the web site www.australian-ariel-register.com . Contact David Holbrook at davidholbrook6@bigpond.com

At the last meeting I was asked what it happening with the VVMCCSA involvement at the forthcoming Sellicks Beach event. VVMCCSA has been asked to have a display of appropriate motorcycles for display on the 2 days. So far, I believe that only 3 members will be supplying a motorcycle. The cost for 2 x days is \$95 plus booking fee. Those displaying need to purchase tickets for entry to the event - then make contact with organiser re your attendance and information about what you do on the days. See information below on ticket sales.

Brian Forth. President VVMCCSA.

SELLICKS BEACH RACES TICKET PRICES

There's been a bit of chatter about the price of entry for the Sellicks Beach Races, with some people expecting to just be able to roll up to the beach on the day and watch for free...just as it used to be. But a lot has changed in the years since the last race was run at Sellicks and we want to let you know why we need to charge entry.

The area around Sellicks Beach has a rich cultural and environmental history and there are a lot more people living there than there were in 1992.

We have been negotiating with the local community and the Onkaparinga Council for the past few years, working to find common ground that would enable us to run this unique event.

After a lot of discussion and debate, the Council voted to allow us to run the Races but with a number of stringent conditions that address the environmental, cultural and risk concerns of the Community.

To meet those concerns, we are limited to how many people we are allowed on the beach (that includes children on kids tickets and those under five who come in free). That means we need to install 6.5 kilometres of temporary

fencing to enclose the area and protect sensitive cultural and environmental areas. We have to establish a no-go area in the waters around the event.

We need to provide stands, toilets, security, catering, litter control, car parking, traffic control, shaded areas, first aid, safety, insurance and everything else that goes with an event like this.

All of this comes at a huge cost and that means we had to make some decisions. One of those was we opted for a two-day ticket because it's administratively simpler and makes it easier to achieve the number of sales that will enable us to have an event.

Our market research tells us most people will attend the two days and those who can't will share their tickets with others.

All of the organisation of the event is done by a small team of volunteers from our Club who are keen to make this spectacle happen and are prepared to put in the work and take the risk to see that it does.

We have managed to secure some sponsorship. But in reality it isn't a lot and ticket revenue has to be such that it covers our costs. Even our Club Members have to pay to attend and/or enter.

While we are trying to re-live those early days of motorcycling, we have to face the realities that we have moved on and in the 21st Century we just can't put some bikes on the beach and race.

The Levis MCC Members are expending a lot of effort to make sure we produce a well-run, safe and enjoyable weekend of racing. We hope you get in and buy your tickets and come along and join the fun.

There's a good chance you may never get the chance again.

Reference-https://www.facebook.com/LevisMcc/posts/1359278240799730?

	Australia Day
Members direct debit to VVMCCSA su	bscriptions Carisbrook Reserve—Main N
	Arrive before 9.00am
WestPac Bank BSB 735 000	
Account number 071368	VVMCCSA will have is annual
201(Subs)	display at this event.
2016 Subs-\$35.00;	Just sit back and relax and en-
Postage of magazine extra \$10.00	joy the event, and keep the
State your Name and membership Nu	Imber pesky kids away from out
***Mention subscriptions when payir	motorcycles.
	Brian Forth.

Thursday-26th January 2017 Australia Day display

Carisbrook Reserve—Main North Road Salisbury Park

VVMCCSA General Meeting 723, 13th December 2016 at Payneham RSL

Brian Forth chaired the meeting.

Visitors- Kate Miller (Bunnings-Windsor Gardens) and Mike Keogh.

Who Are We- many member commented on the photo that included – Peter Allen, Colin Pauley, Ken Olsen and others.

<u>Minutes of the last meeting</u> presented as printed in the Smoke Signal, no discussion Acceptance moved Daryl Rosser seconded Marie Hurley Carried.

<u>Treasurers Report</u> prepared by Terry Rowe, presented by Bill Lorimer, no discussion Acceptance moved Dean Govan seconded Pat Vartuli Carried.

New member applications read to meeting, Michael Keogh and Andrew Clark.

Correspondence In and Out.

Bank statement from Westpac Bank, and Club Classic hospitality offer for Phillip Island Classic.

Emails In and Out.

