



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

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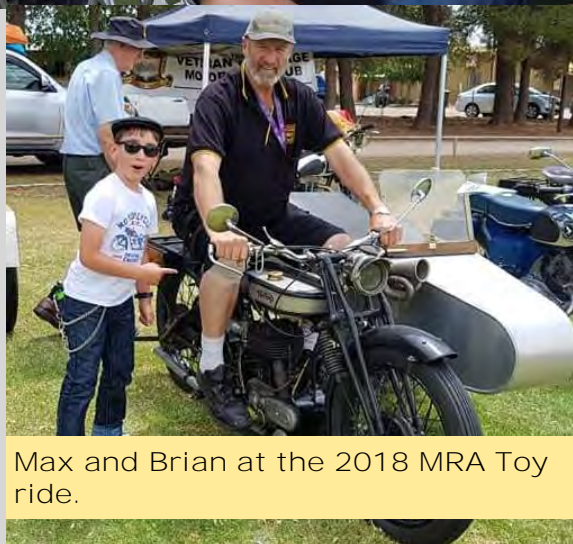
January 2019 Number 594



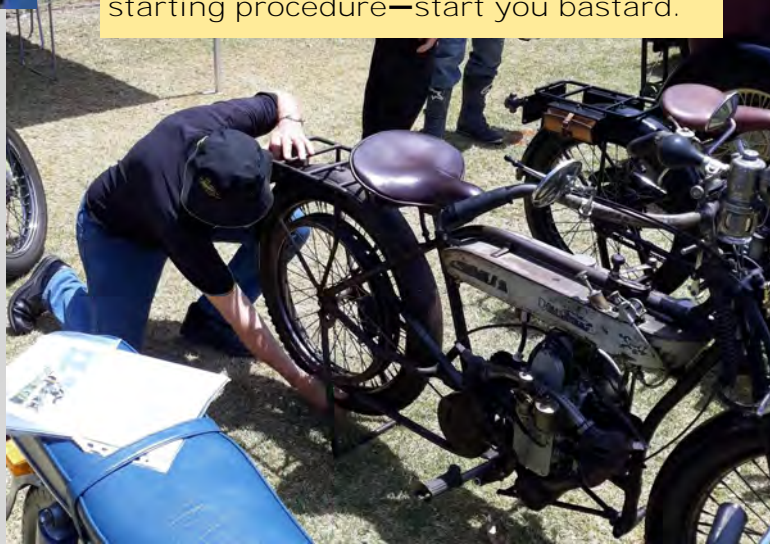
Members at Par3 coffee cafe



A common sight of a Douglas owner's starting procedure—start you bastard.



Max and Brian at the 2018 MRA Toy ride.



20th January—Breakfast ride to Hahndorf Old Mill— see page 15 for info and map
2nd Feb, 9.30am—coffee at Café Velo
17th Feb —Kersbrook tiddlers run and lunch—information in February magazine
2nd March - 9.30 coffee at Par3

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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 must be at least 30 years old in the current year to be 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 \$25.00 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 †.

Bob Tilbrook 2018.

2018—2019 Committee.

PRESIDENT.	Brian Forth	8251 4213 or 0409 514213
VICE PRESIDENT.	Gary Jolly	0430 350051
SECRETARY.	Bill Lorimer	8265 6468 or 0411544353 secretary@vvmccsa.org.au
TREASURER.	Terry Rowe	8332 5907
CLUB Captain	Ian Hese	0409 083436
LIBRARIAN.	Philip Holmes	8564 0227
RECORDS OFFICE.	Wayne Lawson	0421 636338
COMMITTEE.	Daryl Rosser	0419 817745
	Wayne Lawson	0421 636338
	Brett Mitchell	0438379788
	Greg Patterson	83630495

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South 5. Jane Clarke. (South) 0409239076

CLUB REGALIA OFFICER Greg Patterson

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Presidents report.

At the December 2018 meeting, Peter Allen who represented the committee of the 2017 National Veteran motorcycle rally held at Nuriootpa 2017, presented a defibrillator to the President Mark Lawson-Kent and the Secretary Geoffrey Cann for use at their RSL Clubrooms.



Chas Lipscombe a member of the Victorian Veteran Motorcycle Club is a new advertiser to the magazine supplying veteran and vintage motorcycle parts.

Ian Hese (Club Captain) is compiling a list of club runs, displays and invitational events for 2019 which he hopes all members will appreciate and enjoy the variety being offered. If you have a run, event or reason for us to display our machines, please email us at secretary@vvmccsa.org.au or contact Ian.

Pages 8-9 contain instruction on how to make toolboxes for veteran and vintage motorcycles.

Brian Forth—President

Hills ride Sunday 16th December 2018-12-30

Unseasonal weather greeted us on the last rally of the riding season for 2018, low cloud and drizzle helped to deter a majority of riders from attending.

Never the less while we waited for stragglers Darrell Rosser provided an interesting commentary on his valiant commenting that the fastest moving dial in his instrumentation was the fuel gauge going down!!

Those brave soles that did so were rewarded by a challenging but extremely enjoyable ride through some of the best roads the hills have to offer.

As numbers were down Ian instigated a rolling marshal procedure that worked quite effectively. It required the first person behind the rally leader Ian to stop on the corner indicated and direct the following riders. On spotting the backup vehicle (thanks Bill Lorimer) the marshal would then move on.

Morning tea and a pit stop was at Aldgate where a hot coffee was the go. Darrell left us at this point in his hotrod valiant rather than return to Woodside.

A very nice Norton dominator came out of a van and joined us for the return leg back to Woodside as the mist and drizzle intensified through Piccadilly.

Returning to Melbas most of us went in to stock up for Christmas and surprisingly it was quite dry for the ride back home.

Thanks to Ian for organising and running the ride and to Melbas for their hospitality, While there some of us reflected on the photo just inside the door from a VVMCCSA rally of years ago. Some changes since then but the spirit remains. *regards—Arnold De Groote esq;*

Riders on Melba's Chocolate Run 16th December 2018—rider were

Arnold De Groot 1926 Norton; Rob Smyth 1929 AJS Solo; Bob Mather 1932 Scott; John Deacon 1949 Norton; Geoff Anderson 1950 Triumph; Ian Haywood 1952 Panther; Dave Holbrook 1958 Ariel; Ian Hese 2013 BMW and Bill Lorimer—backup trailer

In the November 2018, Nr 592, I apologise for posting a photo without the permission or attribution to the photographer - Sandy Horne This photo can be found at—



<https://www.flickr.com/photos/130433539@N04/44237397875/in/album-72157650684157712/>

Regards, Brian Forth Editor

Members direct debit to VVMCCSA subs
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Account number 071368

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VVMCCSA Committee Meeting

There was no committee meeting in December. The next meeting will be before January's general meeting and those minutes will appear in February magazine.

