



Official magazine of 'The Veteran and Vintage Motorcycle Club of South Australia' (Inc), established in 1956.

Post Office Box 453, Marden, 5070 South Australia

March 2024

Number 656

Ask not what your CLUB can do for you - Ask what you can do for your CLUB"



Sunday—17th March 2024
Birdwood Figure 8
At National Motor Museum
Birdwood

Sunday—24th March 2024
Amberlight Show & Shine at
Lobethal, VVMCCSA display.

Saturday Coffee Mornings at
Loose Caboose
21 First St, Hindmarsh SA



Oil leaks ignored—lies and mistruths about speed and reliability accepted.

Our Club Proudly Supported by



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 awarded points towards Club trophies.

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 RSL 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 \$45.00 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 in an honour of prestige, awarded to members for meritorious service to the club of ten or more years.

WALLY WOOLLATT †	FRANK JARVIS †	GARNET PONTIFEX †	KEITH HARRIS †	CLEM EVANS †
TED WEBSTER 1975 †	LESLIE JONES 1982	RAY MANN 1983 †	KEVIN SULLIVAN 1984	ALBY (POP) HILL 1985 †
DEAN GOVAN 1986	PETER GRACE 1987	ROBERT HILL 1989	DAVID RADLOFF 1990	JEFF SCHAEFER 1992
LAURIE LEIBHARDT 1994 †	GARY JOLLY 1997	TOM BENNETT 1999 †	COLIN PAULEY 2005	IAN BALDOCK 2009 †
RON TRUSCOTT 2010 †	ROB SMYTH 2011 †	BOB GILL 2012	NEIL CAUST 2013	PAUL KNAPP 2014 †
BOB TILBROOK 2018 †	BRIAN FORTH 2019	BRIAN KUERSCHNER 2020	TERRY ROWE 2021	BILL LORIMER 2022

2023–2024 Committee.

PRESIDENT.
VICE PRESIDENT.
SECRETARY.
TREASURER.
CLUB CAPTAIN.
LIBRARIAN.
RECORDS OFFICER
MAGAZINE & EDITOR
COMMITTEE.

Brian Forth 0409 514 213
Adrian How 0428 301 255
Maggie Moore 0429 173 000
Terry Rowe 0402 082 509
Ian Hese 0409 083 436
John Deacon 0417 565 882
Wayne Lawson 0421 636 338
Brian Forth 0409 514 213
Daryl Rosser 0419 817 745
Greg Paterson 0404 934 246
Michael Griffin 0439 039 904
Vacant.
Colin Behn 0407 070 287

secretary@vvmccsa.org.au

secretary@vvmccsa.org.au

secretary@vvmccsa.org.au

Social events
Regalia
Swapmeet Coordinator

General.

Membership officer.
Club Regalia Officer.
Smoke Signal Printer.

Brian Forth 0409 514 213
Greg Paterson 0404 934 246
Lane Printing (MTA have their printing with Lane Print).

Swap Meet committee

Michael Griffin, Rob Elliott.

Club Ride committee

Ian Hese (Club Captain), David Holbrook, Paul Carroll, Brett Mitchell, and Ian Rounsevell

Approved Persons– for all historic registration enquiries and MR forms, please contact bellow members

East	Brett Mitchell (East)	0438 379 788	secretary@vvmccsa.org.au
South	Phil Jenner (South)	0407 397 445	
West	Ian Rounsevell (West)	0412 708 410	
North East	Paul Carroll (North East)	0437 771 821	
Southern	Jane Clarke (South)	0409 239 076.	

ALL BRITISH SPARE PARTS
WEB AND PHONE ORDERS ONLY
SUPPLIER OF BRITISH MOTORCYCLE SPARE PARTS
PHONE 02 9798 7822 Fax 02 9799 9798
E-MAIL classicalparts@bigpond.com
WEB www.classicalparts.com

gcmotorcycles.com.au
the tyre fitting specialists
08-8344 7888

BatteryWorld
Glynde
OLD & NEW MOTORCYCLES
WE'RE THE BATTERYOLOGISTS
08 8365 3709
460 Payneham Road Glynde SA 5070

**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@desc.net.au

Unit 3/4 Bremen Drive Salisbury South SA 5106

Motoblast
Aquablasting
0458 571 436
Brenton Roy
32 Gill St. Rosewater

President's report.

"Ask not what your CLUB can do for you - ask what you can do for your CLUB"

Members.

Between 15th and 18th February, club members were torn between 3 events involving motorcycling in South Australia.

First off, members had their own Cub event, the 14th Kersbrook Tiddlers Run, then there was the 'Bottom End Rally' organised by the Southern York Peninsula Historic Vehicle Club at Coobowie, and finally the European Motorcycle gathering organised by F.O.M. at Balhannah Oval.

Decision were made by individuals and I hope they enjoy the event of their choosing.



Ian Hese & Paul Carrol at Kersbrook; VVMCCSA tent display at FOM; Ted Williams at Coobowie
John Cox, the past editor of the 'Exhaust Notes' and Life Member of the Vintage Motorcycle Club of Victoria (Inc.) supplied a coloured photo of two past VVMCCSA members of Warren Hicks and Murray Mitchell at the start of the Victor Harbor Rally on the 15th November 1958 (see page 12) with Kym Bonython flagging them off and a person named Glen Jamieson in a leather coat (Ed- we think it is Glenn Jamieson, was not a member but was present at club events in the early days").

Both Warren and Murray were long serving members and were regular riders.

Brian, Murray Mitchell ran a motorcycle shop on Greenhill Rd Eastwood and was an early member with Henderson, Triumph and others. His son Andrew runs a workshop on Belair Rd and grandson Angus recently retired from a vintage Amilcar workshop at Edwardstown.

Kym Bonython ran Rowley Park Speedway where I drove in the 1960's and knew him well, the Hills knew him better having built speed cars for him. Kym rode Jack Kaines' Ricardo Triumph in early VMCCSA runs.

Warren Hicks was a founder of VMCCSA, had a rambling property at Greenhill Rd with an open shed containing maybe 40 veteran and vintage motorcycles along with a Bugatti and a White steam car. I was at high school when he sold me a 1905 NSU for 2 quid which I borrowed from my grandfather. Warren and Harold Rosenhain really were the power behind the VVMCC. Regards—**Terry Parker.**



Warren Hick, riding Harold Rosenhain Humber at the Torrens Parade Ground 1960



Terry Parker carrying out running repairs on 1905 NSU, and on the NSU in the line up.



Kuitpo Run on 1st May 1960. List of riders and report page 7



113 -Murray Mitchell 1920 Henderson. Ace at Burnside Council Chambers 1960



Members Direct Debit to VVMCCSA for subscription.
WestPac Bank BSB 735 006
Account number 071368
Subscription— city & country member = \$45.00
Joining fee if applicable = \$15.
Magazine Postage to you = \$25.00
Country members receive FREE postage of magazine
Email version is available to all.
Email advising payment to secretary@vvmccsa.org.au
Include your name, membership number and amount paid.
Terry Rowe, Treasurer 29/04/2023

Committee Meeting – 27TH February 2024 at Goodwood Community Centre.

Present: Brian Forth, Terry Rowe, Ian Hese, Greg Paterson, Daryl Rosser, and Michael Griffin

Absent: Adrian How Maggie Moore, Wayne Lawson, Colin Behn and John Deacon.

Minutes from Committee Meeting 30th January 2024, *presented as printed in the February magazine 655.*
Moved Greg Paterson; Seconded Terry Rowe

Business arising no change to any actions

- 1/ John Deacon (absent) and Ian Hese Members Information Book, ongoing (28/Feb/2023)
- 2/ Committee Members Succession Plan. Ongoing. (25/Oct/2022)
- 4/ Rob Elliott (absent) Constitution (30/May/2023). No report (29/08/2023). Ongoing.
- 5/ John Deacon (absent) - Club Asset List, waiting for update. ONGOING.
- 6/ Brian Forth –Peter Allen & Sub Committee report. Awaiting for the report. Ongoing
- 7/ Brian Forth 70th Anniversary next meeting 21st March 2024, Ongoing.

Treasure – Terry Rowe.

Terry Rowe report on VVMCCSA income and expenditure. Moved: Daryl Rosser. Seconded: Michel Griffin.

