



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 657

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



**Lobethal Show and Shine**



**Old Crocks riders**



**Birdwood Figure 8**



**Amberlight Motorcycle Cafe**

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

Our Club Proudly Supported by



Don't forget:  
**Saturday Coffee**  
 at Loose Caboose  
 21st April 2024  
 Oxenberry run.  
 Subscriptions &  
 Log Book coming  
 soon



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 30<sup>th</sup> 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](http://www.vvmccsa.org.au) email [secretary@vvmccsa.org.au](mailto: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](mailto:secretary@vvmccsa.org.au)

[secretary@vvmccsa.org.au](mailto:secretary@vvmccsa.org.au)

[secretary@vvmccsa.org.au](mailto: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 these members**

<b>East</b>	<b>Brett Mitchell (East)</b>	<b>0438 379 788</b>	<a href="mailto:secretary@vvmccsa.org.au">secretary@vvmccsa.org.au</a>
<b>South</b>	<b>Phil Jenner (South)</b>	<b>0407 397 445</b>	
<b>West</b>	<b>Ian Rounsevell (West)</b>	<b>0412 708 410</b>	
<b>North East</b>	<b>Paul Carroll (North East)</b>	<b>0437 771 821</b>	
<b>Southern</b>	<b>Jane Clarke (South)</b>	<b>0409 239 076.</b>	

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Drenton 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"**

During the last month, members have been busy out and about at various displays and events promoting VVMCCSA to the public, and the committee appreciate their support.

The Thursday morning rides for 'Old Crocks' and the more 'Modern Classica' the faster machines are growing in numbers and members are enjoying pleasurable rides thru the north eastern hills, occasionally a member might loose a valuable part of his 'Old Crock', or dare I say 'expire', only to be lucky and find it amongst the grass on the dirt verge, carried out road side repairs and off he rode again stopping about 300 metres from the finish line, same problem?

**Birdwood figure 8** was down on numbers, but those who did attended enjoyed the rides that Ian Hese had planned. The Mill staff have selected the desirable motorcycle and the trophy will be presented at Presentation Night.

April events involving VVMCCSA members outside normal club events are—

**14th April—Gawler Veteran and Vintage car and motorcycle rally**, Gawler to Nuriootpa.

**19th April—**Brian Forth displaying his 1924 Harley Davidson at the Sporting Car Club.

**5th May—1934 Old Crocks Run** a re-enactment of the run from Victoria Park to Glenelg in 1934. There are only 6 motorcycle are entered in a field of 185 vehicles.

**5th May—Cummins House at Nova Gardens**, where members have a club static display.

**Reminder—coming soon**

**Subscriptions of \$45.00 due sool**

**Logbook Days—to be advised**

**Brian Forth, President**



**Reference—Terry Parker  
Coloured—Lyndon Goodyear**

At a Motorcycle Club of S A event, four 7hp **Indians**. 2786 was Keith Sinclair of Angas Street, Frederick Cornell, passenger, 622 Norman Torode, who at the time managed **Eyes & Crowle's** motorcycle shop who were Indian agents in Gawler Place. 32 was O Joyner of North Adelaide, first issued for an FN in 1907, transferred to his Indian in 1914, then Clarence Luxton, manager of the Federal Lime Kiln at Willaston.



Long serving members will remember Margaret Bennets wife member Doug Bennets (Dec) Margaret recently passed away, RIP

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**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](mailto:secretary@vvmccsa.org.au)**

**Include your name, membership number and amount paid.**

**Terry Rowe, Treasurer**

**29/04/2023**

# VVMCCSA General Meeting 806, 12<sup>th</sup> March 2024

**Attendance:** 30      **Apology:** 1      **Guest:** .nil  
**Guest Speaker:** Nil.

**Who are we:** Terry Parker in the centre of the photo with members Leslie Jones, Rick Paul, Geoff Webster and Bob Jones at Golden Grove May 1972 a full report of the ride in April's Magazine.

**Minutes of Meeting 805 on 13<sup>th</sup> February 2024** as presented and printed in the February Magazine 656.

**Moved:** Ian Rounsevell.    **Seconded** – Ian Haywood

## **Treasurer:**

Terry Rowe reported on the income and expenditure of VVMCCSA.

**Moved:** Paul Carrol.      **Seconded:** Adrian How

**New members:** Presentation to Mathew (Matt) Williamson (619) of Nairne. New applications from Brett Kennedy (620) of Pt Lincoln and Simon Bailey (621) of Wayville.

## **Correspondence: Email and Mail in -**

1/ Goodwood community club invoice: and Unley Council several information events

2/ Payneham RSL re outstanding invoices.

3/ Brighton trophy for name badges.

4/ Membership from Simon BAILEY of Warradale

5/ Newsletters – Old Motoring; NZ-BSA;

6/ invitation from Sweden motorcycle club's Skåne Rundt an annual international rally, open to motorcycles with a manufacturing date no later than December 31, 1945. The rally includes driving on public roads approx. 500 kilometres and includes competitive moments for both machine, driver and passenger.

7/FOM minutes for 14<sup>th</sup> February.

8/ Michael Griffin report on the Ariel Rally.

## **Correspondence: Email Out.**

1/ Newsletter to members.

2/ Smoke signal Magazine to members.

**Moved:** Wayne: Lawson.      **Seconded:** Ian Rounsevell.

## **Club Captain – Ian Hese.**

### **Past events.**

1/ The usual coffee Saturday mornings now at '**Loose Caboose**' café 21 First Street Hindmarsh;

2/ The Thursday rides are still programmed at usual times and start locations.

### **Future events**

1/ 17<sup>th</sup> March - Birdwood figure 8 organised

2/ 14<sup>th</sup> April McLaren Vales, waiting for a report and map.

3/ 18 to 19th May Meningie 2 day, report in the magazine

4/ 24<sup>th</sup> March - Amberlight to Bierhaus Show And Shine at Lobethal, members to be there about 0900hrs.

## **Invitation events:**

1/ **14<sup>th</sup> April**, Sunday, Gawler Veteran car and Motorcycle run from Gawler to Nuriootpa.

NOTE - Points will awarded to member for the Veteran and Vintage riders trophy.

2/ **5<sup>th</sup> May 2024, Sporting Club 'Old Crocks Run'**, cars and motorcycles run from Victoria Park to Glenelg for a display.

3/ **5<sup>th</sup> May, Cummins House**, 23 Sheoak Road Nova Gardens a club display from 10am

Moved – Colin Behn;      Seconded Brett Mitchell.