Bill Lorimer, Secretary

Douglas motorcycle tyre size 26 x 2 1/2 issue problems when 25 x 3 tyres were issued by them.

The beaded edge tyre size for most models of Douglas from about 1914/15 up to 1926 in both 2.3/4hp and 4hp models is 26" x 2.1/2". The rim for these measures approx. 22.5/8" diameter x just over 2" wide.

The problem with Douglas is that some models of the CW 2.3/4hp of 1924 to 1926 and all of the subsequent 350cc EW models of 1926 on into the early 30s used a 25" x 3" tyre which has never been replicated.

This used a smaller rim for which the only recommended tyre in production is the 24" x 2.1/4".

When I bought my CW model it was the rare example of the colonial model fitted with the optional balloon tyres originally.

The front tyre was of this size but with the canvas showing through the sidewalls. The rear tyre had been replaced with a Dunlop 24" x 2.1/4" and it looked absolutely ridiculous. I had no alternative but to rebuild the wheels with new rims and longer spokes so as I could use the usual tyres for this model namely 26" x 2.1/2".

With the EW model this choice is not as simple as this model was built for 3" tyres and 26" x 2.1/2" tyres would look totally wrong.

My advice for owners of these machines was to forget about originality and fit WM1 rims and wired tyres to suit. As the EW model was a complete redesign compared with the earlier 2.3/4hp models and was capable of up to 70mph, I believed this to be the safer option rather than retaining beaded edge rims for which the correct tyres were not available.

Several tyre suppliers in the past had suggested that 26" x 3" tyres could be used on these machines and I know of several people who took this advice but the rim is too small for these and with the modern emphasis on Health and Safety it is now rare to find this advice being given. I hope you find the above helpful but it only reflects my opinions and experience and I cannot be held responsible for action taken as a result of following it. Regards, Chris Wright - Chairman - London Douglas Motorcycle Club.

16 February Saturday and Sunday 17 February 2019. SELICKS BEACH HISTORIC MOTORCYCLE RACES Sellicks Beach ; A One-Day Pass costs \$66.30 (plus booking fee) and a Two-Day Pass costs \$96.85 (plus booking fee). Children under 14 yro, accompanied by an adult, will be admitted FREE. Machines eligible for the Sellicks Beach Historic Motorcycle Races will be based on the rules set out in Motorcycling Australia rule book for historic road racing and classic motocross



Toy run - Sunday 9th December. Daryl Rosser organised a VVMCCSA display at the Callington oval. Members Ian Hese with 1914 Douglas and 1959 Honda Benly, Daryl Rosser with 1924 AJS, Rob Smyth with 1928 AJS car, Roger O'Loughlin I think rode his Suzuki to the oval, Colin Behn with his 1955 AJS and my self with my 1927 Norton outfit, had bikes on display. During the day many people stopped at our small display **and were amazed to see 'old bikes'** there and even more amazed when we started them and rode them about the oval. The highlight of the day was watching Ian Hese master the art of starting the Douglas by hand then watching him ride about like a young lad with a new toy, closely followed by Daryl and myself doing laps of the oval to prove that Veteran and Vintage motorcycles actually run and are rideable. *Brian.*

VVMCCSA General Meeting 746 —11th December 2018. at Payneham RSL Clubrooms.

Brian Forth chaired the meeting.

I must thank Bill Lorimer for organising the evening and a most enjoyable Christmas dinner, and to Bob Tilbrook for the raffle prize.

Visitors— Members partners and friends as per the attendance book, and several sponsors to the raffle.

Who are We. **Peter Allen is Father Christmas in the park near Leslie Jones's place possibly 1980's.**

Minutes of last meeting were presented as printed in the Smoke Signal, no discussion. Acceptance, moved Ted Williams. Seconded Gary Jolly. Carried.

Treasurers report presented by Terry Rowe, no discussion. Acceptance, moved Rob Smyth. Seconded Marie Hurley. Carried.

New Members. Presentation of membership made to Mike Riley, Thomas Petr and application from Jeffrey Frommelt, David Bodycombe, Andrea Besanko and Peter Surikow read to members.

Correspondence

- 1/ Statement from Westpac Bank.
- 2/ Members logbook for processing.

Emails In & Out

- 1/ From and to Rex Baker in WA re upcoming rallies.
- 2/ To & from Chas Lipscombe re Smoke Signal advertising.
- 3/ From Betty & Bob Gill re Australia Day Picnic Display at Carisbrooke Park.
- 4/ **From and to Karen O'Shannessy re. retention of Number Plates.**
- 5/ Invitation to Historic Winton 2019.
- 6/ Invoice from Aussie Ripper Roast for Catering.
- 7/ From Bob Mather, info about Beaded Edge tyres in Scott owners group.
- 8/ To Members advising that the late Dick Willcocks 1939 Panther 350cc is for sale.
- 9/ From Martin Blindell, a friend wanting to trace whereabouts of a 1954 AJS 350cc sold in 1997.
- 10/ Power of the Past information.

Publications Received.

- 1/ MAPS Review from Maitland.
 - 2/ The Throttle Lever from Newcastle.
 - 3/ The Radiator from the Riverland.
 - 4/ The Exhaust Notes from VMCCC Vic.
 - 5/ Vintage and Classic MC from the UK.
- Acceptance, moved Lesley Jones. Seconded Barry Carlisle. Carried.

Club Captain—Runs, Rides and Events.

Ian Hese reported on the last rides and gave a detailed outline of the forthcoming—

- 1/ **16th December Ride at Melba's chocolate factory.**
 - 2/ 20th January— ride to Hahndorf mill for breakfast.
 - 3/ 17th February - Kersbrook Tiddlers Ride and Lunch.
 - 4/ 17th March—Birdwood Figure 8 Ride April.
 - 5/ 21st April—Mannum Ride.
 - 6/ 18-19th May—ride to Burra two day Rally.
- Acceptance, moved Richard Kretschmer. Seconded Daryl Rosser. Carried.

General Business.

1/ Peter Allen presented a Defibrillator purchased with funds raised at the Veteran Rally to the President and Secretary of the Payneham RSL. The President Mark Lawson-Kent made a thankyou speech stating that they were very grateful for the donation.