Membership: Application from Brett Kennedy of Port Lincoln (via Rod Barker) read and approved

Correspondence: - Mail and Emails in. Brian Forth

- 1/ Rob Elliot's resignation from VVMCCSA Committee and the 70th Committee.
- 2/ Magazine from Mildura VVMC, Victorian Vintage MC forwarded to members.
- 3/ Brighton Trophy, Lane Print, invoice.
- 4/ Michael Griffin advise of his resignation from FOM committee.
- 6/ Antique M/C re passing of a Club Member.
- 7/ History Trust SA confirmation of Birdwood Figure 8 booking.
- 8/ Shannon's confirmation of insurance payment on Club Trailer.
- 9/ Goulburn 100 year anniversary and race registration form.
- 10/ Brian Kuerschner AJS Matchless magazine, emailed to members
- 11/ Ziggy Cosic of Sporting Car Club of SA, re the Old Crocks Run information of the event and entry for, forwarded to members.

Outgoing emails

- 1/ Club magazines emailed to members.
- 2/ History Trust SA forwarded to Ian Hese. Moved: Ian Hese. Seconded -: Michael Griffin.

Club Captain- Ian Hese

Ian Hese gave a report on past events consisting of the Coffee morning and the two Thursday rides with 10 motorcycles at each event and pleased with the increase in the number of members participating. Kersbrook Tiddler's Run with excellent weather and 21 members riding and 29 member dining after and appreciated member's commitment to the annual event.

Future events.

- 1/ The usual coffee on 1st Saturday mornings and the Thursdays rides are still programmed as usual.
- 2/ 17th March, Birdwood Figure 8 entry to grounds off Blumel Road after 9am, parking at the rear of the workshop and display out the front facing the main area.
NOTE, Vintage Japanese holding their Rally on the main area.
- 3/ 21st April, Oxenberry Ride, organised by Tony Morisset in McLaren Vale area.
- 4/ 18th & 19th May a 2 day ride and run at Meningie area.

Invitation events:

- 1/ 5th May 2024, Sporting Club 'Old Crocks Run', leaving Victoria Park at 0930 to Glenelg.
 - 2/ 5th May 2024, History Trust of SA open day at Cummins House Nova Gardens, VVMCCSA display.
 - 3/ 4-5 May 2024, Northern Yorke Peninsula's annual Cousin Jack rally from Kadina clubrooms.
- Moved: Greg Paterson. Seconded, Terry Rowe.

General Business:

- 1/ **Brian forth** reported that the Club trailer's jockey wheel and the 2 fire extinguishers require replacing, Daryl Rosser reported has a spare jockey wheel to donate. Members approved of expenditure.
- 2/ **Brian Forth** advised that the 70th Anniversary next meeting 21st March to finalize the location and dates of the event.
- 3/ **Michael Griffin** confirmed his resignation from FOM committee. Members discussed if there is a member prepared to be on that committee to represent VVMCCSA interests and involvement.
- 4/ **Michael Griffin** report that from 1st to 3rd March The Ariel Rally is at Goolwa with about 40 entrants.
- 5/ **Greg Paterson** stated that regalia is going ok, gradually moving items and has ordered items.
- 6/ **Terry Rowe** reported he had designed a 70th Anniversary Rally logo. Terry then showed members and stated he has forwarded it to Philip de Groote who is assisting the 70th Anniversary Committee.
- 7/ **Daryl Rosser** enquired if The Club has a process of advising 'Next of Kin' in the event of a member being 'involved in an incident', it was discussed with Ian Hese to investigate a process.
- 8/ **Daryl Rosser** enquired is there a process for the driver of back-up trailer to contact the Rider Leader in event of a breakdown and the time delay, Ian Hese said that as part of current procedures Ride leader and trailer driver are to exchange phone numbers at the start of the run.
- 9/ **Daryl Rosser** enquired can there be a provision for phone numbers for next of kin be included in a Rally Form. To be looked at when we order next. In the meantime members to be asked to write that number on their form.

Meeting closed: 8.20pm. Next Committee Meeting: Tuesday 26th March 2024;
Brian Forth, President etc.

VVMCCSA General Meeting 805, 13th February 2024

Attendance: 34 **Apology:** 3

Who are we: Adrian HOW when he was very young.

Minutes of Meeting 804 on 9th January 2024

Presented as printed in February Smoke Signal Magazine numbered 655.

Any corrections, additions or business arising - nil.

Moved: Colin Behn

Seconded: Ian Rounsevell

Treasurer:

Terry Rowe reported on the income and expenditure of VVMCCSA.

Moved: Brian Kuerschner

Seconded: Richard Kretschmer

New members: Mathew (Mat) Williamson from Nairne not present.

Correspondence: Email and Mail in

1/ Holdfast Bay invoice for Moseley Square – reply sent

2/ Holdfast Bay re approval for Moseley Sq GENEVIEVE PONTIKINAS – reply sent we are cancelling etc

3/ Eudunda Show and Shine – to Ian Hese

4/ Unley Council invoice for hall hire – duplicate and has been paid

5/ Colin Pauley – selling sidecar chassis

6/ Rob Elliott advising withdrawing from Committee and 70th Anniversary Committee. Reply sent

7/ Magazine – Victoria VVMC; NZ BSA; Mildura Bulbhorn

8/ John Moss of Yorke Peninsular VVMCC – Cousin Jack rally 4-5 May 2024 – sent to members

9/ Lane Print re printing of magazine 655 – paid

10/ Australia Post re mail box renewal

11/ Antique MC Australia – re 2025 National Veteran Rally

12/ David Long – BSA magazine

13/ Naracoorte Swap meet 4-5 May 2024

Correspondence: Email Out

1/ Holdfast Bay re cancellation of Moseley Square display

2/ Unley Council re incorrect invoice – sorted

3/ February Smoke Signal 655 to members

Moved: Ian Hayward

Seconded: Richard Kretschmer.

Club Captain – Ian Hese

Past events – coffee – Thursday rides

Cudlee Creek breakfast ride

Future rides. SEE magazine for information

1/ The usual **coffee club** on 1st Saturday of the month.

2/ Thursday 10am at **TTG Hotel** on 1st Thursday of the month

3/ Thursday 10am the **Old Crocks & Tiddlers at Gumeracha** on the 3rd Thursday of the month.

2/ 18th February – **Kersbrook Tiddlers** @ \$10 per member and partner \$10.

3/ 17th March – **Birdwood figure 8** – National Motor Museum grounds BOOKED

4/ 21st April – **Tony Morisset** is organising a club ride

5/ 19th May – **2 Day hub rally at Meningie**

Invitation events:

1/ 1-3rd March – **Ariel rally** Goolwa

2/ 3rd March – **All British Day** – VVMCCSA display at Echunga

3/ 14th April – **Gawler Veteran Car Club** – Veteran & Vintage car and motorcycle run

4/ 5th May 2024 – **Sporting Club 'Old Crocks Run'**, motorcycles include a \$20 entry fee.

5/ 5th May, display at Cummins House at Nova Gardens.

5/ 25-26 October 2024, **AJS and Matchless rally** Victor Harbor

Moved: Brett Mitchell

Seconded: Ian Rounsevell.

General business

1/ Brian Forth - Committee for the 70th Anniversary Rally held 1st meeting and location and time discussed with enquiries to be made, next meeting 21st March 2024

2/ **Librarian** – John Deacon presented books from the library for hire and other books for sale.

3/ **Regalia Officer.** Greg Paterson says plenty for sale, come and buy.

Meeting closed:

Next General Meeting: 12th March 2024

Brian Forth

President & acting Secretary VVMCCSA

STAINLESS STEEL VINTAGE AND VETERAN PARTS

INVERTED LEVERS
BOWDEN LEVERS
INDIAN LEVERS
BEST & LLOYD FILLER CAPS
REPRO P&H HORNS
COMBINED AIR/THROTTLE LEVERS
MAGNETO LEVERS
FULL RANGE OF PILGRIM PUMP PARTS



For Catalogue and Price List Contact
CHAS LIPSCOMBE 0402 751 132
chas61sarah@gmail.com



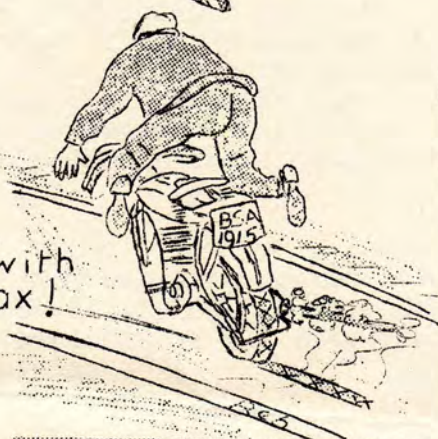


SMOKE

SIGNAL.

Vol 1, No 1.

Stick with
'er, Max!