## **General business**

1/ **Brian Forth** Committee for the 70<sup>th</sup> Anniversary Rally meeting 21<sup>st</sup> March where the location and date of the event will be known.

2/ **Adrian How** spoke on his adventures on the 'Bottom End Rally; with the Williams family.

3/ **Brett Mitchell** spoke on the European Motorcycle day at Balhannah and the recent Velocette Rally.

4/ **David Radloff** spoke of Leon Mitchell assisting him fitting new gears to his 1909 P&M motorcycle, followed by a history lesson on the maker of Phelon & Moore motorcycles.

5/ **John Deacon** mentioned Library books and information.

6/ **Greg Paterson** reported on regalia and has plenty of items for sale including two 't' shirts .

**Meeting closed:** 9.00 pm.

**Next General Meeting:** 9<sup>th</sup> April **2024.**

**Brian Forth—President**

## Committee meeting 26<sup>TH</sup> March 2024 at Goodwood Community Centre.

**Present:** Brian Forth, Maggie Moore, Terry Rowe, Ian Hese, Greg Paterson, Daryl Rosser, , Colin Behn, John Deacon

**Apologies:** Adrian How, Dan Moriarty

**Guest:** Nil

**Minutes from Committee Meeting 30<sup>th</sup> January 2024**, presented as printed in the February magazine 654.

**Moved:** Ian Hese                      **Seconded:** Terry Rowe

### **Business arising no change to any actions**

- 1/ John Deacon and Ian Hese Members Information Book, ongoing (28/Feb/2023)
- 2/ Committee Members Succession Plan. Ongoing. (25/Oct/2022)
- 3/ Rob Elliott (absent) Constitution (30/May/2023). No report (29/08/2023). Ongoing.
- 4/ John Deacon - Club Asset List, waiting for update. Ongoing.
- 5/ Brian Forth - NEW Club insurance enquiries. Ongoing. (19/03/2024)

### **Treasure – Terry Rowe**

Terry Rowe report on VVMCCSA income and expenditure.

**Moved:** John Deacon                      **Seconded:** Colin Behn

**Terry Rowe** – Moved a motion to have all interest paid into the Club’s cheque account from the Term Deposit Account.

**Moved:** Terry Rowe                      **Seconded:** Maggie Moore

### **Membership:**

Application from Simon Bailey, Brett Kennedy, Mat Williamson, Colleen Smyth, were read and ratified.

### **Correspondence: - Mail and Emails in.**

- 1/ Insurance policy renewal – passed on to Terry Rowe – to enquire
- 2/ LCIS cancelling the insurance to club
- 2/ Payneham RSL query of Christmas show payment
- 3/ Rob Elliott re Insurance passing on insurance emails to Brenton Matters
- 4/ SA Govt advising they are repair RSL clubrooms.
- 5/ Newcastle VV re Historic racing newsletter
- 6/ Holdfast Bay council re how to pay invoices
- 7/ Colleen Smyth application for membership
- 8/ Michael Smyth and re Colleen Smyth membership
- 9/ Colin Francis – old member enquiring about a motorcycle part

### **Outgoing emails**

- 1/Terry Rowe re various invoices received for payment
- 2/ Email to Rob Elliott to enquire with LICs re cancelling our insurance – request Rob to enquire with urgency. To enquire what FOM insurance is
- 3/ Rob Elliott re insurance
- 4/Brenton Matters re affiliation to get insurance
- 5/ replies sent to Colleen and Michael Smyth re membership

**Moved:** John Deacon                      **Seconded:** Greg Paterson

### **Club Captain- Ian Hese**

Ian Hese gave a report on past events consisting of the Coffee morning and advised that the venue for the Hindmarsh coffee morning has been changed to the '**The Loose Caboose**'.

The two Thursday rides with 10 motorcycles at each event. It was pleasing to see this increase the number of members participating.

Birdwood figure 8 event went well.

### **Future events.**

- 1/ The usual coffee on 1<sup>st</sup> Saturday mornings at Loose Caboose Hindmarsh
- 2/ The Thursdays rides are still programmed at usual start locations.
- 3/ 14<sup>th</sup> April, Gawler Veteran Car Club – Veteran and Vintage car and motorcycle run
- 4/ 21<sup>st</sup> April, organised by Tony Morisset in McLaren Vale area. TBA
- 5/ 5<sup>th</sup> May, Sporting Club Old Crocks Run, motorcycles include a \$20 entry fee
- 6/ 5<sup>th</sup> May, display at Cummins House at Nova Gardens
- 7/ 19<sup>th</sup> May a 2 day ride and run at Meningie area.

**Continued on Page 6**

## Committee minutes - 26th March 2024—continued

### Club Captain report continued.

Ian Hese presented to the Committee a copy of a section of the Club Rules document that required a few minor changes. These changes were accepted by the Committee.

**Move:** Ian Hese

**Seconded:** Daryl Rosser

### Invitation events:

1/ 5<sup>th</sup> May 2024, Sporting Club 'Old Crocks Run', leaving Victoria Park at 0930 to Glenelg.

2/ 5<sup>th</sup> May 2024, History Trust of SA open day at Cummins House Nova Gardens, VVMCCSA having a display.

3/ 4-5 May 2024, Northern Yorke Peninsula's annual Cousin Jack rally from Kadina clubrooms.

**Moved:** John Deacon

**Seconded:** Greg Paterson

### General Business:

1/ **Brian Forth / Daryl Rosser** – With very short notice the Club was advised their insurance policy ends on April 1<sup>st</sup>. Daryl Rosser will speak with Shannon's Insurance. Brian Forth to make enquiries with Motorcycling Australia.

2/ **John Deacon** advised Club's Website not working as it should. Brian Forth to investigate.

3/ **John Deacon** made a request for possible changes to the Website related to the library section. He withdrew the request once he realised the high cost and that the Club would not be able to fund it.

4/ **John Deacon** in April last year the Committee agreed to take some old magazines to Gilbert's Motor Museum in Strathalbyn. This has occurred and the museum are very happy to receive them.

5/ **John Deacon** proposed sending the Club Magazine each month to Gilberts Motor Museum. The Committee agreed for this to happen.

**Moved:** John Deacon

**Seconded:** Ian Hese.

6/ **John Deacon** advised that there were 634 library items listed and a hard copy of these items is available.

7/ **John Deacon** Requested to have a copy of the Club's 'Certificate of Corporation'. Brian agreed to send him a copy via email.