The Annual Christmas Raffle and the Donated items were raffled, and sponsors present were thanked for their Generosity.

Buy, sell and swap board read to members.

The meeting was closed.

Members, partners and friends then enjoyed coffee, tea and Cake.

Bill Lorimer, Secretary



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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;

VVMCCSA club regalia—Motorcycle T shirts (Norton's-BSA-Triumph etc) with decals made from heat transferred vinyl & adhesive vinyl—Greg & Marlene Patterson 0406 807799 (regalia officer)

Wheels—2 x 3.25x19 & 3.50x19, good for painting, straight; Richard Kretschmer 8353 7898 or mobile 0407 744066 (Dec18).

1995 Honda scooter, 50cc, as new; Bob Tilbrook 82618808 (Dec18)

1958 Matchless with Tilbrook sidecar \$12500 cheers Norm Pascoe 0418 759 880 - Dec18

2 x sets of Magneto spanners—\$30 each. Ian Rounsevell (Dec18)

120 MPH speedo—Japanese make Domi Raler \$90; and a 2 inch ammeter gauge, black face English mb ltd—\$18; both new old stock—John BYLES 82623965 (Sept19)



Wanted.

1923 Norton 16h petrol/oil tank wanted, primary/secondary cover chain guards, & 1923 Norton 16H wanted cams and cam followers and lifters to suit; Arnold De Groot 0418849831 (Oct18).

BSA c12 250cc, wanted a cylinder head cast iron with a lug on the front (Eng. stay); and—

Matchless/AJS front guard for 1950-54 with center rib (single/twin); and

Matchless/AJS wanted pre 1950 fuel and oil tank 'pie-crust' cap style;

Matchless 350cc cylinder head with coil valve springs wanted— Paul Wahlsted 0428298678 Oct18

Motorcycle lift/workshop stand wanted. Also 1950's or earlier vintage cyclemotors (bicycle clip on 2 stroke motors) eg Vincent Firefly, Cyclemaster, Berini, Ducati Cucciolo. —and - 1920's BSA parts wanted for a flat tank motorcycle. Looking for handlebars, primary chain cover and foot boards/foot pegs. Please call Dimitri on 0411 575805 (Dec18)

1929 Douglas B29 front guard—Gary Harding 0448644999

Sturmy Archer gearbox wanted approx. 1928, lightweight, 2 bolt, 3 speed approx. David Dunk 0409 850 740 (Nov2018)

TIP—Something I discovered on "youtube". The best way to remove rubber handle grips on your motorbike is to use "Isopropyl Alcohol". Pour a small amount of the stuff between the bar and the rubber, then gradually insert a piece of wire or small Allen key to help distribute the liquid. Do not push too hard, just let it do it's job until handle is free to pull off. Bottles can be purchased at Woolworths for about \$10.0 Gone are the days when we used to use Petrol! *From Richard Buckland 0401 364 574*



BSA A29 parts wanted to buy. Simon Gore 0407788868 (Dec18)

Veteran motorcycle tool box—wanted a pair to suit, also carbide headlight and a tail light—Ian Hese 0409 083436 (Dec18)



Wanted—a member to volunteer to store the trailer.

The trailer is currently at my place. I am looking for a club member with room to store it, and possibility to perform the duty of 'back-up trailer duties' and tow it on club runs and receive \$60 for petrol. The Member storing the trailer will be required to record in a book the details of any Club Member that borrows the trailer - the Members number, date & time of pickup and return of trailer." *Regards Brian Forth*



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—Ian HESE.**

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

2018

**** denotes club points on runs & ride events****

January 2019

- 8th General Meeting—747. 8pm, Payneham RSL clubrooms.
COMMITTEE MEETING—7pm before general meeting.
20th** Breakfast at Hahndorf Old Mill see page 15
26th Australia Day—Carisbrook res 7.30am set up display
29th Committee meeting, 7.30pm Goodwood Community Clubrooms.

February

- 2nd Coffee meeting—0930hrs at Café Vello
7th Midweek ride— BP Belair for 10am start
12th General meeting 748—8pm at Payneham RSL clubrooms
17th** Kersbrook tiddler ride.—details to be advised
25th Committee meeting—Goodwood Community club 7.30pm

March

- 2nd Coffee meeting—0930hrs at Par3.
7th Midweek ride— Tea Tree Gully Hotel for 10am start
9th Power of the Past display—Mt Barker
12th General meeting 749—8pm Payneham RSL clubrooms
17th** Birdwood figure 8.—details to be advised
25th Committee meeting 7.30pm Goodwood Community Club

April

- 4th Midweek ride— BP Belair for 10am start
6th Coffee meeting—0930hrs at Café Vello
9th General meeting 750—8pm Payneham RSL clubrooms
28th Mannum day—be advised
29th Committee meeting 7.30pm Goodwood Community Club

May

- 2nd Midweek ride— Tea Tree Gully Hotel for 10am start
4th Coffee meeting—0930hrs at Café Velo
14th General meeting 751—8pm Payneham RSL clubrooms.
18-19th Burra 2 day ride—details to be advised.

Invitational Events - see Committee and General meeting minutes for info. (These are not VVMCCSA club runs, but members are welcome to join them).

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

HAHNDORF-	20th January 2019	Victor Harbor	3rd February 2019
Lockleys school	TBA February 2019	BALLARAT -	February 2019
CAMPBELLTOWN -	11th March 2019	CLARE-	18th March 2019
WOODSIDE -	15 April 2019	NARACOORTE	5-6 May 2019;
SEDAN -	17 June 2019.	KAPUNDA-	26th May 2019;
Globe Derby	cancelled	WILLUNGA -	18th August 2019;
GAWLER -	16 September 2018	VVMCC MOTORCYCLE ONLY	7th Oct 2018.
STRATHALBYN -	21 Oct 2018	BENDIGO -	17 -18 Nov 2018;
GAWLER Motorcycle expo -	?? Nov 2018	** plus many more check the web site**	

check this site - <http://www.bevenyoung.com.au/car.htm>



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— Brett Mitchell (East) 0438 379788
Jane Clarke 0409 239076 (South)

Phil Jenner 0407 397445 (south)-
Ian Rounsevell—(West) 0412 708410

LEATHER FRONTED TOOLBOXES

Geoff Brazendale

The majority of machines of the 20's and earlier had leather-fronted toolboxes. These were often seen as unfashionable in the 30's and 50's and so were discarded. Others simply rusted and decayed. There are a few survivors and occasionally you can find them.



