



The AUSTRALIAN ARIEL REGISTER INC
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THE HORSE'S MOUTH

No. 92

**SPRING EDITION
OCTOBER 2014**



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Cover Photo: Tim Elliott's Grandfather – see the story in this issue.

Mailout Photo: Gary Stratton (NSW)

AAR website: www.australian-ariel-register.com

Editor's Bit

Hello again,

Love Tim Elliotts story, and the pics make it just amazing. I hope you enjoy it just as much as I did, and also the rest of the issue.

I am using my senses of the blatantly obvious (not working at home apparently) and can see that the 2016 Rally is developing into an urgent issue for the club. We've been calling for volunteers for some time but I think maybe we need to focus.

It seems to me that it would be Victoria's turn. Last Rally down there was 2011 at Euroa. Come on Vics! The AFL season is over so put on your thinking caps and get a rally proposal in. I'm betting that most Vic members have been to more rallies than I've had hot breakfasts. I'd reckon you'd know all the ingredients required for an enjoyable get together.

It can be a lot of work, and that's why you need a committee. About 30% of our membership reside in your little triangle of Oz, you probably bump into each other down the shops. So get your heads together and give us a ride! Of course the other states are welcome to apply too.

After last edition's Editorial I've had some replies from members regarding the proposal for an electronic Horse's Mouth. Without exception all are in support of the paper version. If nothing else can be achieved at least I know the Editorial is read by somebody! Thanks for the support, you know who you are.

Following on from that point, I would like to hear from the supporters of an electronic Horse's Mouth. Please write in and state your case. After all someone proposed it, they surely can back themselves up with an argument? The poor secretary is going to a lot of effort with surveys and results, but I

would actually like a bit more information before a decision is made. Go on, convince me why is email better.

Next item, what's the best motorcycle swap in Australia? I've been to Maleny and Gatton, both excellent. Rockhampton has one of the biggest swaps Australia, but not much motorcycle interest. I'd love to go to Ballarat, but what would I find? Tea pots and pot plants? Have you been every year since forever? Why don't you write to me and describe the event?

Until next time,
Happy Hunting,
Adrian.



Thanks go to these Contributors:

- ❖ Tim Elliott
- ❖ Chris Hillbrook-Boyd

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Copy Deadline: The Horse's Mouth will be issued January, April, July and October. Please forward articles, letters or advertisements to the Editor by the end of the month prior. **October issue closes on 30th September.** Commercial advertisements welcome. Contact the President or Secretary for details.

President's Prattle

APATHY: *Absence or suppression of passion, emotion or excitement. Lack of interest in, or concern for things that others find moving or exciting.*

Here we are only six months away from the Tamworth Golden Guitar Rally, and still no expressions of interest from anyone interested in conducting the 2016 rally.

A good friend of mine was President of a large club in Brisbane, and he related to me once, what a lethargical group of people members can sometimes be. When members were asked to carry out different tasks for the Club, inevitably, all heads would bow down to gaze at their shoes, and not look up until another member had been coaxed into carrying out the task. **It seems to me that members of our organisation are doing the same.**

The irony was that although those non-committal members were in a fear of dread that they may not be able to carry out the tasks to others expectations, when they did "put up their hand", they subsequently did a great job and their self worth and standing in the club was elevated!

Judging by the attendance of members at the Blue Lakes Rally, members have not tired of format of having annual rallies with the subsequent Annual General Meeting. I often ponder what would eventuate with our organisation if we did not have an annual rally:

- It's most unlikely that members (including office bearers) would travel to a remote location just to attend an AGM without a rally. The annual rally is the logical place to hold the compulsory AGM.
- If the Club lost it's incorporation as a result of not holding the compulsory AGM, the impact would be that our bank would send our financial details to the ATO and we would be required to

submit a formal tax return each year. This would be in contrast to our now self-assessment.

- As a result of the above happening, no longer being a not-for-profit organisation would open the door to all sorts of fees and charges.

PLEASE, someone, give serious consideration to conducting the 2016 rally. There are printed guidelines and plenty of members willing to offer help. Contact Col Hill with any queries.