1 From and to Dean Govan enquiring the Kersbrook Tiddlers Ride clashing with Sellicks Beach date.

2 To and from Birdwood Museum re. booking for Figure 8 Ride.

3 From Birdwood Museum, invitation to attend and mount a display during Tour Down Under bike race, Friday 20th Jan 2017, 10-30 to midday.

4 From Brian Kuerschner re Jampot Magazine and Best Wishes to all.

5 From Roger Pfeifer promoting his services as a Motorcycle Repair and Service centre, 83829367 Unit 1 / 13A Gates Rd. Hackham.

Publications Received

1 MAPS Review from Maitland

2 Triumph Riders Club SA

3 OZ Vincent Review

4 Exhaust Notes from Vintage MCC Vic.

5 The Vintage Motorcycle from the UK

6 The Bulletin of the VeteranCCSA

Meeting 10th January 2017. at Payneham Community Centre

Next to the RSL clubrooms.

The Payneham RSL clubrooms will be closed for renovations.

7 The Radiator from the Riverland Acceptance moved Ian Rounsevell. Seconded Rob Smyth, Carried.

Club Captain Report - Runs Rides and Events.

Brian Forth reported on recent display of motorcycle at the Mannum All Steamed Up event.

18th Dec-Christmas Ride Pt Adelaide to Semaphore.

22nd Jan-Hahndorf breakfast ride, leaving Feathers Hotel at 8am, \$10 members & partners.

26th Jan-Australia Day Picnic bike display at Carisbrooke Park from 9am.

12th Feb- All British Day display at Echunga, members encourage to support our display.

19th Feb-Kersbrook Tiddlers Ride a morning ride and a lunch afterwards, cost to be advised.

18-19th Feb- Sellicks Beach Re-enactment, VVMCCSA invited to display appropriate motorcycles, members asked to support the event. If you are attending contact Levis Motorcycle Club for further information. 19th Mar—Birdwood Museum Figure 8 Ride, grounds book for the event.

<u>General Business</u>.

Mal Mackay won the people's choice award at the recent

Balhannah Swapmeet with his BSA Q7

Another very successful Christmas dinner enjoyed by all and followed by the end of year Xmas Raffle.

Brian Forth personally thanks Bill Lorimer for all of his efforts in the organising and ensuring the Christmas dinner was a success. Daryl Rosser was also thanks for the management of the bookings and raffle/drinks ticket envelopes.

Bob Tilbrook was thanked for his diligent effort to approach sponsor donors for donated goods and services and thankyou to the generosity of the donors.

The proceeds will be donated to Variety Children's Charity to assist in their work .

No general business from the floor meeting closed 9-00 pm.

Bil Lorimer Secretary



VVMCCSA Committee Meeting 28th November 2016 at Goodwood Community Centre.

There is no committee meeting minutes for this magazine, Bill Lorimer, Secretary

Barnet Glass (1849-1918), rubber manufacturer, was born in March or April 1849 at Walkivich, Russia (Poland), son of Jacob Glass and his wife Sarah, née Tafilstein. As a young man he worked in Manchester, England, where he learned the processes of manufacturing waterproof clothing. On 1 September 1869 at Manchester he married Esther Frazensky; they had two sons and three daughters

To the older motorist at least, the names, Dunlop, Olympic, Barnet Glass and Perdriau will conjure up images of motor tyres. Today, all are now part of the large family of companies that make up Pacific Dunlop Limited, an aggressively market- and innovation- oriented company that somewhat belies its name. In 1888, John Boyd Dunlop was granted a patent in England covering ', tyres of wheels for bicycles, tricycles and other road cars . . .'. The first of these pneumatic tyres was imported into Victoria only one year later in 1889. This was a year after Henry Perdriau entered the rubber importing business in Sydney. The Dunlop company opened a factory in Melbourne initially for the assembly and finishing of part made tyres imported from England. For the installation in 1902, the Consulting Engineer was John Monash (later Sir John), one of Australia's greatest engineers, soldiers and administrators. In 1906, the Company name became the Dunlop Rubber Company of Australasia Limited. The Perdriau Rubber Co. Ltd. started manufacturing rubber parts in 1904 and finally merged with Dunlop in 1929 to form Dunlop Perdriau Rubber Co. Ltd.