**Meeting closed:** 9.20pm.

**Next Committee Meeting:** Tuesday 30th April 2024

**Maggie Moore**

**Secretary VVMCCSA**



To handle the cycle and motorcycle business, William Cornell established a second business in Hyde Street shown here in 1915, when he secured the 'Big X' agency for Ignaz Schwinn's American Excelsior motorcycles. They were replaced by the more popular Harley Davidson. The make of car is not known.

# Early Motoring in South Australia

## WILLIAM CORNELL (1856-1919) - LENROCS

William Cornell arrived in South Australia in 1877, and established a tobacconist store, first in North Adelaide, then in Rundle Street, named 'Havana House'. When the cycling phenomenon boomed, he commenced importing, and established a second shop in Hyde Street. Both businesses were consolidated in a four storey building in Pirie Street in 1914, when Harley Davidson motorcycles were imported.

He was an early car owner, with a 1904 Rambler (p.98) and a 1904 6 hp De Dion-powered Speedwell. He then bought a 10hp two cylinder Speedwell powered by a 'Volta' motor, which survives (p.106). The French Speedwell was built by Lacoste & Battmann using proprietary motors, while there was also an American make by that name. The January 22 edition of 'The Observer' carried the story that 'In the course of a few days a consignment of the 1916 Excelsior big twin 7/9hp will be landed by Messers W Cornell Ltd of Pirie Street. 'The firm has received a shipment of the 1916 Bradbury



single cylinder, both fixed engine and three speed countershaft gear models. As well as the James machine, 4½hp, combined solo and sidecar, fitted with three speed countershaft chain drive.'

Sons Frederick, Clifford and Leonard were Directors, but Frederick (p.26) seems to have taken the lead, becoming a very wealthy business leader. He bought the mansion 'Strathspey' (p.98) in the 1930's, then moved interstate.

In 1924 Cornells established 'Lenrocs' motor house, perhaps the most successful of the time. Agencies were secured for various carburettors, speedometers and magnetos, and Lenrocs became the service centre in Adelaide for



Lenroc's building on the south side of Flinders street in 1924. They later expanded to the west to deal with used cars.

Reference—Terry Parker collection

## 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** enquiries to—  
Gregory Paterson [gpaterson1948@optusnet.com.au](mailto:gpaterson1948@optusnet.com.au) 0404 934 246.

**Golf Caps** with British only emblems, @ \$25 each enquiries to Brian Kuerschner 0418 854 565.  
email at [nipper.nipper33@gmail.com](mailto:nipper.nipper33@gmail.com)

**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.

**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

**DOMI RACER speedo**, brand new, made in Japan, no cable or light. \$100.00.  
John Deacon **0417 565 882**



## 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

## 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 their 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 1944 jeep, 50s 60s panhead, J model, V or Indian 101 741, scout etc.  
**Paul Wallis 0449 737 945 (Aug23)**



**Historic registration S/A TES-408, Harry Richards 0466 874 016**  
[harryrichards80@gmail.com](mailto:harryrichards80@gmail.com).



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

**1950 Excelsior Talisman** 250cc Reg YZ1545, 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  
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## FROM THE LIBRARY 42<sup>nd</sup> 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](mailto:deaconcampbell8356@gmail.com) or at club meetings.



Instruction Manual

#### Models

- A7 500 c.c. O.H.V. Twin
- A7 500 c.c. O.H.V. Shooting Star
- A10 650 c.c. O.H.V. Golden Flash
- A10 650 c.c. O.H.V. Super Rocket

## 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 logbook 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\*\***

### 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**  
**Note—points towarded 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 Tuesday **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 from 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.** → New Info  
28th Tuesday, 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. Trophy Presentation night** 8pm Payneham RSL Club rooms.  
16th **Club ride to be advised**  
20th **34th Old Crocks and Tiddlers ride from Gumeracha**  
25th Tuesday—Committee meeting at 7.30pm, **Goodwood Community**

### July 2024

- 4th Midweek ride— Tea Tree Gully Hotel leaving 10.00am  
6th Coffee morning— *Loose Caboose 21 First St Hindmarsh* \_9.15am.  
9th **Annual General Meeting & General meeting 810** - 8.00pm at Payneham RSL clubrooms.  
18th 35th 'Old Crocks' Veteran ride & Tiddlers—10am, Gumeracha  
21st \*\*\* **to be advised**  
30th **Committee e meeting—7.30pm Goodwood Community Club.**

### **MENINGIE HUB RALLY - MAY 18<sup>TH</sup> 19<sup>TH</sup> 2024**

There will be a ride around the Lakes on the Saturday afternoon starting at about 1pm. Sunday morning there will be a ride arriving back in Meningie early afternoon, in time to travel back to Adelaide. Provision will be made for Veteran and Tiddler bikes on both routes.

If you wish to book your accommodation for this trip I have listed below, some of the venues available. Full details and maps in next month's Smoke Signal.

**Lake Albert Caravan Park. (Sites. Cabins) 8575 1411**

**Lake Albert Motel 8575 1077**

**Meningie Waterfront Motel 0403 423 565**

**Meningie Hotel 8575 1007**

The Hotel is in the process of a new manager taking over and will be probably the middle of April before rooms can be booked (meals and drinks OK). **Ian Hese—Club Captain**

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

**HAHNDORF-** January 2024

**BALLARAT -** Cancelled 2024

**CLARE-** 3rd March 2024

**NARACOORTE** TBA May 2024

**SEDAN -** TBA June 2024

**Kadina** 9th June 2024

**GAWLER -** TBA September 2024

**STRATHALBYN** 13th Oct 2024

**BENDIGO -** 12 to 13th November 2024

**VICTOR HARBOR.** TBA February 2024.

**SA Rod & Custom, Kilburn.** TBA 2024.

**WOODSIDE -** TBA March 2024.

**Pt Broughton—** show & shine last Sunday May 2024

**KAPUNDA-** TBA May 2024

**WILLUNGA -** TBA August 2024

**23rd VVMCC MOTORCYCLE ONLY 6th Oct 2024**

**Macclesfield show & shine** TBA

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



**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 26<sup>th</sup> and Sunday 27<sup>th</sup> 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 phone08 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 **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@gawlercarclub.com.au](mailto:vvrun@gawlercarclub.com.au)  
 Web : [gawlercarclub.com.au](http://gawlercarclub.com.au)

**PRELIMINARY NOTICE**

**Veteran and Vintage Motorcycle Club of Northern Yorke Peninsula Inc.**

**15th COUSIN JACK RALLY**  
**SATURDAY 4th & SUNDAY 5th MAY 2024**



This event is open to all registered and insured motorcycles of any age and manufacture.