That's enough preaching from me for now.

As noted in the last Prattle, the Hammonds and the Boyds attended the local Tamworth Rally conducted by the TADMC. It was an excellent rally, except for the freezing weather conditions. Kaye recons that even the cows were shaking their heads in disbelief that people could be riding old bikes in such cold weather. One rider on an old V twin had trouble with his inlet manifold freezing up- it did snow at Nundle but! The members of TDAMC are a great bunch of guys (and girls), and we are fortunate that they will be supporting us with ride marshals and some of the catering. What we may miss out on with sponsorship, I'm sure the TDAMC will make up in hospitality.

I've had a couple of members ring complaining that the Paradise Tourist Park is full. This proved be incorrect. As at 17 September, 1x budget cabin, 1x 2 bedroom villa, 1x 1 bedroom villa and 32 powered sites were still available. When you ring, **ask for Vicki, or in her absence, Diane**

Until next time,
Ride' em don't hide 'em.
John Hammond.

News and Notices

Centennial Rally

Geoff Fry reminds us of an upcoming rally celebrating the 100 year anniversary of the 1st Australian G.P to be held in Bathurst from the 5th - 8th Nov 2014. It is a Douglas Rally, but all makes are welcome. For further information Geoff can be contacted by phoning (02) 6332 3677 or by Email: geoff@geoff-fry.com.au

Mostly Ariel Rally

The Historic Motor Cycle Club of Queensland (Pine Rivers Area) is hosting a Mostly Ariel Rally on Sunday 9th November. Barry can be contacted on (07) 3266 1548 for details.

Membership Renewal

You should find a loose leaf membership renewal included with this edition. Don't throw it out! Membership still only \$20! Due 1st January!

2016 Rally

2016 Rally still required! Can you find a couple of mates to help and then get the job done?

New Parts for Old Bikes

Greg Ditchfield of Manx Classic Spares in Ballarat VIC is now making Ariel footrests and footrest supports as shown below.

The part numbers that can be seen are; 5383-31, 5384-35, 5384-36, & 5383-46. The long footrest suits 1927 & 1928 models. Footrest supports shown measure 4 ¾" and 4 3/16" long but can be

manufactured to order. Best advised to ring and check what is available.



Greg also makes rear stands to suit both rigid and plunger frames. Greg advises that side stands and SQ4 rockerbox lids are in the pipeline. Isn't it great to have a local taking on manufacture of these parts. Contact details are:

Greg Ditchfield
Manx Classic Spares
120 Lal Lal Street
Canadian VIC 3350
Ph: 0408 503 920
Email: greg@manxclassicspares.com

New Member

Welcome to Chris Atkin of Koonawarra NSW who has a 1948 VH.

NZ Website

The neighbours have started up a NZ Ariel Register website. Graeme Crawley says there are some limitations because it is a free hosting site but a step in the right direction. It will take some time for Googles to catch up with it so here is the URL if you feel inclined to take a look:

gandmcrawley.wix.com/ariel-register-of-nz

Hopefully when Google processes this it will mean people googling for Ariel Motorcycle NZ or Ariel register NZ will find the site.

AAR Traveller's Pack

At the 2014 AAR AGM a proposal was put forward to establish a Travellers' Pack for AAR members. The pack would contain details of AAR members who volunteer to accept calls/visits from other AAR members who travel to or through their region. The inclusion of all names and details is strictly on a **volunteer** basis.

The Pack would be available from the AAR Regalia Officers for a small fee, i.e. cost of printing the pack.

If interested, please nominate one or both of the following sections:

1. Accept a social visit from a fellow AAR member,
2. Be a contact to support any travelling AAR members in need of emergency assistance with their motorcycle or vehicle.