In the meantime, Polish born Barnet Glass started producing tyres in 1910 as Barnet Glass Rubber Co. Ltd. and itself became a subsidiary of Dunlop Perdriau in 1929.

The fourth company was Olympic Tyre and Rubber Co. Pty. Ltd. which began as Beaurepaire Tyre Service, a series of tyre service centres started by Frank Beaurepaire, an Olympic swimming winner. Olympic produced its first tyres in 1934 and in 1980 it also merged with Dunlop to form Dunlop Olympic Limited which name was changed again in 1986 to Pacific Dunlop Limited. <u>Reference</u>- <u>http://adb.anu.edu.au/</u> <u>biography/glass-barnet-6398</u> and <u>http://</u> www.austehc.unimelb.edu.au/tia/881.html





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).

<u>Classic Motorcycle magazine</u>—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)

<u>1952 AJS 16ms 350cc</u>, not concourse, tidy, eng nr 54/16ms15792, \$6000.00 ono; Brian Kuerschner <u>nipper@nipper.net.au_</u>0418854565 (Dec16)

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

<u>1955 AJS M20 498cc Spring Twin</u>, 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; Vintage 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)

<u>7+5</u> '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 ¼ inch holes) Wanted For <u>1936 bike</u>, 7/8 inch Bore or throat size, Complete or almost so OK; Bill Lorimer 82656468 or 0411544353 (Dec16)

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

<u>Trailer-7x4 wanted</u> for use as a motorcycle conveyer. Garry Harding 0448644999 (Nov16).

<u>1974 Jawa 350cc</u>, model 634 parts wanted.

Jim Mottillo 0412 830 593 (Dec16)

1<u>953 Panther 75, 350cc</u>, wanted seat, tank, toolbox, side stand and rear shocks; Ian Rounsevell 0412708410 (Dec16)



Club Runs & Events.

All members/visitors participating in Club Runs MUST lodge a <u>Rally Entry Form</u> 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.

<u>2017.</u>

** denotes club points event**

Committee meeting 7pm—then <u>General Meeting 724</u> 8pm Payneham Community centre. <u>Hahndorf breakfast</u> 9am breakfast Hahndorf Mill, swap meet afterwards— <i>booking essential</i> <u>Australia Day celebrations</u> — <i>Carisbrooke Reserve</i>
ALL BRITISH DAY - Echunga Recreation Ground, entries are available now on their web site. VVMCCSA will have a club display—please support this event.
General meeting 725–8pm Payneham RSL clubrooms.
Kersbrook Tiddlers ride—Bob Gill organiser, lunch after the ride.
Committee meeting—Goodwood Community Club
General meeting 726–8pm Payneham RSL clubrooms
Birdwood figure 8-2 rides with a lunch break.
Committee meeting, Goodwood community Club.
General meeting 727–8pm Payneham RSL clubrooms
General ride-destination to be advised

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 <u>YESTERDAYS' POWER RALLY</u> from 10.00 a.m. Milang Oval, Milang, S.A

<u>Australian Ariel Register National rally</u> will be held on 17th-20th March 1017 in Clare Valley. Rally entry forms can be obtained from the web site <u>www.australian-ariel-register.com</u> upcoming events. or contact me <u>David Holbrook</u> <u>davidholbrook6@bigpond.com</u> for further information.

Coast to Coast Entrants 14th May 2017 – Please note that his event has been changed from 28th 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—<u>http://vvmccsa.org.au/nvr/</u>Email to-<u>nvr@vvmccsa.org.au</u>

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

7					
2016.					
GAWLER Motorcycle expo - ?? Nov 2016 ** plus many more check the web site**					
<u>check this site - http://www.bevenyoung.com.au/car.htm</u>					
:016.					

<u>Historic Registration</u>. 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. <u>Enquiries to</u> <u>Bob Gill</u> 82584982 (North) - <u>Paul Knapp</u> 82430130 (west) - <u>Jane Clarke</u> 0409239076 (south) <u>Phil Jenner</u> 0407397445 (south) - and <u>Brett Mitchell (East</u>) 0438379788 Hi Brian, no real story to go with the Sellicks beach photos I sent, but from memory, the V&VMCC were

invited to do a display ride on the beach at lunch time, a lot of riders dressed in period clothing.