CHRISTMAS



EDITION

Smoke Signal
1967-1968

The 1967-68 Rally Season opened on Sunday 1st October with a run to Golden Grove. Starting from the Clubrooms at 10.00 a.m. we travelled via North East Road, Junction Road, Dillon Road, Golden Grove and North Road to Parafield. A strong north wind made conditions a little unpleasant but most enjoyed the short run to re-tune motors. Lunch was enjoyed at the airfield - complete with dust and several members took to the air in a light aircraft flight. Wing Commander Woollatt took the controls during one flight and Poppa Hill exercised his flying ability on the other. The return run was along the Pt. Wakefield through Gepps Cross to the Club. Our reporter noted the following incidents throughout the day.

Ken Stacey withdrew with his Indian Chief and Sidecar with disappointing Clutch troubles. Several Members including the President and Vice President rode over there own special section early in the run approaching the first stop from the wrong direction. Pop Hill oiled a plug on the Motosacokes just after Golden Grove and Jack Oehme avoided serious tyre trouble when he noticed the engine power had moved the tyre on the rim. Terry Parker now seems to have found extra horses in the N.S.U. and enjoyed the short run.

Everybody had an enjoyable day with 27 machines taking part.

All the clubs special commitments have been well attended and some members have been able to secure spares and needed bits. Twelve or Fourteen bikes was the general number and all who have attended have enjoyed the outings. The Enfield Girls school outing gave some members a chance of trying each others machines while the students sampled most of the unusual noises from the warning devices.

The stand at the Show in Lenroc building was well presented and caused much interest among the customers. Several bikes from the Birdwood Museum made a welcome appearance, together with Bill Mosley's latest purchase (The Peerless), Trevor Verrall's Rudge Multi (The envy of a certain club member) and several other bikes which regularly appear.

The entrance to the Ford T show was enhanced by a good collection of our Motor Cycles as well as two pretty young ladies. Terry Parker's N.S.U. was the eye-catcher with Alf Tolftes "Pope" presenting a good example of an unrestored machine. The show was well presented and should return the Ford Club some dividend for their effort.

The display at the Echunga Centenary was again well attended. The early arrivals had 2 rides and the bikes seemed to attract some attention. Our President has been to the fore lately. Quite a

Brian,

I was interested in seeing the photograph of the 1912 Lewis and Triumph. My father, Walter Wapper, raced an early model Harley on Yorke Peninsular.

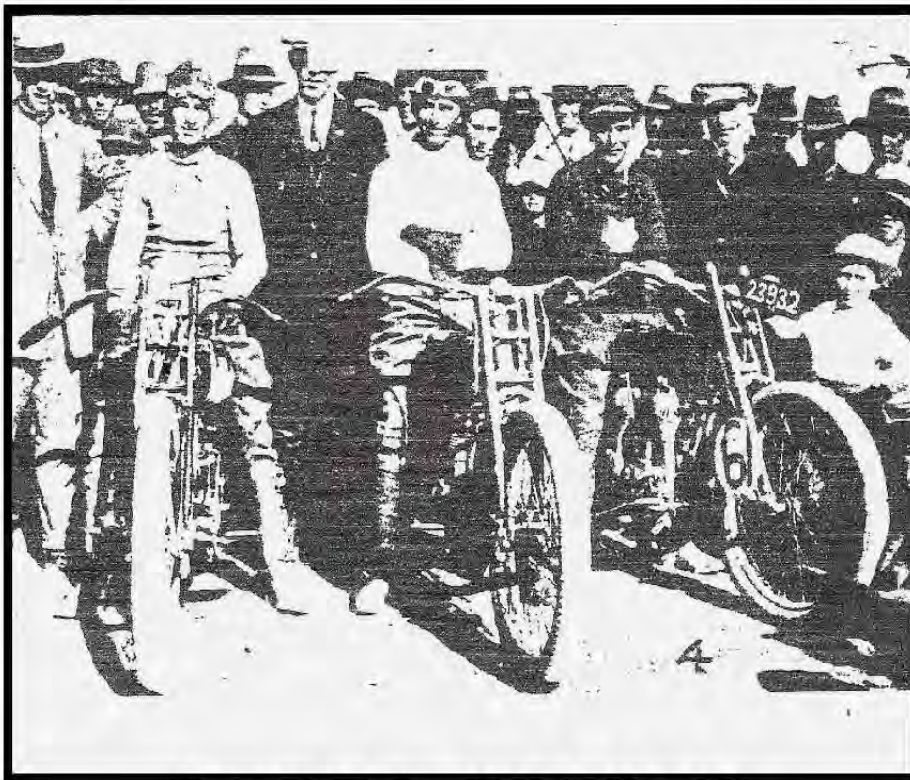
Dad was obviously a motor bike fan and owned an early model Harley Davidson, which he raced, and then he had a Henderson with a Sidecar.



Harley



Henderson



Racing the Harley - Walter 3rd from left

Henderson was a manufacturer of 4-cylinder motorcycles from 1912 until 1931. They were the largest and fastest motorcycles of their time, appealed to sport riders and police departments. Police favoured them for traffic patrol because they were faster than anything else on the roads. The company began during the golden age of motorcycling, and ended during the Great Depression.

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.

VVMCCSA club regalia, shirts, jumpers, hats, badges

& bags etc, Gregory Paterson gpaterson1948@optusnet.com.au 0404 934 246.

Golf Caps with British only emblems, @ \$25 each. Brian Kuerschner 0418 854 565.

1942 Harley Davidson WLA type IV and Dusting sidecar with 3 speed gear box plus reverse, 90% original parts restoration, 47 k negotiable, would consider trades for equivalent restored GPW (Ford) military 1944 jeep, 50s 60s panhead, J model, V or Indian 101 741, scout etc. Paul Wallis 0449 737 945.

For sale—Original vintage and veteran era motorcycle nickel plated nipples (for spokes) in 10-gauge and 12-gauge. Also have plenty of steel 8-gauge nipples and short black 8 gauge spokes. You are welcome to inspect in Athelstone SA and happy to help out members. All items \$1 each for V&V members. Sold in lots of 40. Dimitri 0411 575 805.

1935 BSA Blue Star \$18,000; and **BSA Gold Star** \$22,000— for more details on these motorcycles call Stan Tsiros 0408 193 796 (Oct23).

Dri-Rider Boots, m size 45 (size 10-11), used once, \$150.00; Colin Behn 0407 070 287 (Nov11).

1951 BSA-B33 reg YZX502, Eng ZB3311536 \$8,000. **1950 Excelsior Talisman** 250cc Reg YZI545, engine number 503. \$6,500; **Dusting sidecar**: this came off my Huntmaster, absolutely nothing to do to body and trim. \$6,900. All are negotiable Rod Bailey 0406 982 582

Wanted.

1920's Harley Davidson "W" model, help me please, wanted Kick Starter Assembly and **anything** else lying around for this model. Colin Behn 0407 070 287 (ongoing).

Pyrox spark plugs, wanted either **PT28k and PT29, new and unused**. Brian Forth 0409 514 213.

Wanted - BSA Bantam D1 flywheel puller for Wipac system. Angus MacGillivray, 0427 500 050

Vintage bicycles wanted, the older the better. Looking anything including brands such as Bullock, Ace, BSA, Rudge or Triumph. Call or text Dimitri on 0411 575 805



122 Main North Road PROSPECT 5082 SA
WEB: www.dontslipgrip.com
EMAIL: gcmotorcycles@dontslipgrip.com
PHONE: (08) 8344 7888
OPEN SATURDAY UNTIL 4PM



JMT Classics
1946 to 1983 Triumph Twin Specialist
British Motorcycle - Transport,
Servicing, Repairs, Restoration.
John Moss
Mob 0409 670093
jmtclassics@gmail.com
Box 355, Wallaroo, 5556, SA

70th Anniversary Rally—"Gathering of the Faithfull".

In 3 years time in 2026 VVMCCSA will be celebrating it's 70th year. Traditionally we celebrate it by having an Anniversary Club Rally, based at a great location for up to 7 days of 'nogging & nattering', 'riding', yes for some maintaining your motorcycle, but the best part you will be amongst friends, members and guests from interstate and may be from overseas?

During that week, the Rally Committee along with its helpers will plan rides catering for veteran, vintage and classis motorcycles, all rides leaving and returning from Headquarters. The rides will be suitable to all motorcycles, each ride is never the same and offer one the opportunity to enjoy the company of others riding about our great State of South Australia.

The Committee is starting the basic plan of this event and members will be informed soon what to expect and start planning.

So where will you be in 2026? Here is the opportunity to be a part by having your name and motorcycle mentioned in the magazine, have many photos taken you and you can safely say -

'I was there and participated in the 70th Anniversary Rally'.

It is over to the members to be a part of this event by being prepared.

Regards—Brian Forth.



Members wishing to use the club trailer are to contact me and make arrangements to collect. If you volunteer as 'back-up trailer' on a club run, call to arrange collection along with vests and first aid box. Brian Forth 0409 514 213.