Often it is only the leather which has disintegrated and there are sources of tin boxes to be found. I wanted to achieve a mature patina on the machine and so used an old briefcase for the leather. I also salvaged the nickel-plated buckles from the original case. I sourced the essential bifurcated rivets from my local saddler (they are now referred to as 'Riding Equipment Suppliers' in your Yellow Pages).



Ideally, millboard should be located; this has a leather effect on the wearing surfaces and was once used for cheap attaché cases and for lining car doors. A quality thick cardboard would make a reasonable substitute for the toolbox lining, however.

Before making the lining, I would recommend making a pattern from thin cardboard. The millboard can then be replicated from your pattern using a very sharp Stanley knife to score the fold lines. You need to score the millboard for about three-quarters of its thickness so that it can be folded to create the inside.

The leather can then be cut to the shapes desired with two additional pieces for the inside of the flaps.

You also will have to cut some thin leather to a roughly triangular shape for the gussets.

Unless you have access to an industrial sewing machine, you will need the services of a saddler to get the leather pieces stitched on to the cardboard 'box'. These can be stapled or glued to help the saddler to position them correctly. A mild steel bar half-inch by one-eighth is usually placed between the top flap to give rigidity - but do warn the saddler otherwise we will break his needles! It helps if you mark the leather clearly so that he (or she) can see where to sew.



Having retrieved the sewn-up box it should now fit within the tinplate box.



It was the usual practice to have three bifurcated rivets along the top and the bottom and one at each end of the box. Do not forget to include the fastening straps before riveting up! The original manufacturers used locks and/or either one or two straps to hold the flaps together.

An annual dose of 'dubbin' will help to keep the leather supple - especially around the flexed parts and the straps.

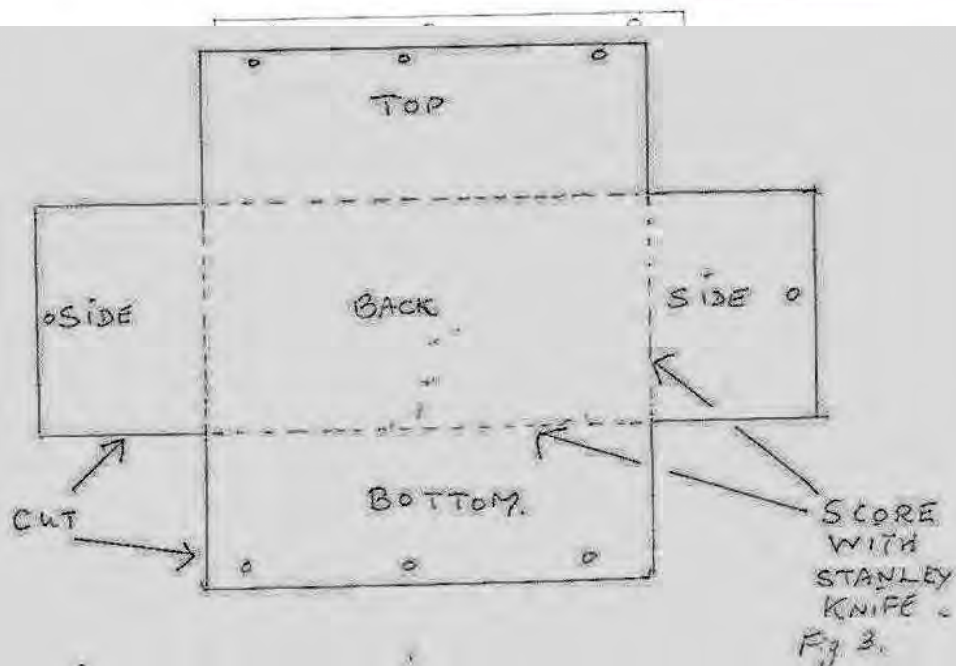
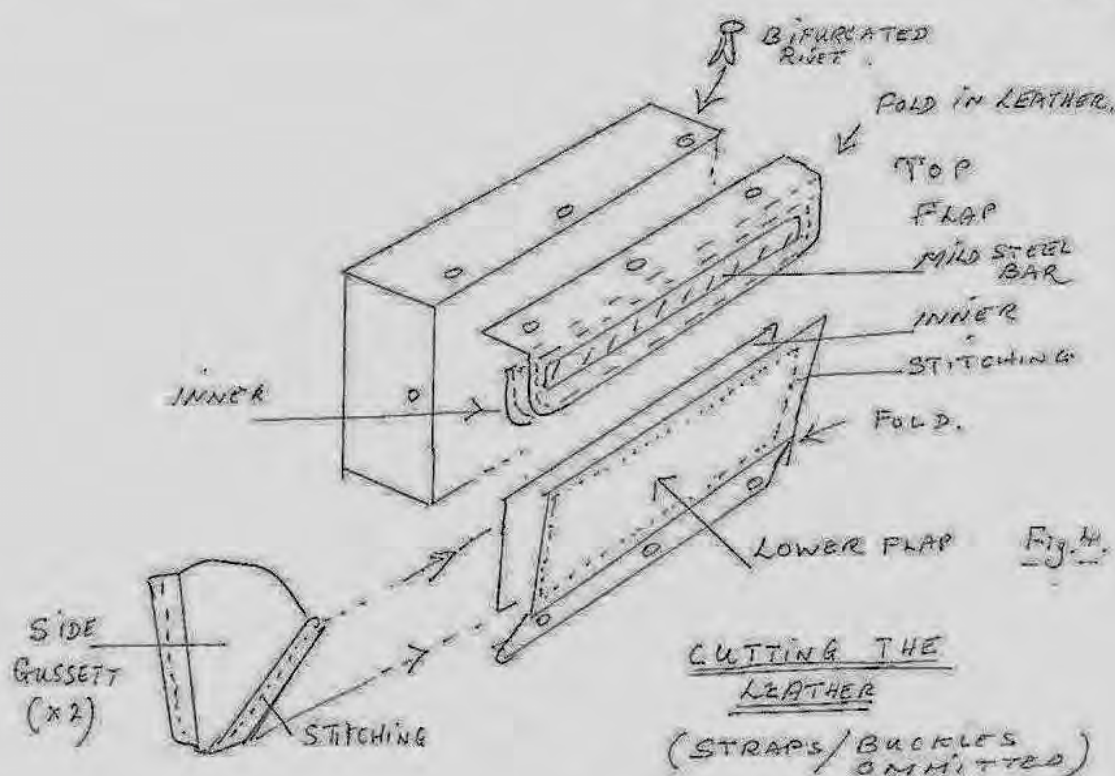


FIG. 2

CUTTING OUT THE MILLBOARD



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Father Christmas—believed to be Peter Allen arriving at the annual family Christmas picnic for VVMCCSA family members, the year is unknown



Who are we?