I believe the Willunga council were the main driving force for the 1986 Sellicks beach,

My dad did his beach racing in his younger days in Tasmania at Greens Beach and Bakers Beach, we have a few photos from that era, one in particular was the 1000cc V twin AJS that Trevor Jowet was involved in. And Dad and a mate doing 100mph on their WLA. The story of the AJS is well written about in various Magazines. Reg Lindsey sitting on the WLA was timed by Arnold Corby at 104.2 mph across the flying mile, while dad was timed at 98 mph back in 1950 at greens Beach where our family shack was. Cheers Rod Barker.



1 House (00) 500 0127 day. 11. after 6 p.m.

Vintage Motorcycle

Strathalbyn vintage v treat last Sunday when 19 Motorcycle Club of South A their interesting old machine home of Mr. and Mrs. Bruce I morning tea then went on to rode three laps of the ground hundreds attending the CFS S

The oldest machine in sidecar, a 1 the Rally was a 1912 Cal- 1930 A.J.S., thorpe ridden by Rod cette a 192 Watson of Noarlunga. 1929 Trium Also among the smaller machines were a 1923 some with New Imperial, a 1922 Douglas we Villiers which ger machin Elliott was built in Adelaide and 1923 Harley a 1924 Levis. A 1926 and bought new a 1928 Harley Davidson by the rid were also included in Barker's this group.

Five Har has travelle

The second group in- miles and cluded a 1925 Indian and original 'g



FATHER AND SON. Kevan and Rode purchased by Kevan's father in 1923.

es Visit Strathalbyn

ehicle fans were given a rare of the Veteran and Vintage ustralia visited the town on s. They gathered first at the lector in Jackson Avenue for the Oval for lunch. Here they s for the benefit of the many tate Final Competitions.

926, 1927 and spark plugs.

oh.

which was

reen

a 1928 Velo- Patron of the Club, Mr. 8 Indian and Wally Woolatt who still holds four or five Ausley Davidson, tralian records for the sidecar and a stroke machines he built re in the lar- in the 1920's and 30's, e group. A was present at the Rally.

in Tasmania . The route, which starer, Roderick ted at the Tapleys Hill grandfather, weighbridge and finished d over 157,000 at the Burnside Town still has its Hall, covered 104 kilojacket' metres.



erick Barker with the Harley Davidson The Southern Argus,



* ARCH Smith, the first man to better 100 mph at Sellicks.



* ANOTHER great rider at the early races was Wally Woollatt.



* PETROL pumps had to be set along at intervals for the 100-mile event.

ther former rider Malcolm was two to three times what we we



MAZDA

For your brand new or next Mazda vehicle update, you need look no further than <u>Steve Truscott, a Member of our Club</u> working for <u>Paradise Motors Mazda</u>

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 <u>steve.truscott@paradisemotors.com.au</u>

March magazine—This Christmas picnic was at Hamilton Reserve Warradale the same street that Leslie and Bob Jones live, Father Xmas {Peter Allen} got changed at their place. Colin Pauley is riding the machine and Leslie is alongside him. To the left with the movie camera is the late Charlie Bachmann with his late wife and their daughter. right are Ken and Nan Olsson and over Nans shoulder holding a baby is I think Terry Rowe. The

machine a Turner Tri-Van belongs to the Hill family. Cheers Dean Govan







<u>Turner Manufacturing Company Limited, of Wol-verhampton.</u> In the late 1940s the formed a separate company called 'Light Delivery Vehicles Ltd', (L.D.V.) which operated from Turner's Lever Street factory.

L.D.V. produced the two wheeled 'By-Van', and the three wheeled 'Tri-Van', and 'Rixi.

The 'By-Van' was a motorcycle, equipped with a steel carrying box, which had a capacity of 5.57 cubic feet, and could carry a load of up to 1.5cwt.

The 'Tri-Van' had two rear wheels, and a larger container, which had a capacity of 23 cubic feet, and could carry a load of up to 3 cwt.

The 'Rixi' was a rickshaw taxi, capable of carrying two passengers and the driver. The 'Rixi', a version of the 'Tri -Van', was intended as a taxi for the far east, but like the other two products it was not successful, and did not sell.

One 'Rixi' was a familiar sight in Wolverhampton during 1950 when it was operated by Bob's Taxis of North Street.