Short and Long rides on both days.

**Entries close APRIL 22nd 2024**

Late entries are acceptable

Meals & rally pack cannot be guaranteed

Great raffle prizes.

Entry Forms on our Facebook page or

Email us at:

[veteranvintagemccofnyp@gmail.com](mailto:veteranvintagemccofnyp@gmail.com) or

**Mob: John: 0409670093**

**OLD CROCK'S RUN**  
*Run Sheet*



**Sunday 5th May 2024**

1. Arrive at Victoria Park between 8am and 9am, enter from Wakefield Steet.
2. Cotect 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.



SPORTINGCARCLUB.COM.AU



**I'm best man at my  
 buddy's second  
 wedding... Is it  
 appropriate to open my  
 dinner speech with  
 "Welcome back  
 everyone"**

# The 140 year history of the British Motorcycle Industry

I was quite surprised to learn that the origins of the British motorcycle industry date back 140 years to 1884 when the first commercial design for a self-propelled bicycle was created by Englishman, Edward Butler. The Butler Petrol Cycle was a three-wheeled design, powered by a 600cc engine that generated 0.6 bhp. First shown at the 1885 International Inventions Exhibition in London, it failed to become commercially successful as Butler could not secure sufficient funding.

Nearly ten years later in 1893 an American, Edward Joel Pennington was credited with coining the term "motor cycle" when he established the Motor Cycle Company of Cleveland, Ohio, which owned the rights to that first patent. The following year he persuaded C. B. Hitchcock, a successful wagonmaker to produce a prototype based on his design. It, like most of Pennington's subsequent business ventures, was a complete failure with the prototype unable to travel a short distance before its engine would overheat and seize.

During the same period back in the England a fledgling Motor industry was beginning to evolve, mostly in the Midlands around Coventry and Birmingham with names familiar to most of us beginning to produce motorcycles. For example:

- In 1896, the Excelsior Motor Company commenced production of the first publicly available motorcycle.
- Five years later Royal Enfield produced their first motorcycle with a 239cc engine using a belt drive rear wheel.
- In 1902 Norton produced its first motorcycle with bought in engines until it built its own in 1908. Norton became, and still remains, one of the long-term stars of the British Motorcycle industry, despite being re-incarnated on more than one occasion.
- It was also in 1902 that Triumph, which had been developing their first motorcycle since 1898 began production. From this slow start Triumph quickly became the largest UK motorcycle manufacturer, producing 500 units annually by 1903. In 1915, the Model H, also known as the 'Trusty Triumph', was widely regarded as the world's first modern motorcycle. With a three-speed gearbox and belt drive, this 550cc model set the stage for the motor cycle as we know it today.
- BSA (Birmingham Small Arms), another very well-known name eventually joined the rapidly expanding list of manufacturers in 1910. They remained a leading light in the industry for 63 years until ceasing production in 1973. Following other British motor industry names, they have recently begun production under Indian ownership with plans to once again build an updated retro styled BSA Goldstar in England.
- In 1919 George Brough started producing the

Brough Superior, made famous by its association with T.E. Lawrence (Lawrence of Arabia), and known as the "Rolls Royce" of motorcycles. The most iconic Brough, the SS100, first appeared in 1924 and stayed in production until 1940. The Brough name didn't disappear as the rights to the name were acquired in 2008 and a prototype of a new SS100 was created. A new range of Brough motorcycles continues in production today but built in France rather than in the UK.

- Through the 1930s and 1940s the industry continued to grow as around 80 more names were added to the list of UK based motorcycle manufacturers. Some sprung up and quickly disappeared, but many remained well established until World War II intervened.

The years immediately before, during and after World War II created substantial demand for motorcycles designed for military use. The larger manufacturers including BSA, Norton, Triumph and Royal Enfield switched production to motor cycles needed by the armed forces. Among the best known are the BSA M20 and Royal Enfield's lightweight 125 cc model designed to be dropped from an aircraft in its parachute-fitted tube cage. The officially titled Royal Enfield WD/RE is best known by its nickname, 'The Flying Flea'. In 1951 BSA purchased Triumph creating the world's largest motorcycle manufacturer with around 25% of worldwide production until Honda overtook them in 1959.

British motorcycling culture thrived through the 1950s as motorcycles became an affordable mode of transport, more so than cars. Best engines were paired with best handling frames to create a Café Racer such as the Triton consisting of a Triumph engine in a Norton Featherbed frame. These were the superbikes of the early 60s, designed to maximise performance and handling by sacrificing practicality and comfort, creating an iconic type of motorcycle that is both admired and built today. From the 1960s onwards British dominance of the industry began its decline and eventually faded away by the 1970s. Alongside the growth of the post war British motorcycles industry British riders were standing out on the world motorsport stage. Starting with Leslie Graham who won the first 500cc World Championship in 1949, followed by Geoff Duke with

with 350cc and 500cc World Championship titles in 1951. Repeating success he won the 350cc class the following year, followed by three consecutive 500cc titles, between 1953 and 1955

John Surtees won the 500cc title in 1956, then dominated both the 350cc and 500cc championships by winning both titles for three years in a row, from 1958 to 1960. Not to be outdone Mike Hailwood became the first man to win three Isle of Man TT titles in one week in 1961. He was also the first rider to win four consecutive 500cc World Championships, between 1962 and 1965. Whilst both John Surtees and Mike Hailwood started their motorsport careers riding British made bikes most of their successes were achieved on other manufacturers machines as the likes of Norton Manx were no longer competitive by the mid 1950's.

British riders did however continue to achieve World Championships successes throughout the 70s, with Phil Read winning the 500cc title in 1973 and

1974 along with four 250cc titles in 1964, 1965, 1968 and 1971. He complemented these GP results with eight TT wins in his career. Following behind Phil Read was Barry Sheene, the last of the British Grand Prix Legends. He won consecutive 500cc Championships in 1976 and 1977 and remains the last British rider to win the premier class title.

Triumph became the exception when in 1983 it was purchased by John Bloor remaining under British ownership. The Triumph success story inspired interest in other British motorcycle brands, perhaps initiating the beginning of a second golden age for British motorcycles. The Norton name attempted to emulate Triumph's success story with a range of completely new sport bikes and in 2021 Mahindra brought the BSA name back with a retro design bike under the iconic Gold Star name. The Rolls Royce of motorcycles has also come back to life. Brough Superior is back in production with an extremely expensive range of retro-modern styles designed and built by Thierry Henriette.