1942 Harley Davidson WLA type IV and Dusting sidecar with 3 speed gear box plus reverse, 90% original parts restoration, 47 k negotiable, would consider trades for equivalent restored GPW (ford) military jeep, 50s 60s panhead, J model, V or Indian 101 741, scout etc.

Paul Wallis 0449 737 945 (Aug23)



1951 BSA-B33 reg YZX502, Eng ZB3311536 \$8,000.

1950 Excelsior Talisman 250cc Reg YZI545, engine number 503. \$6,500;



Dusting sidecar: this came off my Huntmaster, absolutely nothing to do to body and trim. \$6,900. All are negotiable Rod Bailey 0406 982 582

Terry's 1912 Bullock resting.

FOR SALE

1959 Matchless G12L 650cc Twin. Believed to be an EX NSW Police Model. All matching numbers. Generator model. Engine Number G12L X1079. Very little TLC required. Unregistered. Reduced from \$11,000. Best offer now over \$9,500.

Contact David Kain 8554 6352.

largeskid@gmail.com

or Brian 'Nip' Kuerschner.

nipper.nipper33@gmail.com



Historic registration S/A TES-408,

Harry Richards 0466

874 016

[harryrich-](mailto:harryrichards80@gmail.com)

ards80@gmail.com.



Currently at Firma Trading for sale.

FOR SALE—

Shadow Trailer for towing behind a motorbike, or car. More photos available.

Manufactured in Glenelg SA and

has independent suspension. Included is a tent which has never been used. \$1800 for the combo package.

Contact Ian Hese 0409 083436 or

ibhese@bigpond.com Selling for a friend



FROM THE LIBRARY 42nd BOOK OF THE MONTH

027 BSA Instruction Manual.

Author, B.S.A MOTOR CYCLES LTD. Reprint published 1959.

This is an original instruction manual in very good condition for the;

A7 500cc O.H.V Twin;

A7 500cc O.H.V. Shooting Star;

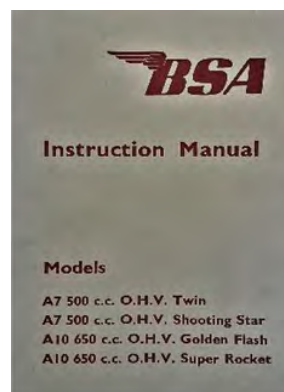
A10 650cc O.H.V. Golden Flash;

A10 650cc O.H.V. Super Rocket.

Donated by Jeff Shaeffer in 2021.

C1S1

To borrow contact John Deacon 0417 5658 82 or deaconcampbell8356@gmail.com or at club meetings.




Club Runs & Events.

All members/visitors participating in **Club Runs MUST lodge a Rally Entry Form** with the Club Captain before the event or on the day of the ride. This is a Club requirement.
Do not forget to fill out your **Historic Registration Logbook** before leaving home and always **carry that log-book every time you go riding**. This is a legal requirements. **Ian Hese 0409 083 436**

Back-up trailer is required every run—Every ride has to be covered, please contact Brian FORTH or Ian Hese to nominate. **Reimbursement of \$60 for petrol money.**

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


March 2024

- 1st—4th Australian Ariel Register Rally—Goolwa South Australia —invitation**
2nd Coffee morning— Loose Caboose 21 First St Hindmarsh_9.15am 
3rd All British Day at Echunga Oval , VVMCCSA have a display—invitation
7th Midweek ride— Tea Tree Gully Hotel leaving 10.00am.
12th General meeting 806 - 8.00pm at Payneham RSL clubrooms.
17th * Birdwood Figure 8 ride from National Motor Museum**
21st 31st 'Old Crocks' Veteran ride & Tiddlers—10am, Gumeracha
24th Amberlight Show and Shine at Lobethal from 11am to 2pm be there at 0900am
26th Committee meeting—7.30pm Goodwood Community Club.

April 2024

- 4th Thursday morning ride from Tea Tree Gully hotel, 10am start.**
6th Coffee morning—Loose Caboose 21 First St Hindmarsh _ 9.15am
9th General meeting 807. Payneham RSL Clubrooms 8pm.
14th * Gawler Veteran and Vintage vehicle run—invitation event inc points towards Veteran and Vintage trophies**
18th 32nd 'Old Crocks' Veteran & Tiddlers ride— starting at 10am, Federation Park Gumeracha.
21st * Club Ride—McLaren Vale area**
30th Committee meeting—Goodwood Community Centre 7.30pm

May 2024

- 2nd Midweek ride— Tea Tree Gully Hotel leaving 10.00am**
4th Coffee at 'Loose Caboose 21 First St Hindmarsh _9.15am.
5th Sporting Car Club—Old Crocks run Victoria Park to Glenelg. Invitation
5th Cummins House 23 Sheoak Ave Novar Gardens—Invitation.
14th General meeting 808 8pm Payneham RSL clubrooms
16th 33rd Old Crocks' Veteran & Tiddlers ride—10am, Federation Park Gumeracha.
18th & 19th * Meningie 2 day Hub Rally. See information below.** 
28th Committee meeting, 7.30pm Goodwood Community Club

June 2024

- 1st Coffee morning, -Loose Caboose 21 First St Hindmarsh _ 9:15am**
6th Midweek ride—Tea Tree Gully 10am—destination on the day
11th General Meeting 809. 8pm Payneham RSL Club rooms.
16th Club ride
20th 34th Old Crocks and Tiddlers ride from Gumeracha
25th Tuesday—Committee meeting at 7.30pm, Goodwood Community

MENINGIE 2 DAY RALLY SAT & SUN MAY 18th & 19th 2024

This year we are doing something a little different for the 2 Day Rally.
We won't be riding to an overnight stop and then riding home. Riders will make their own way to Medindie. There will be a ride around the Lakes on Saturday afternoon, with afternoon tea and then to the Hotel or a Restaurant for a group meal and socialising in the evening. Sunday morning will be a ride, including a morning tea stop, which will finish at Medindie in time to have lunch and then head for home. You will be riding roads and seeing scenery, that you don't usually have chance to see on Club runs. Medindie is on the Princes Highway on the shores of Lake Albert. It is about 1½hrs, 145kms travelling from The Toll Gate at the start of the SE Freeway, plus any comfort stops on the way. Accommodation is at the Caravan Park, Hotel or Motel. Contact details in next month's Smoke Signal for you to book your accommodation. You may wish to go down the day before or stay longer. **Ian Hese**

SWAP MEETS - Some swap meets dates are unknown if you know advise the Editor.

HAHNDORF-	January 2024	VICTOR HARBOR.	TBA February 2024.
BALLARAT -	Cancelled 2024	SA Rod & Custom,	Kilburn. TBA 2024.
CLARE-	3rd March 2024	WOODSIDE -	TBA March 2024.
NARACOORTE	TBA May 2024	Pt Broughton—	show & shine last Sunday May 2024
SEDAN -	TBA June 2024	KAPUNDA-	TBA May 2024
Kadina	9th June 2024	WILLUNGA -	TBA August 2024
GAWLER -	TBA September 2024	23rd VVMCC MOTORCYCLE ONLY	6th Oct 2024
STRATHALBYN	13th Oct 2024	Macclesfield show & shine	TBA
BENDIGO -	12 to 13th November 2024		

SA swap meet site— <http://www.bevenyoung.com.au/car.htm>



Meet here for the Saturday morning Coffee Morning
21 First Street Hindmarsh



AJS & Matchless Rally 26th & 27th October 2024. Invite to V&V Club Members as Jampot Rally Marshals. An invitation is extended to all Veteran and Vintage Club Members to consider joining the AJS and Matchless Owner Club of Aust. inc. as Corner Marshals for our Ride Outs on Saturday 26th and Sunday 27th October 2024.

We look forward to those Members in wearing our Flashy Corner Marshal Vests. We would be looking for around 10 Marshals at the outside and prepared to offer a Backup Trailer driver their \$100 per day petrol money. If for any reason those Membrs might like to stay over without travelling back to Adelaide why not make a weekend of it and stay with the group at Victor Harbor Holiday and Cabin Park.

To book accommodation go to phone 08 8552 1949. **Brian Kuerschner 0418 854 565**



THE GAWLER VETERAN, VINTAGE AND CLASSIC VEHICLE CLUB (GVV&CVC)

INVITE YOU TO PARTICIPATE IN THE NINTH ANNUAL

GAWLER TO BAROSSA VETERAN & VINTAGE RUN

SUNDAY April 14th 2024 - FOR ALL VEHICLES UP TO & INCLUDING 1930

Motor Cycles & Commercials included

STEINBORNER

SPONSORED by **STEINBORNER** AUTOMOTIVE-BAROSSA Barossa Council
& Federation of Historic Motoring Clubs S.A.