The three models were powered by a Turner 168 c.c. single-cylinder two stroke engine, mounted above the front wheel, which developed 3.5 b.h.p. at 2,500 r.p.m.

The 'By-Van' had a 2-speed gearbox, and the 'Tri-van' and 'Rixi' had a 3-speed gearbox. They had a top speed of 30 m.p.h. with all day cruising at 20m.p.h. The 'By-Van' sold for £120 and the 'Tri-Van' sold for £150.

Unfortunately little interest was shown in the products, which only sold in small numbers.

In 1946 a 'By-Van' was demonstrated in Brussels, but little interest was shown in the machine.

It was powered by a 125 c.c. Royal Enfield 'Flying Flea' engine, which was mounted on top of the pressed steel forks.

Reference—<u>http://www.historywebsite.co.uk/</u> <u>Museum/Transport/commercial/LDV.htm</u>

live in the Garage I just sleep in the house MY TOOLS don't touch them don't borrow them don't move them DON'T EVEN LOOK AT THEM! this Place is full of tools so don't act like one hathappens here



"NO ONE KNOWS YOUR PASSION LIKE SHANNONS."



hannons on 13 46 46 for or your home, and spee

INSURANCE FOR MOTORING ENTITIESIASTS | CALL 13 46 46 FOR A GUOTE | SHANNONS.COM AL Sector 2 and Our account of the AJS and Matchless Owners Club Down Under Jampot Rally in Tasmania for 2016 Our 13 day extended tour of the Apple Isle.

I'm guessing others that attended the event might have their own stories to tell. This however is ours. Brian and Maureen Kuerschner and our most friendly and jovial travelling companions Brian and Chris Gray.

Our trip began several months in advance arranging sea passage, accommodation and various other essential necessary arrangements. Having loaded the bikes and gear into the trailer and car we set off at 10.30 on the Monday morning 7th November for our first overnight stop off at Horsham arranged by Brian Gray some months in advance.

Over our evening meal I came to the sudden conclusion I'd left home without my essential logbook. Time against us I wasn't about to drive back to Adelaide to collect it.

Tuesday morning we set off for Station Pier Melbourne Docks to board the Spirit of Tasmania heading the line-up of vehicles to be first to drive on at 4.30pm.

Arriving at Devonport Wednesday morning early we located our Sunrise Motel but were unable to check in until after 2.00pm. Had an early morning snack in their little dining room with a light breakfast provided by Chef Anthony John Sherriff, yes AJS if you please, then set off killing more time on a site seeing tour of the surrounding areas.

Remained in Devonport a couple of days then went on to Hadspen caravan park headquarters for the AJS and Matchless Owners Club Down Under Jampot Rally for 2016. Midway through to Hadspen at Railton on the Sheffield Road we paused a few moments on the roadside at 11.00am to observe our 2 minutes silence for our fallen boys.

The welcoming Friday twilight social meet and greet get together had most entrants and partners attending. Rather than the usual sausage sizzle with fresh garden green salads the organizers had arranged a scrumptious Barbequed fresh Tasmanian Pink Salmon meal. Was simply awesome.

Adelaide's own Lady Ma Donna was appointed and took total control of the sale of Official Rally Tee Shirts, Club Regalia and raffle ticket sales girl along with any impromptu announcements to be provided to the masses. Is there nothing Donna is capable and can not do?

Our accommodation was some 18km and 25 minutes away at Grindelwald so we didn't hang around all that long.

Having left the trailer and bikes in the care of Jason and Donna at the caravan park we arrived back at the park next morning in plenty of time to tog up before the off after direction instructions were given by the Group Commander at 10.30.

Unloading the bikes it was discovered that the handle bars on Brian's bike (1956 AJS Model 18S) had twisted forward sufficiently requiring certain attention due to the tie downs being tensioned fairly firmly. Rectified we were on our way and on time in chase of our leading Corner Marshalls.

Of the entrants we welcomed once again traveling from Gatton, Queensland now 86 year old Keith Holley on his ever faithful and dependable 1951 500cc Model 18S AJS referred to as 'The Roving Kind'. Due to a sudden front tyre deflation on the way down Keith lost control of his machine suggesting bouncing wasn't so easy these days. This year however Keith was not alone with Bob Willis on his 1948 Rigid 500cc AJS Model 18 and Tony Keenan on 1998 GTR1000 Kawasaki joining him as riding companions. Of no mean feat this was also Keith's tenth consecutive venture ridden to the Jampot Rally.