Please forward your details – name, locality, phone number(s) – to the Regalia Officer by mail, by phone or by email:

Allan and Chris Boyd
17 Stuart Street, Queanbeyan
NSW 2620
Phone: (02) 6297 6014
email:
allanchris@grapevine.com.au



Nuts and Nipples by Adrian Hannam

Anyone who has an early 500cc twin will have had the joy of fitting the oil distribution spider above the head. It is an abominable contraption that supplies oil to the rockers, and the oil pressure gauge in the tank. With the engine in the frame, it can't be fit to the head before it goes on. When the head is installed, you need your tongue firmly in the corner of your mouth while holding the copper washers in place simultaneously ramming the rocker spindle home. Sounds easy as I write it, but drop a washer into the fins on the head, fish it out then repeat x 8 washers!

Having had the head off more than thrice (in a vain attempt to cure other oil leaks), this job has given me cause to curse the name of our hero Val Page on every occasion. One of the difficulties I faced was leaks from the tapered oil fittings top and bottom, tapers damaged I suspect by gorilla fists trying to make them oil tight. It's very frustrating to patiently assemble this diabolical device, only to find it still leaks. Now there are all sorts of modern fittings for copper tube that are leak free, in fact I used a joiner in the supply pipe from the crankcase, to make the job a little easier. But you can't get these tapered ones from the local hardware shop.

What I really needed was a new spider and the tapered solder on fittings. The new spider was easier than I thought; it came from the English Owners Club - the AOMCC. I now have one good one and three leaky spares.

Draganfly, bless them, who have supplied me with many parts unfortunately did not seem to want to supply the bits only. I used one of their crankcase to head pipes, cut it and used a joiner as I said above. They will make custom pipes up to order but I wanted the solder fittings for myself.

The solder on nipples and nuts were harder to locate than I thought. I half suspect some members would say make your own! Or I can get them from old mate down the road! But now finally the reason for this article. A company in England called "Woolies-Trim" can supply them. Here is their internet address: <http://www.woolies-trim.co.uk>.

The only question left is soft solder or silver solder? I have heard both methods recommended.

So if you are doing a restoration and want to do it yourself, you could give them a go. Suitable for singles also. The nuts and nipples are inexpensive but I would only buy the joiner if you really want an original look as they are relatively dear. Here are some examples:



Solder Nipple
Brass for 3/16" (4.7mm)
diameter pipe Price: £1.00 Each



Solder Type Nut
Brass 1/8" BSP thread. For 1/8"
and 3/16" solder nipples.
Price: £1.54 Each



Double Ended Union
Complete with 2 solder nuts and
nipples 1/8" BSP thread for
3/16" (4.7mm) tube Brass
Price: £12.00 Each

(See how easy it is to write a (crap) story? What parts have you had trouble sourcing? Where did you find them? -Ed)

How I Got Into Ariels by Tim Elliott

A little bit of my story and how I got into Ariels:

I have been into motorbikes since my uncle introduced me into dirt bikes as a young lad – this was to the horror of my folks at the time.

Then I progressed onto modern sports bikes mainly Hondas and Yamahas and currently ride a Ducati 1098s.

We own several vintage vehicles and I was always keen on old bikes but wasn't set on any particular brand.

A family member gave me some old photos and there were a few beauties of my late Grandfather, who I never got to meet, on his much loved motorcycles.

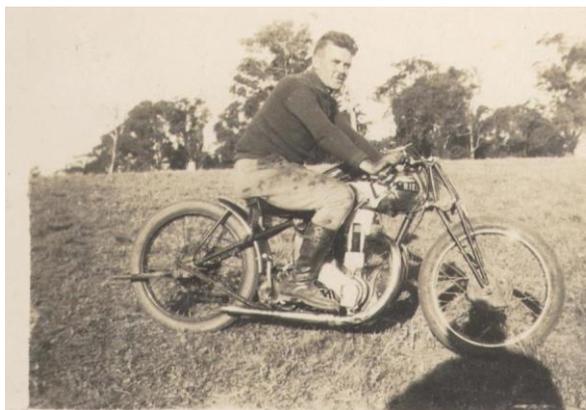
I started investigating the models and years and found he mainly owned Ariels over the decades – I knew nothing about the make.

We visited a number of Museums such as Birdsville and Nabyac when I had the time and started looking at purchasing a complete bike.