Vintage Motorcycles

The Veteran and Vintage Motorcycle Club of South Australia will contribute to the Jubilee Year when they begin a 30th Anniversary Tour of the State in mid-September.

Motorcycling is another part of the State's heritage, and the club is taking the opportunity to show country people the evolution of early mechanical transport in South Australia.

The tour will take in the towns of Clare, Peterborough, Port Augusta, Port Pirie, and Wallaroo, and over 100 entries have been received. Interstate entries from Queensland, NSW, Victoria and WA make up half the total field. Some 170 people will be involved in the run.

Their superbly restored machines, which range in age from 1912 to 1955, will be on show at

overnight stops, and several charities will benefit from funds raised at these displays.

At Wallaroo, on September 25, the bikes will be displayed in the Town Hall, and proceeds from a small admission charge will go to the Muscular Dystrophy Association.

Riders will leave Port Pirie on that day at 10.30 a.m., travelling via Crystal Brook and Port Broughton, (where they

will stop for lunch) to Wallaroo.

The oldest bike taking part will be a 1912 Kirmor, originally made in Birmingham, England. Most of the popular makes, such as BSA, Triumph, Harley Davidson, and Ariel, will be seen, as well as some not so well known — Ardie, GCS, Swastika, and Brough Superior.

Peter Grace of Adelaide will be astride his 1930 ohc 500 AJS which was imported new from England by well-known former speedway rider Bruce Rehn, and raced by him at the old Speedway Royale (Wayville Showgrounds), and in Victoria.

Bruce won the 20 Mile Sidecar Championship at Sellicks Beach in December, 1932, on the machine, and present owner Peter raced it again in January this year at the Jubilee 150 commemorative meeting at Sellicks.

Peter also competed on the AJS in the 1978 International Rally from Sydney to Brisbane, and the "Alpine 1000" Rally in Victoria in 1985.

Former speedway rider Harry Gordon, now of Kadina, has another of Rehn's bikes, a 1938 Manx Norton (one of the famous racing Nortons) which D. Minett rode with success on the Coorong in 1939 to establish several speed records.

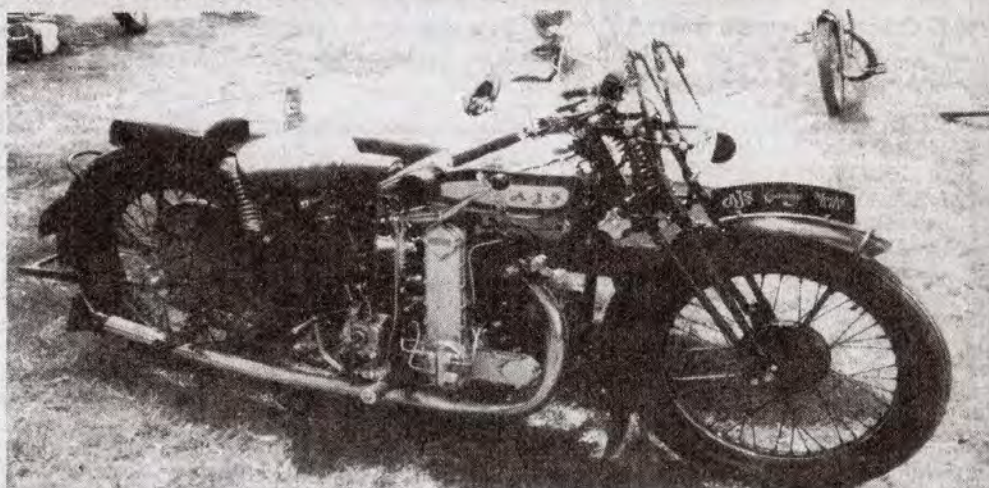
week (September 15-20), when several club bikes will be on view.

Owners will be on hand on Thursday night, September 18, to discuss their respective machines with anyone

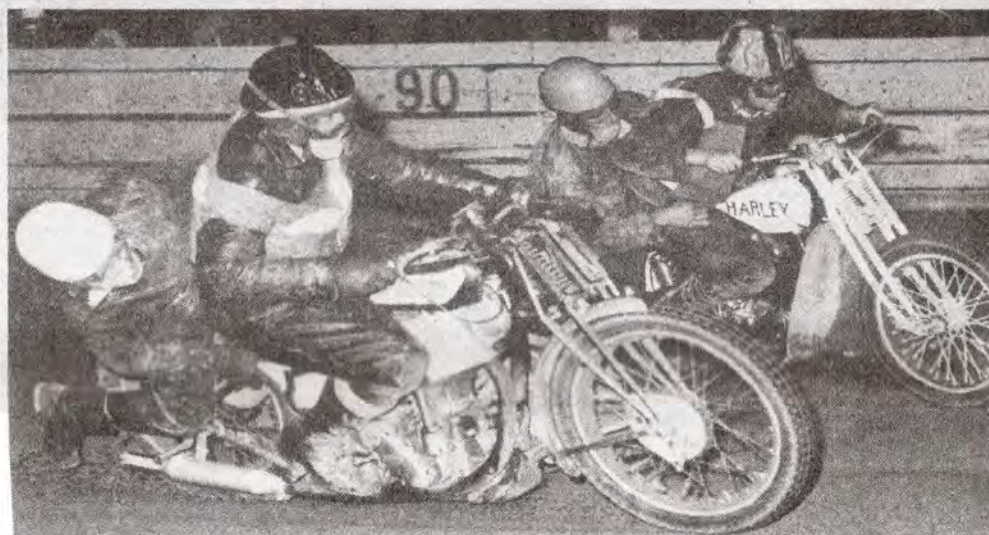
interested.

The NYP club was formed only this year, and already has 21 members. President is Malcolm Bridges of Cunliffe, and Harry Gordon is Secretary. Harry has

had quite a checkered career, having raced solos and sidecars at the old Kilburn and Rowley Park speedways in his younger days. He is still an enthusiastic motorcyclist.