Morning tea stop at Meander on the Saturday ride we enjoyed lovely fresh made sandwiches and cakes provided by the local ladies auxiliary went down just fine with tea, coffee, fruit juice or plain water. At times my bike can be a pain to kick start, and this was one of those occasions. With the help of an interested bystander I was able to push start about 5 minutes after all others had left the area.

Approaching the next few corners in a strange area with not a Marshall in site I was none too happy. However pressing on I arrived at Deloraine in search of Mole Creek some 23km further on where our lunch stop gathered. Total distance covered on our return to headquarters was in the region of 180km. Riding on my lonesome I met a police patrol car heading in the opposite direction. Keeping a watchful eye in my rear view mirror in case he about turned my attention was focused squarely on what I might say if I'd been pulled over. Gathering my awareness I thought if I should thank him for offering to escort me into Mole Creek I'd be most grateful. Nerves however were settled when I lost vision of him disappearing in the distance.

The Presentation Dinner evening was held at the Tailrace Centre in Riverside. Amongst the attractive awards presented our own Jason Maloney and Rob Smyth once again came home with an award each. The Annual General Meeting took place at the Caravan Park amenities room commencing at 8.00am which I unfortunately missed out on. However a group attendees gathered talking about having

Continued page 13. Photos on page 16.



Remember when we gave hand signals, before traffic signal indicators were introduced into cars? I was trying to think when indicators were first introduced and it must have been sometime in the 60s, although I'm not sure about the actual date. Before that, it was hand signals to indicate if you were turning left, turning right or stopping this is a photo of a page from a Queensland driver's instruction manual showing the 6 hand signals we were all supposed to know. Do you remember all of these?

not appointed a Vice President I was asked if I'd mind filling the vacancy. Without hesitation I accepted the position for the next twelve months. Discussion on the existing inclement weather conditions resulted at 10 o'clock in our Sunday ride being called off.

The trailer coupled up we headed back to our accommodation at Grindelwald where it remained for the next few days taking in day trips to various places around the nearer areas including one night lodging spent in **Hobart seeking a scrupulous fish meal at Doyle's famous Fish Restaurant which was once situated on Consti**tution Dock. Alas no more. Took an interesting Harbour cruise in Launceston where I befriended a chap owner of a couple of early Indians.

To meet up with other Rallyists at Beaconsfield later on Sunday arvo we spotted on our way a little coffee shop just out of Exeter named Burt Munro Motorcycle Café. Of most interest was the tour by owner Tibor of his outback 'Mans Cave' loaded with allsorts very much like Hughie Dunlop's dingy old motorcycle parts shop in Flinders Street. Machines on display inside the cafe were none the less more appealing.

Nearing the end of our few days holiday in Tassie we were travelling back to Devonport with trailer on tow four of us making friendly conversation when from nowhere a crazy couple of guys presumably racing each other met us on an uphill slight bend to our right. It was all over in two seconds when this clown crossed his double line careering up a 45^o bank to my left showering us with sticks, stones and grass disappearing out of sight as quickly as he appeared. To suggest we are all very lucky to be here today is somewhat of a miracle.

Further to this while waiting for time to pass before loading on the boat we were sat in a parking lot listening to the car radio for some time. Now ready to make a move when the ignition key was turned nothing but 'click, click, click. Yes, a flat battery. Not wanting to be a pain when asked to move off the ship in the morning my thoughts turned to how on earth we were going to get over this predicament. With the car bonnet up investigating our problem, would you believe a tradies van just then drove past slowly advertising 'Battery Checker'. Waiving our arms about frantically the chap turned round up the street a bit, came back gave us a jump start and went on his way, no charge once again saving our day. Rob Smyth with others stayed on for the short Monday ride with those that were able to remained.

In closing off Martin Heatley and his crew of willing helpers can be justly proud of their effort putting together this 2016 Down Under Jampot Rally for the benefit of all those AJS and Matchless owners and enthusiasts. We all look forward to next year where once more our Rally will be staged in the wonderful region of the Hume Dam and surrounding local areas. <u>Regards—Brian 'Nip" Kuerschner</u>.