I settled on a running '48 Red Hunter and am currently getting it to the standard and style that I am looking for (only have to fit the tank!)

I have included some old photos of my Grandfather with his bikes, I hope you all enjoy and look forward to meeting many people in the circle when I get it out to some events.

Cheers, Tim Elliott



*after winning hill climb
& record speed.*



Rueby. 1928.



BUNGONIA, LOOKDOWN. 1928.

Overhauling the

Jonathan Jones takes time to dismantle the ubiquitous Smiths speedometer, and finds out what makes it tick.

ACTION PHOTOGRAPHY: ANGIE JONES

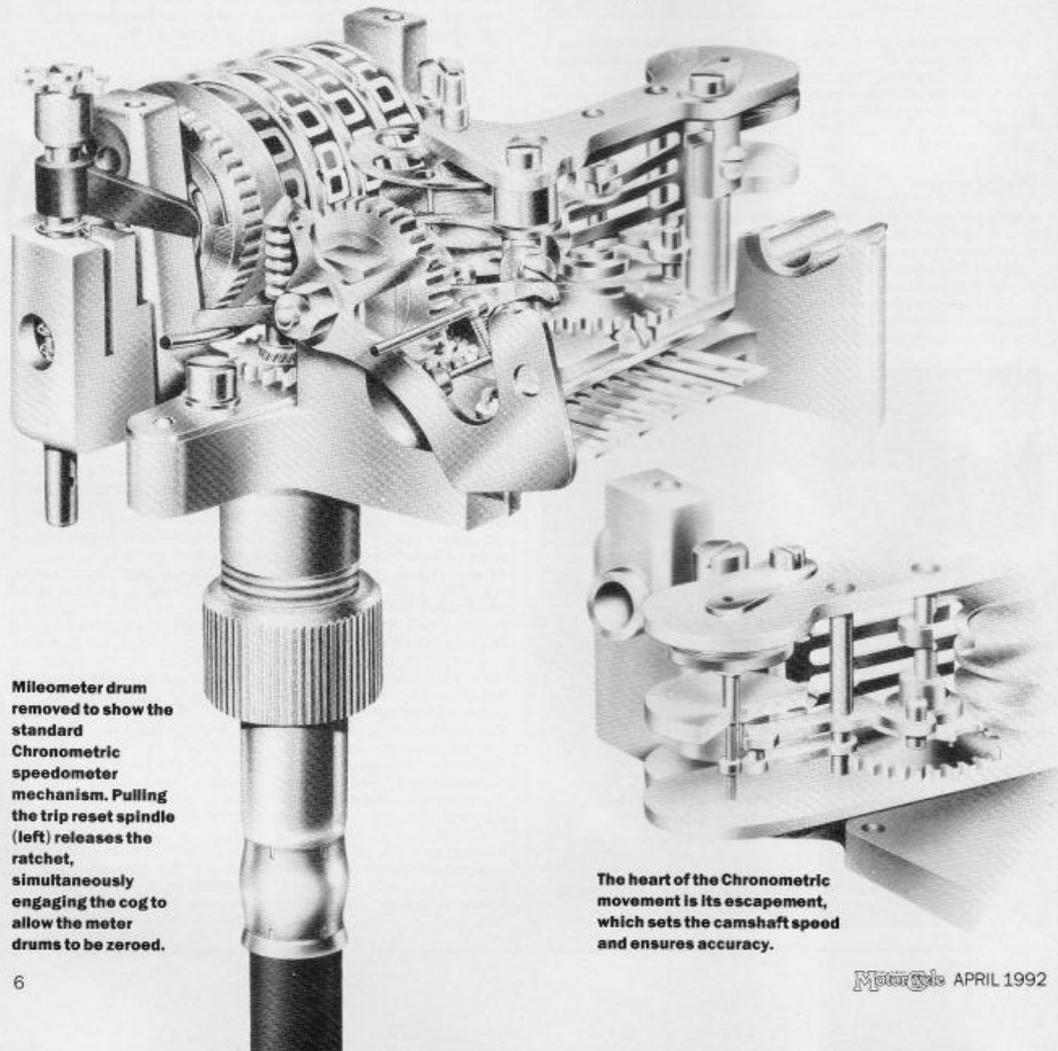
How fast does it go mister? Small boys are apt to believe the 120mph marking on a speedometer, even when it's fitted on a 600cc plodder. But all too often, when the motor cycle gets moving, the speedometer needle doesn't. And one peep inside the Smiths Chronometric can be enough to keep riders guessing their legality in 30 mph limits, and ignoring indicated speeds of 75 between the front gate and the garage.