The 1930 A.J.S. of Peter Grace, one of the vintage motorcycles to be seen at Wallaroo during the forthcoming Jubilee 150 Anniversary run by the Vintage and Veteran Motorcycle Club of S.A. One would hardly suspect from its pristine appearance that it was a former speedway machine, and also raced at Sellicks Beach in the 1930s.



Harry Gordon of Kadina (nearest camera) during his racing days



PHOTO BY SCOTT McNICOL 2016

THE 348 C.C. O.H. CAMSHAFT VELOCETTE.

ORIGINALITY does not necessarily imply freakishness in design, and the four-stroke Velocette, with its overhead camshaft and dry sump lubrication, cannot possibly be described as a freak. It is, in fact, a particularly fine example of the modern high efficiency 350 c.c. type.

Since the valve operation of the 348 c.c. model is its most outstanding feature, it may be as well to begin by giving impressions of this particular point gained on the road. During experience with the machine no sort of disadvantage due to the overhead camshaft could be discovered, but, on the other hand, the valve gear demonstrated its very definite advantages of neatness, quietness, total enclosure, and thorough lubrication; the light weight and small number of reciprocating parts should reduce the stresses both in valves and cam gear to a very considerable extent.

Systematic Lubrication.

It is true that a slight hum emanates from the bevel gear, but this is infinitely more pleasant than the chatter of push rods and tappets, while the fact that the camshaft casing is attached to the cylinder head obviates any trouble due to valve clearances increasing through cylinder expansion. The noise of the bevels is most noticeable at low revolutions, but becomes almost inaudible at touring speeds. Both upper and lower pairs of bevels are immersed in oil, the pressure being maintained by the delivery pump at a few pounds per square inch. A certain amount of lubricant is allowed to leak from the upper bevel box to the rocker shoes and bearings, any excess being drained back to the crank case and to the front chain.

It is just possible that the overhead camshaft makes de-carbonising a little more complicated than would be the case if push rods were used, but this point has been very carefully studied on the Velocette, and all parts are clearly marked, so that if the instructions supplied with the machine are followed, stripping and re-erecting the valve gear should present no difficulty. Valve springs can be changed without the operating gear having to be disturbed.

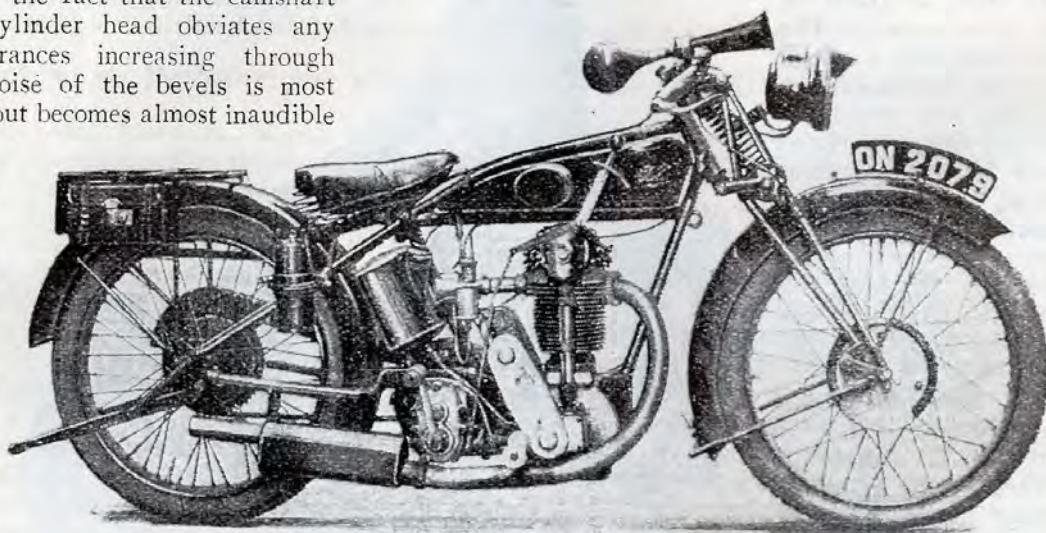
It is, of course, impossible to say that wear on rocker gear is reduced by camshaft operation without a full season's usage, but the theoretical advantages of the overhead camshaft engine in this respect are so clear that we may leave it at that. At any rate, experience proved

that the 348 c.c. Velocette has a charming engine—lively and powerful, and combining to a remarkable degree an ability to pull strongly at low speeds with a propensity for turning over smoothly at very high speeds.

The standard model, such as was supplied to *The Motor Cycle* for test purposes, can, on its compression ratio of $5\frac{1}{2}$ to 1, be driven quite comfortably on "straight" petrol. With this fuel it is rather sensitive, however, to spark control, but will not "pink" if properly driven. On the open road the machine must be handled with respect, for, though it is capable of speeds in the neighbourhood of 70 m.p.h., it is deceptively smooth and comfortable at high speeds, and it is not easy to realise how fast one is travelling.

High-speed Engine which "Pulls."

On the top gear ratio of 5.25 to 1, Frizz Hill, between Wellesbourne and Kineton (Warwickshire), can be taken fast, and Edge Hill itself can be climbed with comfort on the same gear without hurry on the corners. To anyone acquainted with Edge Hill, unusual pulling



Neatness is inseparable from an overhead camshaft engine, but the Velocette designers have carried the principle further to include the whole layout of the 348 c.c. model.

qualities for a small high-speed engine are indicated by this statement; after the first right-hand corner—which was taken at a modest touring speed—the hill steadily increases in gradient to its maximum of nearly 1 in 7. During the climb the engine showed no signs of labouring or knocking, but the ignition had to be retarded slightly.

Throughout the test the absence of piston slap was particularly noticeable, and, except for the slight hum at low speeds previously mentioned, the engine makes remarkably little mechanical noise. The exhaust, however, is rather too strident—quite a pleasant exhaust noise

SPECIFICATION.

ENGINE: 74 × 81 mm. (348 c.c.)

single cylinder, overhead camshaft

GEAR BOX: Veloce; ratios 5.25, 7.5 and 13.3 to 1.

CARBURETTER: B. and B. two-lever with pilot.

FORKS: Webb single spring type.

TRANSMISSION: Chains.

LUBRICATION: Dry sump; pressure feed to all engine parts.

BRAKES: Internal expanding front and rear.

TYRES: 650 × 65 mm.

WEIGHT: 220 lb.

WHEELBASE: 53½ in.

SADDLE HEIGHT: 27½ in. (with rider seated, 26½ in.).