*Paul Venables*

### **Chris Harley**

My Old Mate Chris Harley working on My 1934 OHC AJS 500cc I purchased the bike from him and it vibrated so Chris came up and we stripped the motor and the Master Len Dyson worked his magic in a couple of days. The Photo of Chris looking at the camera is where he was asking why I was taking so many photos! Someone had fitted Vibrac Flywheels with a Manx Norton Conrod and they had not been balanced properly. **David Radloff**



### **David Radloff**

My 1909 P&M started at first attempt after recent repairs. The job made more difficult as you cannot see the piston to time it. Some clever bodgery with an intricately bent piece of wire seemed to do the trick.

#### [Video link](#)

<https://youtu.be/Za6TACFFuRY>

Leon and I fitting new cam to my 1909 P&M. the old cam and half time pinions teeth were extremely worn.

<https://youtu.be/1Qf2wr21u04>



## THE GROWTH OF THE VETERAN & VINTAGE MOVEMENT IN SOUTH AUSTRALIA.

As with all clubs there has to be a beginning and our club was no exception as the Vintage movement was starting to make itself felt back in 1934 when the Motor Cycle Club of S.A., staged the "Old Crocks" run to Glenelg. Of the riders that took part in this rally W.Woollatt is the only one that is still connected with the Club, and with his vast store of knowledge he is an asset to this Club. Several of the machines that were ridden are now in possession of present day club members, one in particular is the 1910 A.J.S., which was ridden by Arnold Hansen and is now owned by W.Woollatt, this bike is a first year production model.

These early rallies had their problems with men and machines as one gent (dressed as girl) had his skirt removed by the belt of 1910 Triumph. It was at the ("Halfway" control that the Peugeot forecar crew of Jack Moyle and J. Dineenn (Pass.) had their minor problem, it appears that in the rush to check in at the front bar they left the ignition switched on and as the journey was about to be resumed the passenger one Mr. J. Dineenn carefully placed himself at the accident end of the Forecar whereupon someone gave the unit a push - the Peugeot immediately fired up and headed for the horse trough, the sudden stop at the drinking place ejected said passenger head first into the murky depths.

After this rally there were several outings- usually combined with one of the car clubs. It was not until 1956 that a band of enthusiasts got together and formed this club. The first meeting was held on 29.11.56 at Mr. P.Ziegler's home. The first committee was then elected with J.B. Haines-President; M.A.Lower -Secretary, B.L. Mohen-Treasurer, H.P.Rosenhein - Technical Adviser.

It was at this meeting that the name The Veteran & Vintage Motor Cycle Club of South Australia was accepted.

The meetings were held at various members homes for some time before the Club acquired rooms at Hanson Street, Adelaide, these early meetings brought forth the club spirit- that is still with us today. The minutes of the meeting July 1957 state that Mr. J.A. Kaines donated a work bench to be placed in the garage of Mr. H. Rosenhein for the use of club members.

It was at the September 1957 meeting that the first rally was discussed, the minutes do not state when and where the rally was to be held, but it apparently was held, because at the meeting on 12/11/57 Mr. H. Rosenhein showed colour movies of the Rally. The meeting of 4/2/58 decided that machines would be registered with the club using the number plate that we still use now. It was at this meeting that Mr. W. Woollatt first showed himself as a visitor, also the members agreed to hold a rally to Clarendon on the 30/3/58 with 35 machines that were entered on that night.

At this time the Club was meeting in the rooms of the Vintage Sports Car Club.

By August of 1958 the Club was starting to interest itself in rallies and displays as the meeting discussed a rally to Kadina in March 1959, and a display on October 1958.

At nearly every meeting now rallies were being suggested and discussed as the meeting on 7/10/58 received entries for a two day rally to Victor Harbour on the 15/16 November.

The A.G.M. for 1958 was held on 2nd December with Mr. Woollatt being elected President for his first of a 10 year period.

The first meeting in 1959 saw more of the Club Spirit with several members making a donation toward the purchase of a "Loud-hailer" for use on rallies. During 1959 the Club was on the upgrade going from strength to strength with new members at the majority of meetings and a bigger involvement with rallies and other Clubs.

By May 1959- the constitution had been completed and accepted by all members, so that now the club has become an incorporated body and the A.G.M. will now be held at the July meetings.

The Rallies and displays were becoming regular events by 1960/61 with 8 events listed at the August 1960 meeting.

By 1963 the Club had shifted to new club-rooms at Stanley Street, North Adelaide, where the meetings are still held to this day.

In the Financial report of November 1964 the Club could boast of a bank balance of Credit £275-10-5, with 48 financial members.

The Club has continued to grow at a sizeable rate until to-day we have 125 members, making this the major Club of its type in the Southern Hemisphere and a club of which every member past & present can be rightly proud.

### A SMART RUN.

Mr. Tom Francis, of Port Pirie, who has made several smart trips to and from Wallaroo, Port Broughton, and other northern towns on his motor bicycle, on Monday morning made a record run from Port Augusta to Port Pirie. Starting from the Northern port at 4.43 Mr. Francis reached Mr. Fred Grey's Central Auction Mart at 7.42, the journey having occupied one minute under three hours. Mr. Francis lost a good deal of time in the run from Port Germein, the heavy drift sand compelling him to dismount twice and lead his machine. But for this he reckons he could have done the journey in two and a half hours. Mr. Francis rode a Pirie machine, which was specially made for him by Mr. A. Limb, at the Pirie Cycle Works. The records he is making are a splendid advertisement for the local maker.

Pirie motorcycle ridden by Tom Francis

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[Port Pirie Recorder Wednesday 8 March 1905 page 2](#)

## Veteran Car Rally

Trove 1910 Rally report

The announcement made by the Motor Cycle Club of S.A. that it will again interest itself in the organisation of a veteran motor cycle and car rally has been responsible for many enquiries by owners of old-timers and other persons knowing the whereabouts of motor cycles and cars which will need some attention before they are again in running order.

Many veterans were located some time ago when the first veteran rally was held in South Australia, and most of these machines will again be prepared for the 1938 gathering, in addition to many entries which have only recently been located. The rally will not take place until after the winter months, but as it is necessary for some time to be spent on many of the motor cycles and cars in preparing them, this delay is warranted. Any further information may be obtained from the secretary of the M.C.C. of S.A. (Mr. W. J. Murphy) 15 Flinders street Adelaide

## LENROC'S

Motor Cyclists' Catalogue



ACCESSORIES, SPARE PARTS,  
RIDING WEAR



211 PULTENEY STREET

ISSUED FEBRUARY, 1941.