Dismantling the Chronometric isn't that daunting. It can be a nice little kitchen table job for a chilly evening, and once you get a grip on the principle, fault finding isn't difficult. The worst that can happen is

that you'll forget where the bits went, but with our photographs and step-by-step guide, you should be able to get everything back in the right order.

The Chronometric speedometer is common to hundreds of machines of the post-war period; you'll find exactly the same movement in the little D shaped instrument, used by dozens of lightweights. If a trip reset extension is fitted, remove it to make the assembly less unwieldy, and address problem number 1; getting inside.

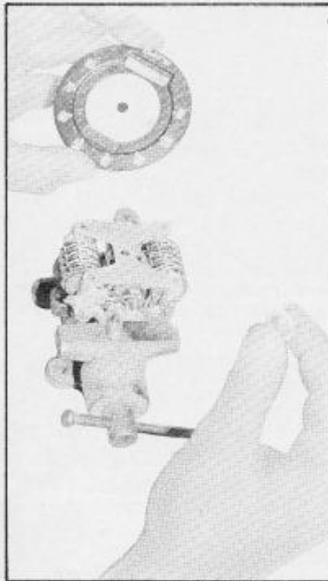
The D style is simple, just undo the three screws around the base, but the chrome bezels on the circular type can put



Mileometer drum removed to show the standard Chronometric speedometer mechanism. Pulling the trip reset spindle (left) releases the ratchet, simultaneously engaging the cog to allow the meter drums to be zeroed.

The heart of the Chronometric movement is its escapement, which sets the camshaft speed and ensures accuracy.

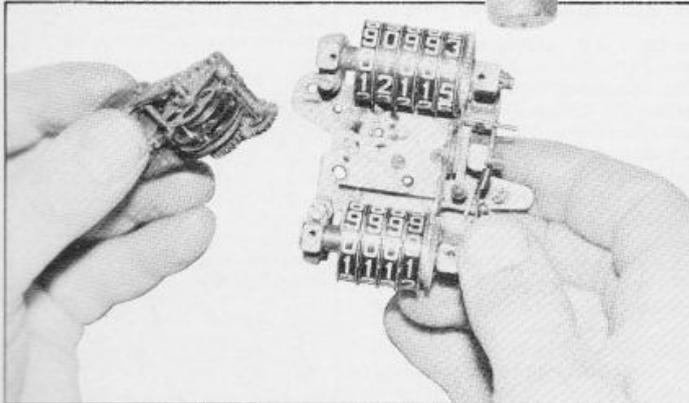
Chronometric



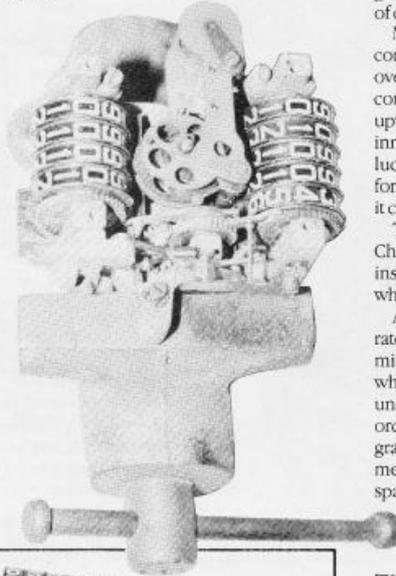
Needle is a press fit on its shaft; use gentle leverage beneath the face, to remove it.

Removal of top plate reveals the complete mechanism. Support in a vice to make dismantling easier.