GROUND CLEARANCE: 4 in.

PRICE: £65.

1926 Models on the Road.—

as such noises go, but rather excessive except at small throttle openings.

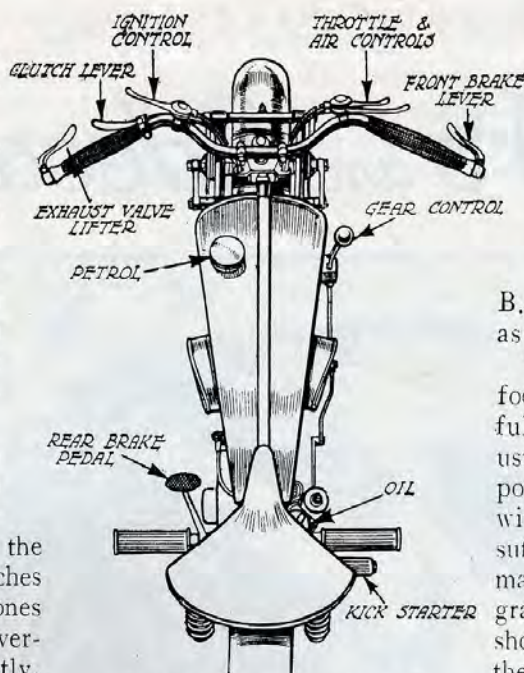
In the expansion chamber there is a baffle consisting of an extension tube over the main exhaust pipe; this is almost closed at one end, and drilled at the sides. It can, the makers say, be reversed in order to reduce noise, but efforts in this direction failed to produce what could fairly be termed a quiet exhaust.

To judge its behaviour on rough surfaces, the machine was ridden up a hill the condition of the surface of which, on the day of the test, was particularly villainous, patches of grease between large loose stones making wheel grip uncertain. Nevertheless, the Velocette behaved perfectly, and a correct feet-on-rests climb was accomplished at the first attempt. The stiff, deep mud on either side of Kenilworth Common water-splash occasioned some footing, but the splash was comparatively shallow, and, as the magneto is mounted well up behind the cylinder, no trouble was experienced.

Oiltightness of Engine Joints.

Cleanliness and freedom from oil leakage are strong points of the Velocette engine, and the same applies to the gear box. In spite of well-planned pressure lubrication, the only trace of leakage took the form of a slight smear on the camshaft case where the rocker ends emerge. The working of the lubrication system while the machine is in motion is not indicated, but, since there is nothing to go wrong with the simple type of double gear pump employed, a tell-tale would be superfluous. An immediate check is available, however, by removal of the screw cap of the oil tank; if the pump is working, oil from the return pump will be seen flowing into the filter just inside the tank.

A pressure regulating screw for the oil delivery is located just behind the magneto chain cover on the crank case, and to increase the oil pressure this screw



Plan of the control layout on the 348 c.c. Velocette.

needs to be turned right handed

Handle-bars adjustable for angle and reach, a Lycett "Aero" saddle, an excellent riding position, convenient placing of the controls, a smooth clutch with light operation, and a gear lever well forward on the tank all contribute to make the Velocette a pleasure to ride. The B. and B. pilot jet instrument gives carburation as nearly perfect as could be desired.

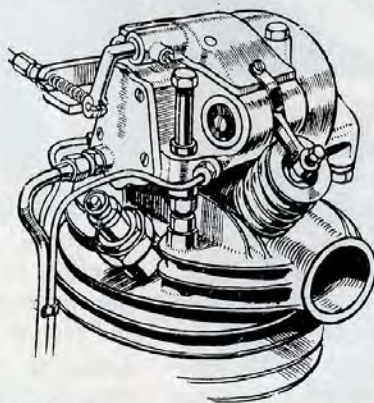
The footbrake, operated by the left foot, is smooth in action and very powerful, but the front brake, though unusually efficient, is inclined to be noisy: possibly this noise would have worn off with further use. The front brake is sufficiently powerful to bring the machine to a standstill on single-figure gradients; the aluminium deflector plate should prevent, to a considerable extent the ingress of mud and water.

Contrary to previous Velocette practice, the frame of the overhead camshaft model is not of the loop type, but twin tubes from the head to the sturdy engine plates give a satisfactory feeling of rigidity, and the steering is delightful. The action of the Webb fork through a wide range of travel is very smooth, all chatter and dither being damped out by the shock absorbers.

Reasonable Fuel Consumption.

A spring-up stand has long been a feature of Velocette productions, and on this machine the stand legs are H-section steel forgings, which are said to be lighter and stronger than tubes.

A rough test showed that the petrol consumption was in the neighbourhood of 80 m.p.g.—quite a reasonable figure for a machine which was driven hard, often over rough surfaces. It is impossible to obtain the terrific acceleration which is available on the lower gear ratios without some extra expenditure of fuel, but the compromise in the case of the Velocette is admirable. It should seldom be necessary to employ the low gear of 13.3 to 1, and the 7.5 to 1 middle is just right for acceleration on normal roads, and permits high speeds to be maintained.



Camshaft casing and cylinder head of the Velocette four-stroke.

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THE VETERAN & VINTAGE MOTORCYCLE CLUB OF S.A.

REGISTRATION FORM (APPLICATION)

Question:

Answer:

Make of Vehicle..... ROVER

Type..... SINGLE CYLINDER, SOLO.

~~PX.~~ Presumed Year of Manufacture 1915 TT NOT 1912
lacks Tail Pipe

Frame Number..... 42357

Engine Number..... 4262

Engine Bore, Stroke, Cubic Capacity..... Bore 85mm; Stroke 88mm Cap 500cc

Ignition (Type and Make)..... MAGNETO. BOSCH.

Carburettor (Type and Make)..... B + B. SPRAY.

Transmission and Gearing (Type and Make)..... STRAIGHT BELT DRIVE.

Condition of Enamel and Plating.....

(a) Original.....

(b) Renovated (state finish used, and whether chrome or nickel plating)..... RE-ENAMELLED (STOVE) NICKEL PL.

Size of Wheels and Tyres..... F. 26" x 2 1/2" R. 26" x 3" tyres

Wired or Beaded Edge..... BEADED EDGE

Any features of special interest..... Straight belt drive.

History of machine so far as is known to present owner; previous owners; previous registration..... Previous owner. C. Gillespie, Sydney. Machine was registered with Veteran club of NSW who checked the age of m/c. (No. 55) no., etc.