KEEP IT HANDY ALWAYS

David Radloff	1915	Arcade JAP	Solo
Anthony Williams	1928	AJS	Solo
Terry Rowe	1938	Ariel	Solo
Mat Williamson	1951	AJS	Solo
Ian Haywood	1952	Panther	Solo
Dan Moriarty	1952	Ariel	Outfit
Roger O'Loughlin	1953	Horex	Solo
Ralph Osborne	1956	AJS	Solo
Ron Wuttke	1972	Ducati	Solo
Greg Paterson	1975	Moto Guzzi	Solo
Colin Behn	1996	BMW	Solo
Martin Blindal	2001	Kawasaki	Solo
Graeme Bartlett	2002	Kawasaki	Solo
Adrian How	2004	BMW	Solo
Ian Hese	2013	BMW	Solo
Dale Morris		Backup trailer	



**Members comments on Facebook page -**

Thanks [Ian Hese](#) for another good ride from Birdwood. **Matthew Williamson.**

It was great riding behind the bikes as they went up the hills and picked up speed after going over the top listening to the changes of the exhaust notes of the singles and Vee Twins, **Colin Behn**

What a lovely day for motorcycles.

We are in Birdwood figure 8 ride at National [Vintage Japanese Motorcycle Club 2024 National Rally, SA](#) will be here lunchtime—**Adrian How**

Happy St Patrick's Day Figure 8 Ride Leader and Navigator Ian Hese well done

**Adrian how**



**FROM THE LIBRARY**  
**43d BOOK OF THE MONTH**

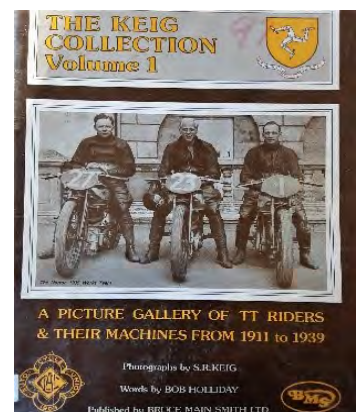
**028 THE KEIG COLLECTION Volume 1.**

Photographs by S.R.Keig. Words by Bob Holliday.

This a picture gallery of TT riders and their machines from 1911 to 1939 is a wonderful collection of black and white photographs of older motorcycles. Each photograph has information on who is in the photograph with two or three lines describing the outcome of those in the picture.

C1S1

To borrow contact John Deacon 0417 5658 82 or [deaconcampbell8356@gmail.com](mailto:deaconcampbell8356@gmail.com) or at club meetings.





# BURRA 2 DAY RIDE

## 19TH, 20TH May 2018



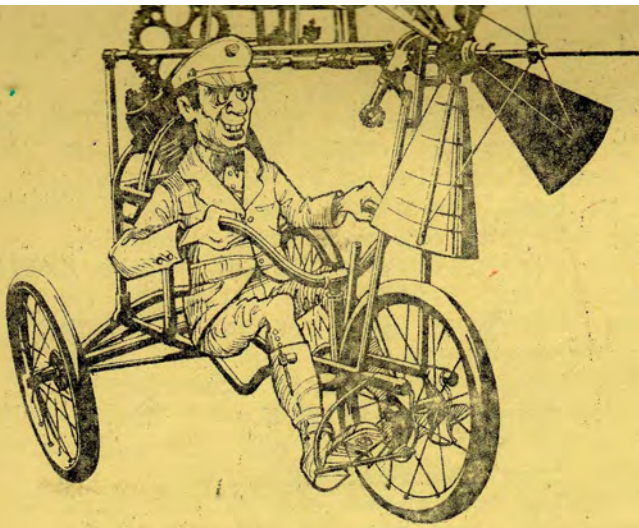
This ride has been designed to include all classes of bikes for a social weekend of riding and display of bikes enroute. You may choose any location listed that suits your point of origin and the capability of your bike to begin the ride.

More information:

email: [secretary@vvmccsa.org.au](mailto:secretary@vvmccsa.org.au) or [www.vvmccsa.org.au](http://www.vvmccsa.org.au)



Reference—supplied by David



# SMOKE SIGNAL

Photos of the Golden Grove run  
can be seen on page 21.

June 1972

## FROM THE PUBLISHER

For the next few months, the quality of Smoke Signal may drop a little. As I have never attempted anything like this before, I would like you to bear with me until the initial bumps and rough patches have been ironed out. I would greatly appreciate any articles from members. You may give them to Bob Jones or myself at the monthly meetings, or post them to

Mrs. LESLIE JONES,  
13 HAMILTON AVE.,  
WARRADALE. 5046.

Thankyou very much for your patience and co-operation.

*Leslie Jones*

## SHOOT OUT AT TONSLEY PARK

The committee would like to thank those members who turned out for the "shoot" so kindly put on for us by the Chrysler Air Pistol Club, and arranged by Mr. Don Sparrow. Trophies for the respective nights, for the highest scores, were won by "Billy the Kid" Jones and "High Noon" Parker, (299 and 273 out of a possible 400). Except for Jill Perin, (whose trophy winning score of 253 was phenomenal for one who had not shot before), the "Pistol Peckin' Mamas" didn't do so well. A vote of thanks to Don, who donated the pellets and targets for the evening. A delicious basket supper supplied by the ladies, topped off a very enjoyable evening.

## REPORT ON THE GOLDEN GROVE PICNIC RALLY

At this time of the year, I feel we were very lucky to have such a beautiful day for our Veteran Rally. Especially after a fortnight of "Indian Summer" weather. It was wonderful to have such a large turn out of "Old Vets.". Nice to see HAROLD GRACE made it. Just the week before, he was chasing up spare parts to make his A.J.S. go. Must have burnt some midnight oil over that job.

Cont.

REPORT ON GOLDEN GROVE RALLY cont.

Official starter, WAL WOOLLATT, got all the machines off smartly, and they had a good run out to Golden Grove. In a lovely rustic setting at Tilley Memorial Oval, we enjoyed a picnic lunch and some chit-chat. After lunch, several sporting events were organised for riders, their wives and children. A type of relay race had motor-cyclists grabbing for rings off stakes and dropping them in buckets. Quite fun to see the last of the "Easy Riders", BRIAN WALL and TONY PERIN doing "wheelies" on their out-fit, and KEVIN BARKER and his son STEPHEN up on two wheels instead of three. In the final round, Bob Jones and Tony and Brian ran against each other; but, in spite of an extra passenger in the person of ALBY HILL, the out-fit beat the solo. Bob didn't seem to be able to get the second ring into the bucket, and lost by miles.