\$10 ENTRY Per Person INCLUDES Morning Tea & BBQ Lunch

Meet at the Immanuel Lutheran School 11 Lyndoch Rd. Gawler East. Enter from Daly St.
Assemble from 8:00 am for 9:30 am start for Veteran & M/C - 10:00 am start for Vintage.

Breakfast, Coffee & Tea available at the start, provided by school volunteers.

Area for trailer unloading at the Council car park & Start location.

Area for trailer parking & loading at the Finish.

Veterans & M/C Flagged off first with a clear break from the Vintage group.

Mechanic in a recovery vehicle & car trailer will follow at the rear.

Morning tea supplied to all entrants on the Village Green at Lyndoch.

Food & drink also available from Lyndoch Bakery.

Vehicles will be on display at the Finish at Tolley Reserve Nuriootpa for a BBQ picnic lunch.

Club BBQ, Tea/Coffee, are available. Local vendors are also available just across the road.

Bring table & chairs.

A fun day with lots of prizes & trophies including President's Trophy, Sponsor's pick of the day,
Motor Cycle of Interest, fashion of the era, etc.

Information & Entries: Trevor Unsworth, Mob: 0402 891 891 Email: vvrun@gawlerclub.com.au

Web : gawlerclub.com.au

Entry to this event close on Friday 5th April.

To enter on line - go to this link to pay

<https://www.sportingcarclub.com.au/event-details/old-crocks-run-2024>

OLD CROCK'S RUN

Run Sheet



Sunday 5th May 2024

1. Arrive at Victoria Park between 8am and 9am, enter from Wakefield Street.
2. Collect Rally Pack and register your vehicle. Attach Rally Banner (sticky tape available at registration point) Park in appropriate area.
3. Leave Victoria Park at 9:30am - Travel down Wakefield St, Grote St, West Tce onto Anzac Highway - Continue down Anzac Highway to Wigley Reserve Glenelg.
4. At the end of Anzac Highway turn right at roundabout and enter Wigley Reserve - Follow instructions from marshals for parking.
5. Start your judging of classes - Judging sheets are in your Rally Packs. Put votes in the appropriate box in RAA Marquee.
6. Results will be announced at 1pm
7. Enjoy your day, you can leave from 2pm and drive safely home.



90
1981-2024

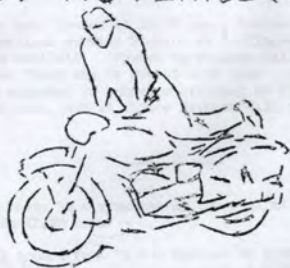
SPORTINGCARCLUB.COM.AU



VETERAN & VINTAGE M.C.C. of S.A.

RALLY TO VICTOR HARBOUR

15th NOVEMBER 1958



IN AID OF

HOSPITALS VISITING COMMITTEE
CHRISTIE'S BEACH LIFESAVING CLUB
ST JOHN'S AMBULANCE BRIGADE

SPONSORED BY VACUUM OIL CO PTY LTD

Machines in this rally have been graded according to their age and speed capabilities.

The older and slower machines will depart from the start, and from the control point before the faster machines. Machines will be despatched at minute intervals.

The order of departure is the same as the sequence in which the machines are listed in the program.

Starting point is Sir Lewis Cohen Avenue, Adelaide, and Mr. Kym Bonython, the starter.

The first rider away leaves at 12.30 p.m., thence via the South Road, to the Mobilgas Service Station at Darlington for supplies of Mobilgas and Mobiloil. Thence up Tapleys Hill to Christies Beach, where the first man is due at 1.30 p.m. At Myponga, the riders are expected to commence arriving at 2.30 p.m., at Yankalilla 3.10 p.m., and at Victor Harbour 4.15 p.m.

Sunday morning there is a gymkhana on the oval at Victor Harbour, 9.30 to 11.30 a.m.

The riders will depart from Victor Harbour at 1.00 p.m., arrive at Strathalbyn 2 p.m. for a half hour rest, and then return to Adelaide.

Warren Hicks and Murray Mitchell 1958.

Hi Brian. The photo was scanned off a slide, the writing on the slide was what I put on the Facebook post with the exception of Glen Jamieson who is in a leather coat on the left of photo and also it states on the slide departing for Victor Harbour. There is no date on the slide, however it is very old - the cardboard surround is commensurate of the 1950's

Now Brian I think your good detective skills in finding the program you attached you would be pretty sure that it is taken on the 15 November 1958 at the start in Sir Lewis Cohen Avenue going by what is in the program you have.

PS My Dad was in the 1953 Redex Trial as was Kim Bonython and Dad knew him. Dad told me Kim drove a Bristol Car with a Bull's horns on the front, with a sign "FOR WHOM THE BULL TOILS. My Dad was involved in speedway before and after WW11 and Dad used to go to Adelaide to speedway pre-war and helped set up speedway meetings under lights in Wangaratta in 1946. Kim raced in Melbourne as well as running Adelaide's Rowley Park as you would be aware.

Cheers. John Cox, Victoria VMCC.

Sir Lewis Choen Avenue Adelaide is where most runs started. I knew Warren well, lived on Greenhill Rd, sold me my 1905 NSU as was for 2 pounds when I was at high school. Knew Murray Mitchell and his son and grandson both still with us. Kym Bonython I knew from driving at Rowley Park. Yes, will be more photos about, just need people to point them where something can be done with them.

Without interpretation they are just pictures.

The Lewis was bought from Waikerie from the original owner, and with petrol and oil was ridden as was. Now in a museum in Shepparton, Triumph could be one of several 1912's. **Best Terry Parker.**



John Cox of the Victorian Veteran and Vintage Motorcycle Club supplied the photo.

The 3 pages of the Rally to Victor Harbor 15th November 1958 is from the clubs flyer of the occasion and contains the full list of motorcycles on that ride including the two above.

Information of motorcycle and people in the photo.

If members can identify others please email me those names —
Brian Forth

Warren Hicks

Motorcycle Nr. 29 is a 1912 Lewis 3 1/2 hp.

Murray Mitchell

Motorcycle Nr. 18 is 1912 Triumph 3 1/2 hp.

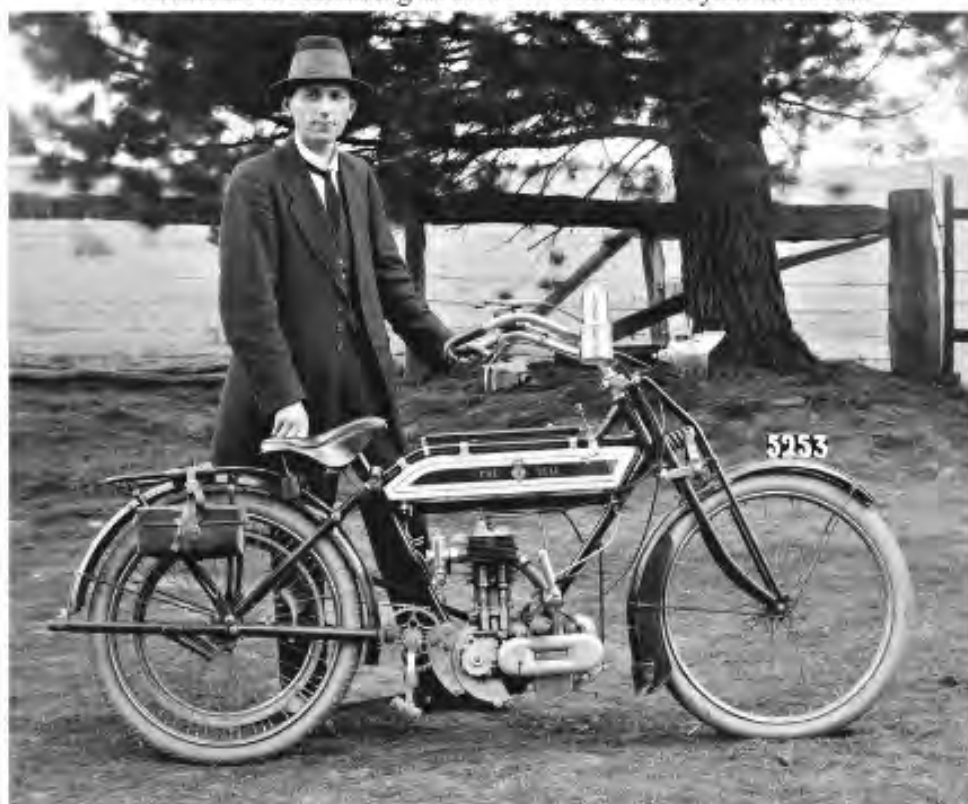
Kym Bonython in the blue coat.