Full Name and Address of Owner..... R. A. GREEN.

..... 17 SOMERSET AVE., HILTON, S.A.

I confirm that the above details are (to the best of my knowledge and belief) correct.



HAHNDORF MILL BREAKFAST RIDE. **JAN 20TH '19**

The boffins say that to have a good day you should have a good breakfast in the morning. We could take that one step further and say that to have a good Club year, we should also start with a good breakfast. **That's just what we intend doing on Sun 20th Jan.**

Gather at the Feathers Hotel car park, corner of Greenhill and Glynburn Roads Burnside at 8.00am. From there we will head straight up Greenhill Road, no bicycle event to dodge, to Balhannah. Then meander our way to The Hahndorf Mill to be there by 9.00am. If you wish to go straight there on your bike, or in the car, please also be there by 9.00.

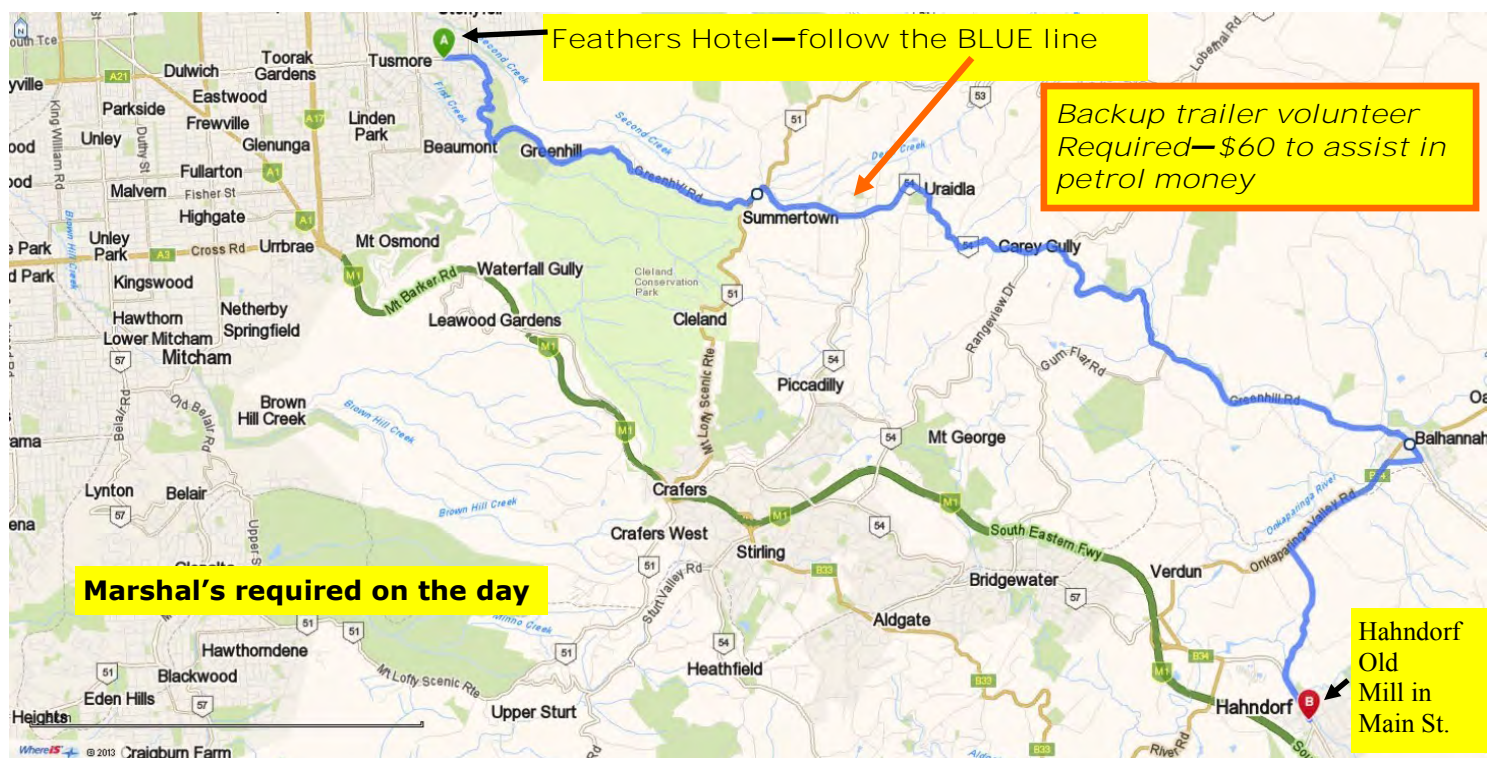
The cost of the breakfast will again be \$10 for members, \$10 for their partner and \$15 for non members. If you intend going would you please let me know, for catering reasons, at the general meeting Jan 8th. Or alternatively contact me by phone on 04090 83436 by Jan 8th.

After the breakfast you may wish to go to the Hahndorf swap meet at the Oval for \$5 admission. For those that prefer we also will do a ride after the breakfast, finishing up near the edge of the suburbs.

The ride part will be cancelled if the forecast the night before is 35c or above, the breakfast will still be on, just that we will all go there in our air conditioned cars.

Feel free to contact me if you have any queries or wish to volunteer to be recovery trailer.

Ian Hese— your beloved Tour leader. *Note—Barry CARLISLE is backup trailer*



Looking for someone to lead the Figure 8 ride March 17th. The venue and course is organised, just need someone to lead it on the day. If you do have your own preference for a route, will be more than willing to work with you. Ian Hese

Saturday mornings at 9.30am. 1st Saturday of each month at 9.30am coffee time at the following - **'Vello Precinct'** at Victoria Park or The Par3 at Torrens Lake weir on War Memorial Drive. Check magazine, Facebook or call Daryl if unsure of the location on 0419 817745.

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OPEN SATURDAY UNTIL 4PM



Above—Jim, you will never get away with it a Christmas present for Sonia?

Top right—Brian with young Max Mallia in the Norton outfit.

Below—Par3 Golf Link coffee morning where members apparently talk about motorcycles - what happen at the golf links stay as the golf links?



Who can remember Gregory the Bull Terrier, belonging to Mark and Christine Hayes, all dressed for the Olde Fashioned Picnic Day at Strathalbyn in 1988?



Lee Longmire and the late Chris Harley with his Morgan 3 wheeler soon to be back on the road as his daughter Andrea Besanko joining VVMCCSA



Southern boys at Blueberry Patch in Nangkita.

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