Then there was a race for the very little children. Much urging by enthusiastic Mums didn't help much, and little Miss GILL had no problems winning. The next race for the older children was a bit hard on the handicapper owing to the differences in ages, but that didn't stop CHRIS PERIN. Must be some race-horse blood there somewhere. Another race for the Mums and one for the Dads was followed by an apple dunking contest. The kids played quite fair, and so did the ladies, but, boy, you should have seen those cheating fellas.

In the ladies event, AUDREY GOVAN was first out of the bucket with her apple and PAM SULLIVAN was last out, but Pam wasn't to be beaten. I've never seen an apple disappear so fast; three bites, and it was gone! Now for the Gents event. In the first round, all four started out with full buckets of water, but that was too hard for Mr. Bennetts. He emptied all the water out, but still couldn't win. Brian Cairé did a Pam Sullivan on him and won easily. In the second round it was Fred Wilkinson who tipped the water out; but he only half emptied his bucket to start with and couldn't get his head in and so defeated his purpose. This last round was won by JOAN HILL.

After the fun and games were over, our two ST. JOHNS' MEN, who had kindly donated two trophies, had some serious judging to do. After much deliberation the trophies were awarded to Tony Perin's 1906 Minerva, best Veteran, and Bob Jones' 1924 Harley Davidson best Vintage.

A couple of laps around the Oval, and we were off again, back to the starting point. There were a few minor breakdowns, but everybody made it O.K. The end of a perfect day was the loading of most of the "OLD VETS." on to trailers for the journey home. I think I can safely say that a good time was had by all.

Comments on the above Rally by Mr. Wal Woollatt.

The old saying - all good things come to an end. This describes the last Rally of our 1971-72 season, which I am sure, all will agree, was a very pleasant outing for all. This rally produced 20 Veteran machines the largest number for many years, and could be a record for the Club. However I will have to look back at some of our records to see if this is so. Fourteen Vintage models also made the trip, and all machines were lined up for judging by our two Ambulance Officers, who also presented two trophies for the best turned out Veteran and Vintage machine.

Results of the sporting events.

3 and under ;	little Miss Gill.
Over three (handicapped)	C. Perin.
Apple Dunking:	
Children:	S. Barker.
Ladies:	P. Sullivan.
Gents:	B. Cairé.
Mixed Singles:	Joan Hill.
The ring in the bucket event for motor-cyclists :	1st. Tony Perin and B. Wall
	2nd. Bob Jones.
Ladies race :	Debra Evans.
Gents race:	Lyn. Rogers.

Photographs of this event located on page 23

# PARADISE MAZDA

## MAZDA

For your brand new or next **Mazda** vehicle update, you need look no further than **Ben Neale –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 **Ben Neale –by phoning 83373377.** or emailing

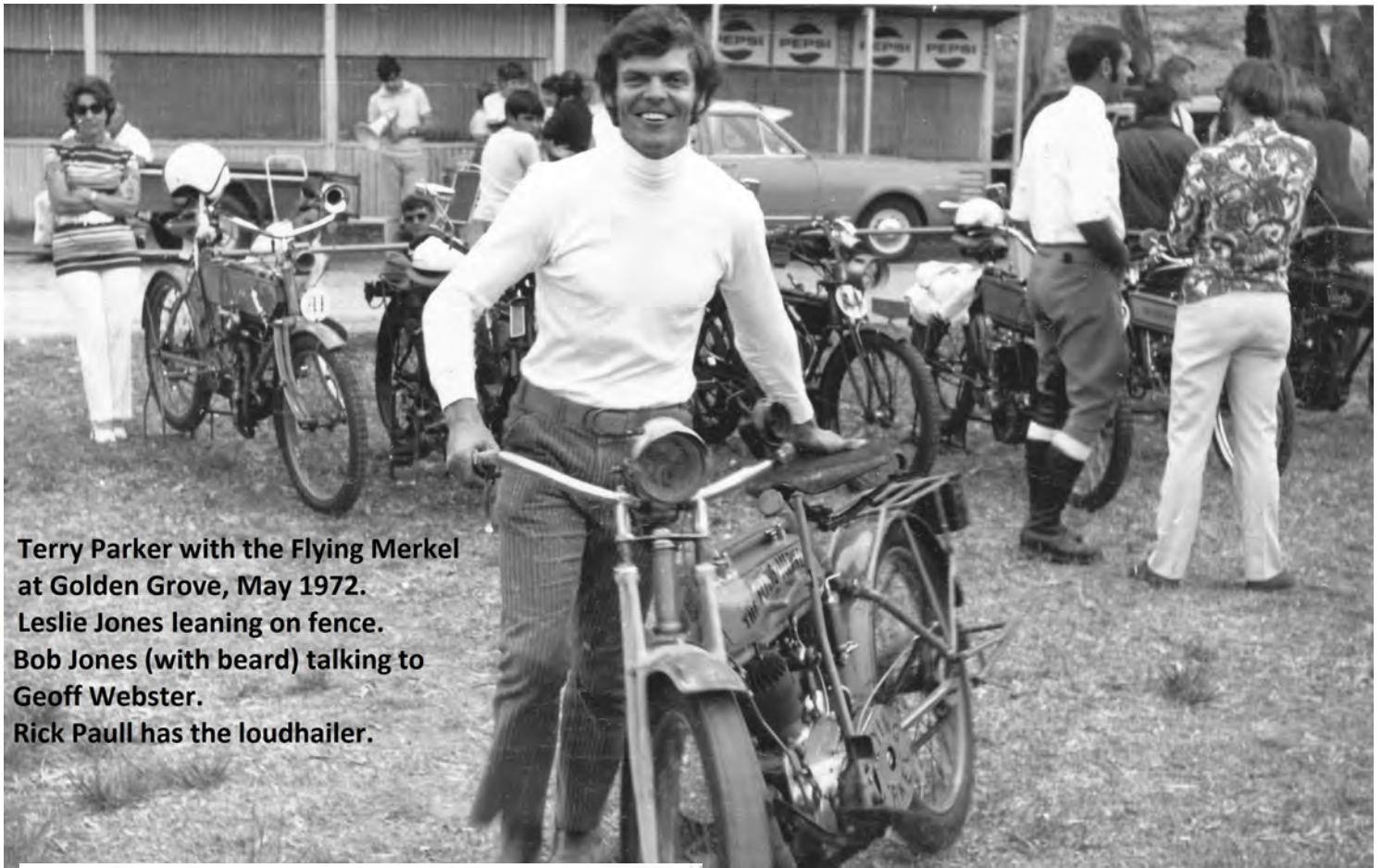
**[ben.neale@paradisemazda.com.au](mailto:ben.neale@paradisemazda.com.au)**

### Who Are we— March 2024

In the photo are Terry Parker with the Flying Merkel, Leslie Jones leaning on the fence, Rick Paul at the back with speaker and Geoff Webster talking to Bob Jones. Anyone else recognised in the photo would be appreciated.