Glen Jamieson who is in a leather coat???

18. Triumph 3½ H.P. 1912 Is a single geared (no gearbox, no clutch) model. Ridden by Murray Mitchell, this is one of the first of the speedy reliable Trusty Triumphs.
21. Triumph 3½ H.P. 1912 Ridden by Malcolm Leo is a T.T. model.
29. Lewis 3½ H.P. 1912 Is another of the locally produced watercooled models. Ridden by Warren Hicks, the machine has a three speed clutch hub. This model was produced in fair number, but few have survived, since the engine could be easily used in a small boat, or to drive farm machinery.
20. Favorite - A.K.D. 3½ H.P. 1912 Ridden by Neil Francis, This machine, in pristine condition, has an Abingden King Dick engine. The engine is no longer made, but the name is perpetuated in the King Dick spanner, originally included in the tool kit provided.
28. Triumph 3½ H.P. 1912. This machine has been inappresively restored by Eddie Ross.
51. Douglas 2¾ H.P. 1915 Ridden by J. Glastonbury is an example of the famous vibrationless flat twin, formerly to be seen in large numbers on the roads.
61. Rover 3½ H.P. 1913 Ridden by D. Powell is a single geared machine. A plate clutch is incorporated in the rear hub. The name Rover is better known nowadays in the car world.
65. The Fly- ing Merkel 7 H.P. 1913 and sidecar. This machine has many modern features and is ridden by Harold Rosenhain. The telescopic front forks and swinging arm rear suspension are features of the design. The machine has to be placed on its rear stand to operate the kick starter. A clutch is fitted, but there is no gear box, so that considerable skill will be required to complete today's run.



Arthur **Bell** was a cycle builder at Woodside, and built "The Bell" motorcycle. The c.1911 500cc **JAP** motor would have been from the agents, Taylors, also the Druid forks, Brooks seat etc. The plate 3079 was issued to Edwin Neumann at Blumberg in c.1914. The motorcycle survives.



A second **Bell** motorcycle, this time using a 1913 **Sarolea** 500cc motor and Saxon sprung forks. It appears to be the same rider as above, Gus Menzel. Photo from Johannes O Gladigau of Harrogate.

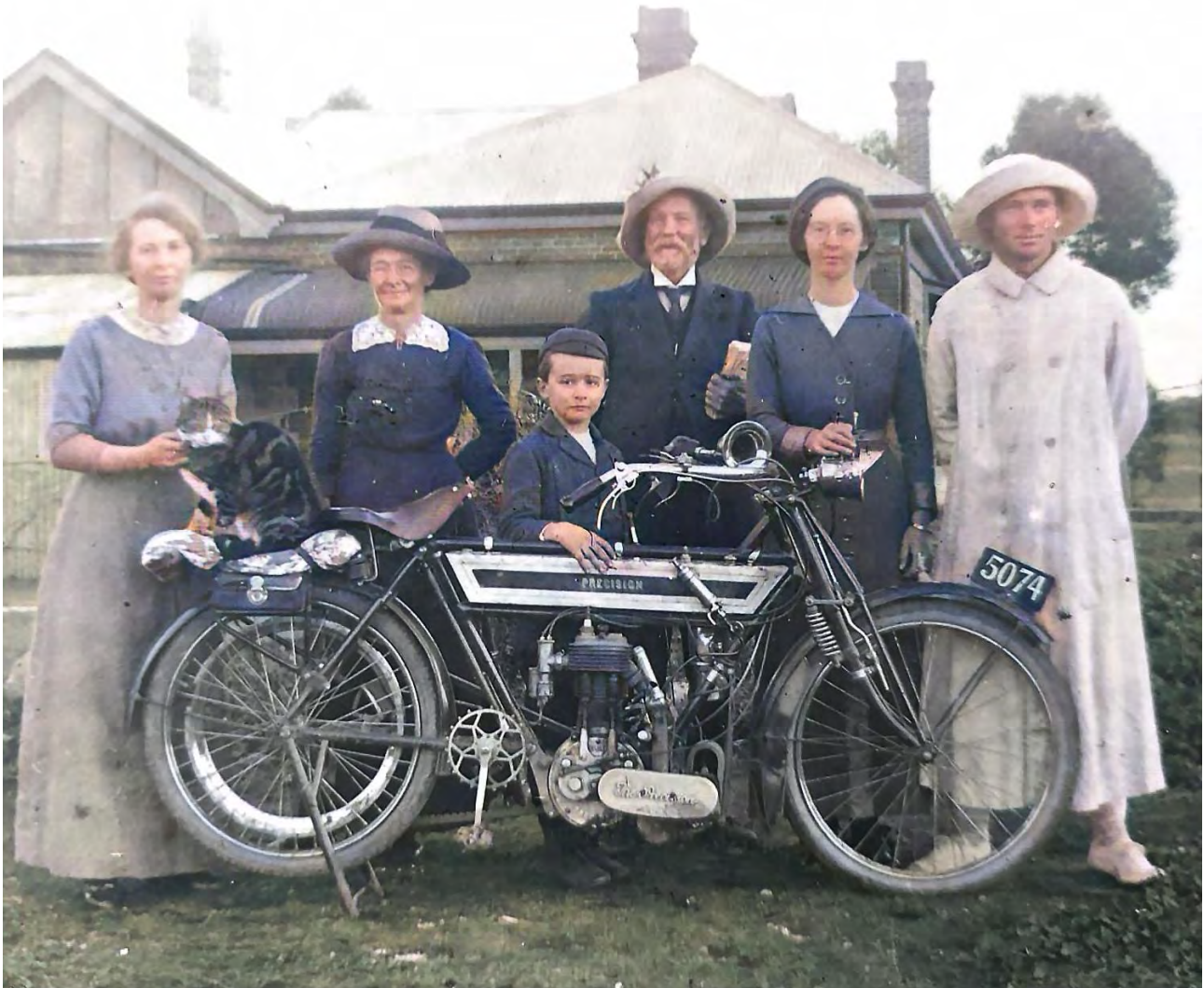
The above information on Arthur Bell is supplied with compliments from Terry Parker

Percival Archibald Bell (Person in rear right of photo in white clothing)

After seeing a 3.1/2 BSA, registered to P A Bell, of Salisbury in a list of 1915 registrations on the V&V Facebook page, Roger Holmes sent in a photo of the Bell family taken at Salisbury, c 1913. Percival Archibald Bell is on the right dressed in the white coat. Next to him is Lilly Bell, mother of Robert Karran, (former V&V member) and grandmother of Deirdre Holmes. The young lad leaning on the bike is Arnold Bell, father of Ron Bell who was passenger for Peter Richards on a BMW outfit competing in road trials in the 1970's.

The bike is a Precision, and was first registered in 1911 to A H J Stower, of Unley. Percy may have bought the bike secondhand. There is no known connection to the motorcycles manufactured by "Bell" of Woodside.

Information and photo supplied by Roger Holmes.



5074 was registered to A H J Stower of Park Street Unley. If it is Bell it is the first I have seen of him. TG I enhanced and enlarged the photo which gave a better look at the cat on the carrier. The B&B carby is from 1910 and the Bosch maggie is c.1911. There is an exhaust whistle on the exhaust pipe, no chain on pedal sprocket. The gusset to the top of the head stem happened when the top tube was lowered from c.1908, Chater Lea frames used by Lewis and many others did it. Registered to A H J Storer Unley but the photo could be Bell before delivery as the bike looks to be new?

OK, this is a different Bell, not the cycle / motorcycle builder from Woodside. Interesting story in itself and great photo. I don't have the record of it being registered to Percy Bell in 1915, so I wonder where that motorcycle came from?

The 1911 reg. might have stayed with the bike when sold to Bell second-hand, my records show original issue, with a few blocks of re-issues here and there.

Regards, Terry Parker

BELL. Bell motorcycles were assembled by Arthur Bell of Woodside, S.A in his cycle shop from about 1905 until 1914. His later machines used JAP engines. A 1911 Bell JAP 3V2 hp single-cylinder machine survives.

Reference A-Z Australian Made motorcycle – Rob Seward. (Permission to used granted)

Ohhhh my god, what have I done.

By—*David Dunk*

This is a story about a Scott Special that was built here in Adelaide, back, I am guessing in the 1960's. An article in an early "Yowl" (the Scott Owner's Club magazine) that was sent in by the "builder" (and I use that term loosely) in the December 1970 edition.

I found out about this bike (then owned by another Scott member albeit that was unknown to me at the time) when I went to look at another bike that he had for sale, that being an early 80's Kawasaki KR250A Tandem Twin, a rare and unique motorcycle that Kawasaki built for only a few years.