Port Adelaide to Semaphore Sunday 18th January 2016.

Well, last Sunday was the December ride to Port Adelaide to Semaphore via the Submarine Corporation facilities. About 20 members (?) supported the monthly ride according to **Paul Knapp's list, and there might be more not recorded?** I was unable to attend and have no idea what happened, so I submit this report based on scant information I have received.

The photos supplied by Adrian How and Colin Behn indicated that the event did happen and I thank them for their input. One photo indicates Daryl Rosser had issues with his 1956 Triumph exhaust and was looking for the bolt and nut required to hold it to the frame, apparently is why he is lying next to his Triumph?

Regards.

Brian Forth—Club Captain.



Daryl Rosser lying down with John Booker giving advice



Name Year Make Solo/Outfit

Bob Gill 1913 BSA olo Rob Smyth 1924 AJS Solo Brian Norton 1942 Harley Davidson Paul Wallis 1947 Harley Davidson Malcolm Mackay 1948 BSA Solo F.T.O. Kevin Meade 1948 Velocette Geoff Anderson 1950 Triumph Solo Jason Maloney 1950 Matchless Paul Knapp 1951 Norton O/Fit David Radloff 1951 Panther Solo Ted Williams 1955 Triumph Solo Richard Kretschmer 1956 Norton O/Fit Daryl Rosser 1956 Triumph Solo Brian Gray 1956 AJS Solo John Booker 1957 Triumph Solo Wayne Lawson 1964 Triumph Solo

Leon Lock 1964 Velocette Solo Fred De Bernadinis 1965 Triumph Greg Paterson 1965 Honda Solo Peter Arriola 1974 Honda Solo Colin Behn 1996 BMW Solo Ian Hese & Bill Lorimer -Back up trailer



Assembly time at the 'City of Adelaide'



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.

We will ride up Greenhill Road and travel thru towns of Sommetown—Uraidla to Balhannah. There turn right onto Onkapringa Valley Road, then turn left into Amberside Road to Mt Barker Road (Main street of Hahndorf) and travel about 300m and turn into the car park on Hahndorf Mill on your left side.

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 at the town oval. Please advise me if you are attending so that the Hotel can cater for us.

We will ride direct to Uradlia, Balhannah then to Hahndorf—
there is no bicycle event in that area on this
Back-up trailer required—
\$60 petrol money availableday

A NEW SPOTLIGHT TO LIGHT THE WAY FOR BETTER NIGHT DRIVING SPOTLIGHTS A new and better specificiti has been developed for better entryment of highl riding. This new Delaize model is a beauty in appearance and performance. You will like tir all chromonia streamline body with its stream-lined and rugged bracket which allows specificit to be swang into any position. Can be intached to handlebers, safety goinds, or at any place to suit the rider. Lamp is fitted with highly polished reflector which will throw a good beam of light a long way. Handy taggle switch built in book of body. Truly a delize specificity you will be good to and 11365-38 DeLuxe Spotlight only \$1.95 11365-33 - Denne Spothgitt only gradients Spothents are most effective when used in pollar and meanied with the new fock meaning bracket. This places them right out IN EROPT where they give you lots of light when and where you want it. These new deluxe spotlights are well made, strong and darable. Streamline all chrome body with dandy builten toggle switch. The new black finish mounting bracket is made of extra heavy gauge metal and is designed to withstand savera use. Attached directly to front forze where the extra weight of the assembly is perfectly distributed. 4 An extra handlebar which is included in this assembly. This allows you to switch spollights on or off at will from your handlebar. This is an added conveniences when monocycle is equiptived with windshield. You will want the complete set of spollights and front for back bracket for your motorcycle. \$11.50 11368-38A-Set new DeLaxe spotlights and extra handelbor switch...... 2.00 This makes a fine looking and very useful combination. 8 9.75 11368-38-Set of two deluxe spotlights with granibar and handlabar spotlight switch SPOTLIGHT SWITCH The Harley Davidson spatight bandlebar switch, as shown of the left, is an or and off switch very similar to the regular hundlebar switch used on 1929 and inter models. Movins net opposite the handlebar switch or at any other environment point on the handlebar. Supplied complete with wire. 11370-29 Spotlight switch and wire



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