Smoke Signal report for June 1972 on pages 18 & 19 and photos of the day on page 21.





**Terry Parker with the Flying Merkel at Golden Grove, May 1972.**  
**Leslie Jones leaning on fence.**  
**Bob Jones (with beard) talking to Geoff Webster.**  
**Rick Paull has the loudhailer.**



**Dick Sharp at the Golden Grove Rally**  
**May 1972**



**Norm Temby at Golden Grove.**  
**May 1972**



**Fred Wilkinson at Golden Grove Rally. May 1972.**



**Flying Merkel**

## **2024—Ariel Register Rally.**

The annual **Australian Ariel Register Rally** was held this year from April 1 to 4, on South Australia's Fleurieu Peninsula and head-quartered at Goolwa.

The weather didn't disappoint nor did the number of register members with the eastern regions of Qld, NSW, ACT and Vic well represented along with a healthy South Australian contingent. Additional to the members, an impressive array of Vintage and Classic Ariels ranging from a 1926 Model D through various pre-war models including VB, LF and Red Hunter as well as post-war VH, KH twin and 4G/Mk1/2 Square Four up to 1957 were also represented.



**Day 1 Friday:** After setting up camp (or checking into the park's cabins for some) at the Goolwa Holiday Park, we enjoyed a brisk afternoon shakedown ride to the Finnis General Store near Currency Creek. This gave everyone an opportunity to open up some throttles as well as catch up from last year's event at Ulverstone, Tasmania.

**Day 2 Saturday:** Rally leader David Long briefed the group at 9am and we headed to Strathalbyn for morning tea via Currency Creek and Ashbourne encountering a bit of drizzle on the way. An excellent display of bikes took over the car park of the Strathalbyn Railway Station. After sufficient caffeine, baked goods and discussion about some foibles plaguing the McClue 27 Model E, we headed via Milang, Clayton and Goolwa to the Murray Mouth lunch stop on Hindmarsh Island. In glorious sunshine, this location also served as the venue for the show and shine judging. With fish n chips downed and after some careful show n shine judging we headed back to Rally HQ for the AAR Annual General Meeting and then later onto the Rally Dinner at the Goolwa Golf Club. The dinner was excellent and very well organised with a long running raffle draw and show and shine trophy presentations. A number of raffle prizes were provided by Draganfly Motorcycles UK, one of the worlds largest suppliers (probably the largest actually) of new Ariel Motorcycle parts. Table 2, comprising predominantly of SA members won the Michael Browne Quiz due to a couple of questions perhaps erring toward peculiar parts of SA Ariel history. These were somewhat unsurprisingly answered by Gary Jolly.

Of note, the furthest travelled rally participant trophy was appropriately awarded to Paul Wiggans from Auckland NZ. Paul, whilst native to NZ, is a previous Draganfly employee of some years and was also loaned a 1940 Square 4 for the weekend by Mike Canty for his riding pleasure.

**Day 3 Sunday:** A cloudy but dry start greeted us for Sunday's southern hills ride to Meadows via Yankalilla and Myponga. At Yankalilla, the bowls club put on a cracking Devonshire morning tea. Several hundred calories later, we set off and travelled on some great roads beyond Carickalinga and onto Meadows for lunch at the Meadows Community Hall provided by the Meadows Lions club. A bike or two had begun shedding parts with a notable Black Ariel relieving itself of its kick starter along the way.

After the state photographs taken we headed back to Goolwa via the well known Bull Creek Rd for a rest and then later the evening farewell BBQ. The return to Goolwa was not however without a few issues, the greater of which being a "primary chain off" situation for one rider which resulted in significant damage and relegated the bike to the Jolly back-up trailer.

**Day 4 Monday:** The last day of the Rally scheduled a leisurely 11am short ride to Milang for those participants willing and still able.

This was my first AAR Rally which I thoroughly enjoyed, met up with some hardened Arielists, won the "Best Post War Single" trophy and can attest to the event as very well organised and enjoyed by the members.

Much appreciation and thanks goes to the hard working organising committee of David Long, Michael and Annette Browne, the Goolwa Holiday Park and the Goolwa Lions Club. The next rally is scheduled for 2025 at Evan's Head in NSW.

## **Story and all photographs by Michael Griffin.**





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## **OXENBERRY WINERY RALLY—21st April 2024, 10.00am.**

The Oxenberry Winery Rally will be held on **Sunday 21st April 2024 starting at 10.00a.m.** Please gather at the winery - parking cars and trailers in the block to the left of the winery carpark.

Note, **Oxenberry Winery is located on Kangarilla Road, McLaren Vale** - NOT the Scarpantoni Winery at McLaren Flat! Each year we wave to a few who blindly ride past heading to Scarpantoni Winery premises.

The route this year takes us on some of the most enjoyable roads in the southern area. The entire rally route is suited to older bikes although *veterans may find some of the hills taxing.*

After the rally briefing we will head left towards McLaren Flat turning before the township onto Blewitt Springs Road.

We will follow the back roads to Kangarilla where we make the gentle climb to Meadows.

We do not stop at Meadows, however, as we do a short loop which takes us almost to Macclesfield, up Re-tort Hill and back to Meadows for morning tea/coffee.

**Meadows has a couple of shops that serve tea, coffee and cakes.**

We plan to stay there 30 minutes before returning to McLaren Vale.

After coffee we will head back towards Willunga, turning onto Brookman road and riding the full (though straight) length of the road through Kuitpo Forest. At the end of Brookman Road we find ourselves at Old Willunga Hill Road which we ride down to the township of Willunga. From Willunga we take the road back to McLaren Vale and Oxenberry Winery.

At Oxenberry our team should have the sausage sizzle ready for our arrival! Gold coin donation please. As usual we would greatly appreciate volunteers.

This year we are looking for a trailer driver and willing marshals. On the outward run this time we need around ten marshals so please put your hand up and don a reflective vest - especially if you have not done so before.

**Total rally distance is 85 kilometres.**

For information regarding the rally please contact Ian Hese or myself. See you on the day,

**Tony Morisset—Tour Leader**