As bought, and parts on bench behind

The Scott Special was in a partially (define partially) dismantled state, interesting and as much as a Scott was always a "bucket list" bike something I never dreamt I would own. This one looked too big a project for me, between away at sea for work and living a life in two countries, time was always going to be against me so I thought. Fast forward several years, and I had heard on the grapevine some motorcycle wreckers were sniffing so I bit the bullet. So, in May 2020, it and boxes and boxes of bits and pieces, came home with me with the encouragement of my partner who, in all honesty has no real interest in moto's.

Ohhh dear what had I done. Once the excitement eased reality took a huge bite. This was far bigger than initially anticipated and there was no real place to start. I needed to find someone who might be able to help, albeit as a Marine Engineer, engines are not foreign but I needed someone who might be able to "teach" me the quirks and oddities of a Scott. I was given a phone number of someone who was not far from me, a Mr R Mather and from there, Bob has not only shown me how, but we have become good friends.

I had a copy of the Yowl article, so had some idea what and how this guy had built this "thing", sadly as much detail as the article had, it was the huge amount that it didn't have and some things simply didn't "gel". It was an engineering "nightmare"

I reassembled it as best I could, systematically took hundreds of photos and then let the "fun" begin. A lot of it was beyond rescuing, some had to be re-engineered and the rest, went in a pile for decision to be made on another day. It was the things nightmares are made of.

My partner chose the colour and what a colour. It is spectacular, "sort of" close to the Scott purple but with a modern and unique twist.

Bob found that one of the conrods was in back to front, we found that the piston bosses had been modified to accept a larger gudgeon pin, but not the rods thankfully, the piston ring grooves had been re-machined to fit a wider ring (as per the Yowl article). This resulted in the need for new pistons.

New pistons had to be sourced out of the UK, not as easy as should have been and become a huge delay and endless problem, the 3rd set were perfect

The issues just kept on coming, Bob and I had a laugh about a lot of them and tried "pulling hair out" over others, it was as frustrating a build as I have ever had. While the engine went to "live" up at Bob's I started on frame and the other bits and pieces. Absolutely nothing was square, it had been a home-built frame and altho' the frame was true, nothing welded or attached was, there was no idea of what he had used as a datum if any. Everything was out of square both in a linear direction and across the bike, anywhere up to 3-4mm. So, every mount was cut off, new mounts made, new datum identified and we started building it again. Every existing weld was ground back and re-done, in some cases done for the first time.

Regular calls between Bob and I started with the comment "*found another bodge*" funny in hindsight. These moments were too numerous to mention but slowly we got on top of the issues, re-engineered but remaining close to the original builder's thoughts and to Alfred Scott's.

In the "boxes of bits" was a Manx fuel tank, had it been fitted previously, no idea, but it does now, wrapping around the radiator. The original single seat had been made of bits and pieces of aluminium rivetted together. A new seat was sourced and modified to fit.

The seat has been re-trimmed and is an absolute credit to the guy who did it. He does "high end" classic car interiors, so I just let him have total free rein, make the decisions as to material (he used black Connelly leather, left over from a retrim) and matching purple stitching etc. maintaining a classic look.

Looking at the way the countershaft had been mounted, we found that the cases had been thinned down, so using modern technology these were repaired. Even the adjusting "slots" were all over the place and it would have been impossible to adjust the first chain, ohhhh dear another bodge. After we had repaired the countershaft set-up (new bearings, new bearing mounts and new adjustment arrangement) Bob was into the engine and changed it to piston porting. Somewhere in its past, someone previously had made a start on it so we have completed and improved what he started. The engine was one issue after another, the countershaft and its supports, the bearing housings etc and then getting it all to line up.

The cooling system was "interesting" as it had, had hole knocked into the water jacket as the radiator sits a little lower. The side effect of this alteration was that it one side ran much hotter than the other, with no significant issues being caused, thankfully. The hole has been repaired and cooling system returned to something much closer to original, albeit with a small circulation pump fitted, it is needed, only time and miles will tell but it is done in a way it can be removed easily. Better to be safe than sorry.

Slowly we have dealt with each issue as it has arisen, each using modern materials and practices. An example being the front forks, as per the original article, these were shortened Norton "Long Road Holder" units, surprise surprise when they were opened up, no internals, nothing at all, had he ridden it like this???

It would have been easier just to replace with a modern set, but I wanted to stay close to the original bike. Now they still look like Norton units, but now with modern internals, they should be a huge improvement on what was there.

The exhaust system/s mentioned in the original article were a disaster. Bob played with the numbers and designed the exhaust system, a neat expansion chamber which I fabricated to his measurements, a 2 into 1, tucked up tight underneath the frame and exiting on the right-hand side just in from of the swingarm.



Similar with the wheels and rims, the article said it was fitted with Akronts, but there was one Akront and one steel, had it been thrown down the road at some stage, we can only guess. Now both have been replaced with modern deep flanged rims similar to the original Akronts and wrapped in tyres that are visually "period" correct

Carburetion was interesting as originally it had 1 1/8" Amal but with the new porting the decision was made for a bigger carb, now breathing thro' a 34mm Mikuni.

It was not easy finding footpegs that suited this "thing" with ended up them coming from the USofA, neat and very functional.

There are currently a couple of items left to be sorted, the ignition system and small things like kickstart lever etc but in all essence it is close to completion. We have been waiting for over 2 years for a reduction gearbox for the Pilgrim pump, and to my surprise, Bob procured one from another Scott owner interstate.

The ignition system is now here and will be "visually" close to what Scott were doing with points etc and crankshaft driven, just in a modern unit.

The "fun" still isn't finished and then we have to get it running, sort it out and then tune to make it as rideable as possible. It could be an interesting ride, fork rake is steep measuring 19' and a short swingarm, what could possibly go wrong???

The initial plan was to rebuild it, keep it toned down, but somewhere along the way it has become a "pretty" bike. This rebuild is as bespoke as a rebuild could be.

As the end of this build comes closer, I have, again with Bob's help, started rebuilding a 1936 Flying Squirrel. This one too has its fair share of "anomalies", a frame that no one seems to know anything about, and a foot change alteration that we believe was done here in Adelaide. The intention is to keep this one as close as possible to original. A story in itself, and for another day. **Regards—David Dunk**



Brings crop in with old motor cycle

If you see an ancient motor cycle jauntily towing a great heap of hay round a paddock, on Magill road during the next few days, look closer. For on the motor cycle, somewhere under the hay, will be Mr. H. Lillywhite.

Mr. Lillywhite is not a very big man, but he carries himself well for all his 73 years. You will recognise him by his short, grey, van Dyke beard, and—usually—a panama hat and heavy boots.

Mr. Lillywhite is bringing in his crop of self-sown wheat and grass. In the corner of the paddock is a neat stack of loose-mown crop, which he has cut with a scythe.

In another corner you will probably see Topsy, the cow, which will eat the hay Mr. Lillywhite is stacking.

The motor bike is a 30-year-old Swastika Jap, with belt drive and carbide headlight.

Mr. Lillywhite says he gets about 60 m.p.g. from the bike.

"Just needs a bit of a clean and a paint," he says. The trailer which carries the hay is made from an old side-car.

Behind the paddock and some healthy fruit trees is the old home in which Mr. Lillywhite lives with his two single sisters.

Mr. Lillywhite says the oldest part of the house was built 95 years ago by a Mr. Pellew. Some of the slates for the old roof were brought from England. Roof timbers were cut with a hand saw.

Lillywhite and Swastika motorcycle Story.

'Thursday November 30, 1950 The News' article under Brings crop in with old motor cycle.

Thanks for that, brilliant to know a little bit more about the Lillywhite family, especially the bit about them having their own orchestra.

It was a lovely article to find and read and fitted in with the present Christmas / New Year Period sort of thing and the Swastika/JAP posts. Wondered if it was a surviving Swastika/JAP that was already accounted for. Glad it is one you have.

Family knew the Wasleys very well, visited them often (1965-1968), as they owned a Detroit / Michigan built car, (that shared space with the Swastika/JAP outfit), the same 1912 KRIT KT model as the one our family was restoring and had running during that time and still have and use (the two KRITs are only 35 serial numbers apart).

KRIT used the American Indian Good Luck sign in lots of places on their vehicles. One group of American Indians viewed it as four Ls joined - one each for Life, Love, Luck, Light. Other groups of American Indians had their own explanations. So, it was interesting to see a 50's OZ article just using it as a name it was always known by.
Sharon Ellis.

**Facebook Correspondence
between Sharon Ellis and Rob
Elliott**



PARADISE MOTORS



MAZDA

MAZDA

For your brand new or next **Mazda** vehicle update, you need look no further than **Robert Maiolo—General Manager Paradise Motors Mazda.**

Robert is your contact for a New or Used Car at Paradise Mazda.

Robert will assist you and advise which team member to contact for that enquiry to choose the right two or four-wheel drive vehicle for your own personal requirements.

You can reach Robert Maiolo —by phoning 83373377. or emailing

Robert.maiolo@paradisemotors.com.au

Who Are we— November 2023..

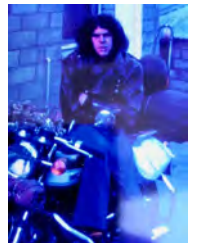
Adrian How when he was about 19 years young. My Suzuki 350 taken back in 1972 I had it repainted in Yamaha colour's in 1973 because I thought it looked better , I traded it in on a new Honda 450 in winter 1973 ,it was all I could afford , I wanted a 750 Honda I never saw the bike again till I saw it again in Bill's Bikes in Birdwood about 10 years ago the same as I had sold it in 1973

It has now been restored and I believe it now lives in Broken Hill

I think this is the only picture I have of the bike note the sissy bar on the back

The photo was taken just as I was leaving the farm in Peake to go fruit picking in the Riverland , Winkie for Jack Howe , Vinal jacket and white throw over panniers from a bicycle.

All my clothes were in an ex Army sausage bag . Still surviving and still on bikes over 50 years later , Member of Veteran and Vintage Motorcycle Club of South Australia, **regards Adrian How**



Who are we?

Under this caption are the names of club members in the photo.

Where was it taken and what was the Rally, you never know I might have the run sheet.

I story of the event for the magazine please.

Brian Forth.

Amberlight Show and Shine—Sunday 24th March 2024

It's on again!! **The Amberlight to Bierhaus, Lobethal Show & Shine**!! Everybody get those polishing cloths out, buff up your ride, bring it along and put it on display.
There will be trophies for best on show in your chosen category.

Categories:

Cruiser
Classic
Chopper/Bobber
Trail/Motard
Kids Bike
Vintage
Scooter
Best Paint Work
Adventure
Best In Show
Naked/Cafe Racer
Sidecar
Sports
Best Club/Group Display

Time 11.00am to 2pm

**VVMCCSA members,
please be there at 0900
to set up our display
And show display
motorcycle**



Every bike enter will receive a FREE raffle ticket, with the chance to win a great prize!

Enter on the day - \$10 per bike, gold coin donation for spectators.
There will be also a sausage sizzle!

Part proceeds taken on the day going to Lobethal Men's Shed.

Got a trade stand? Would like to set up at the show?
Or know someone that does?

Then get in contact with the Levis Mcc or Daryl on 0430 744 732 for more details.



**VVMCCSA
display at
Amberlight
over the
years, come
and join us**



14th Kersbrook Tiddlers Ride—Sunday 18th February 2024.

From the General Meeting night and right up the Saturday afternoon, our wonderful Club Captain Ian Hese was concerned that the temperature for Sunday might exceed the heat policy cut off at 36c. About 4pm, Ian made the decision that the ride will proceed and members were advised by email and Facebook entry (social media means) that the ride is on and please attend and enjoy the BBQ lunch.

Sunday morning arrived with the temperature hovering around 30c as 18 members assemble in the carpark and along with others in their cars.

Ian briefed members and the corner marshals of the ride route and necessary stops in Williamstown and Lyndoch and that we were to be back by 12.30pm for lunch.

BBQ lunch was supplied by members of the Kersbrook Sports Community Club and appreciated by the cool club rooms.

Other Members present in the coolness of their cars were Dean (LM) and Audrey GOVAN, Jeff (LM) and Dawn Schaeffer, Colin Pauley (LM), Peter Allen and Eric Polfliet from Bangkok. Also present were other Life Members (LM) in Terry Rowe and Brian Forth both riding their motorcycles.

Also pillion passengers were Leonie Tsiros, young Eli Wallis (story teller) and John Deacon. By 2pm, member slowly left for home.

Thank you to the members who honoured their commitment to our Club Run and partaking in the luncheon. **Brian Forth**

Kersbrook Tiddlers Ride 18th Feb 2024

Arnold DeGroot	1912	Rudge Solo
Terry Rowe	1914	Bullock Solo
Colin Behn	1920	Harley Davidson Solo
Brian Forth	1924	Harley Davidson Outfit

Ian Haywood	1952	Panther Solo
Roger O'Loughlin	1953	Horex Solo
Brian Gray	1956	AJS Solo
Richard Kretschmer & John Deacon	1956	Norton Outfit

Dale Morris	1956	AJS Solo
Ron Wuttke	1972	Ducati Solo
Stanley & Leonie Tsiros	1974	Honda Solo
Greg Paterson	1975	Moto Guzzi Solo
Steve Cramp	1981	Honda Solo

Ralph Osborne	1994	Triumph Solo
Mick Hayes	2005	Suzuki Solo
Paul & Eli Wallis	2010	Harley Davidson
Ian Hese	2013	BMW Solo
Alan Orrock	2013	Kawasaki Solo
Paul Carroll		Backuper trailer



All British Day 2024—3rd March 2024.

Sunday turned out to be a very pleasant day with warm weather for the 40th running of the All British Day at Echunga Oval for all things British made motor vehicles, motorcycles, commercial vehicles and wooden boats with British made motors for propulsion. It was reported that about 900 vehicles were on display and several thousand visitors.

Unfortunately all motorcycle clubs including VVMCCSA were all grouped together at the far end of oval 2, this location being as far away as possible away from the main OVAL 1 where the main display were held.

VVMCCSA display and member members present were Brian Kuerschner (AJS Matchless display next to us), Colin Behn—1953 AJS, Ian Hese -1914 Douglas and Brian Forth—BSA wm20 and Peter Johnson, with visitor Joe Mentasit—Sunbeam.

It appears that members have deserted our Club display. In previous years 30 to 40 members and motorcycles would have been there and we won several best motorcycle and best club display. Today we were embarrassed due to lack of support from 300 club members

But, those member present did enjoy the day meeting and discussing our motorcycles with the public.

Regards, Brian Forth



VVMCCSA display including Brian Kuerschner Display of AJS.

Below—Brian Kuerschner and his display.



Brian Forth with his 1942 BSA wm20



“NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”



Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Special low usage rates
- Riding gear cover
- Cover for modifications
- Flexible coverage for bikes that are laid up, being restored, or at club events
- Home Contents Insurance including \$10,000 enthusiast cover for your collectables & tools
- Pay by the month premiums at no extra cost

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



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 61 018 852 019 is an authorised Representative of Shannons Insurance Group ABN 68 018 202 807. Any contract made by Shannons Pty Limited is subject to the terms and conditions of the Shannons Insurance Group. Please read the Product Disclosure Statement before buying any insurance. Contact us for a quote.

BIRDWOOD FIGURE 8—10 am MARCH 17TH2024

Once again, the Figure 8 Run will start from the Grounds of the National Motor Museum at Birdwood. Enter off the Main Street of Birdwood into Blumel Road, the Ambulance Station is on the corner. The entrance gate, for our use only, will be open from 9.00am.

Park on the roadway adjacent to the main grass area, trailers may be left on the roadway between the buildings. The Vintage Japanese Motorcycle Club are also visiting on their Annual Rally and are expecting over 200 bikes to be parked on the main grass area. They will be accessing the Mill by the rear entrance on Church Street.

The mornings run will turn left into the Main Street then meander through to the outskirts of Tungkillo, to Mt Torrens, Charleston and to a refreshment stop in Lobethal. After the stop we will head out of Lobethal to go down the Fox Gully Road to Cudlee Creek, Gumeracha and back to the Museum.

Those on slower Veteran or Tiddler bikes, can shortcut from Birdwood to Mt Torrens to rejoin the main route. After the stop, they may then go down the main road from Lobethal to Cudlee Creek, to pick up the route again at the bottom of Fox Gully Road.

Time has been allowed for a picnic lunch on the lawns or from one of the shops in the Main Street. The Museum Staff will judge our bikes, during the lunch break, for their Annual Trophy. There is no charge to view the Museum exhibits.

AT approximately 1.00-1.15pm we will depart for the afternoon loop to complete the figure 8. This time we'll turn right onto the Main Street and then right again onto Warren Road, left into Martins Hill Road, right into Forrester Road then right into Cricks Mill Road to Mount Pleasant and then back to the Museum. This route is suitable for all the bikes.

The roads are scenic with no steep hills and are mainly 80kph limits.

Will be looking for Corner Marshals on the day and someone to tow the trailer.
Contact me, Ian Hese 0409 083 436 to volunteer.

NATIONAL MOTOR MUSEUM GROUNDS
Car Club Display