Two screws attach the Chronometric movement to the main casting. Oil-retaining pads let into the base keep the spindles well lubricated for thousands of miles.



the brake on things. Warmth works wonders — a rag soaked in hot water will usually free the fine threads — and with a cloth wrapped around the top, it can often be undone by hand. Like you, I've come across bezels which have been notched to provide a purchase point, but it's far better to apply force evenly. If hand pressure doesn't do the trick, try an oil-filter strap wrench — the nylon webbing type — applied carefully to the ring. Gentle heat and perseverance is the key. Take off the sealing rubber, glass and supporting ring. It makes putting it back together easier if you use a separate container for each assembly — plastic margarine tubs are ideal.



Turn the case over, and remove the screws and starlock washers which hold the gubbins inside, supporting it by the cable attachment to stop it falling flat on its face. (The D type screws down from inside.) Take out the mechanism and undo the dial screws. Operators blessed with only two hands may like to support the assembly in a small vice.

Now, using two screwdrivers *under* the face to prevent damage to the surface, carefully lever off the press fitted needle. If you choose the right size, they can be operated with a cam action, twisting the shafts until the needle pops off. Remove the top plate, where fitted, and before you go any further, inspect the works for signs of distress.

Much of the mechanism is brass, so corrosion is not usually a problem, though over-lubrication can be. Metal dust is more common, and the most likely cause is upward thrust on the drive shaft, caused by inner cables which are over long. If you're lucky it won't be too late, but do look out for a half dead instrument at autojumbles; it can make a useful parts store.

Two screws in the base remove the Chronometric movement — similar for all instruments — which can be laid aside whilst the odometer section is serviced.

An eccentric wheel is at the centre of the ratchet mechanism which operates the mileage recorder, and the trip meter where fitted. Undo the outer locknut, and unscrew the 7BA bolt from the inside. The order, which can be seen in the photograph, is bolt; brass shim; pawl to trip meter, with spring; eccentric wheel and spacing washer; odometer pawl and spring; driving gear and pin; brass shim; supporting pillar on base; outer plate with pin which takes the two pawl springs; and finally the locknut.

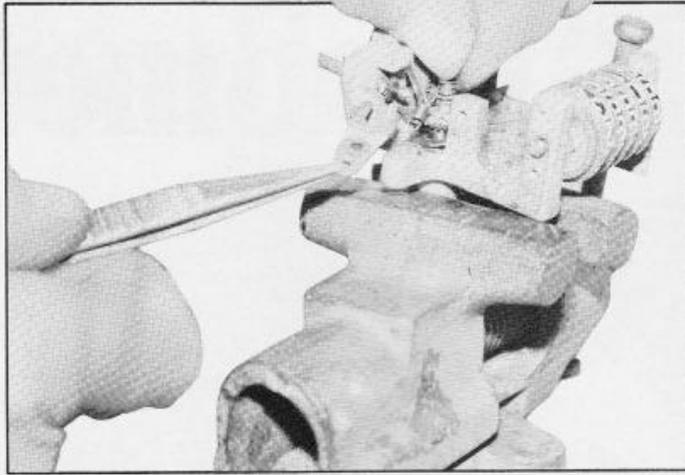
Now the way is clear to remove and inspect the drive shaft, with its pinion and worm. Take out the screw, slide the plate from its slot and lift out the shaft, which sits on a brass washer on top of a felt lubricating pad.

Take the greatest care with cleaning, since even mild solvents will remove dial and odometer drum figures with remarkable efficiency. I have never found it necessary to dismantle the drums, preferring to use soapy water and cotton wool — cotton buds, as sold by chemists, are ideal. Mileage can be zeroed by springing the retainers gently back; useful if you are putting together an instrument for a 'rebuilt as new' machine.

Overhauling the Chronometric

Wash the Chronometric movement by swilling it in petrol — white spirit is more acceptable inside the house — using a small brush to dislodge the muck. Over-oiling of cables; or tachometer drives which pump engine oil upwards, are the main culprits here. Brass gears are self-lubricating and don't need lashings of axle grease. Dry carefully and prepare for the really interesting bit.

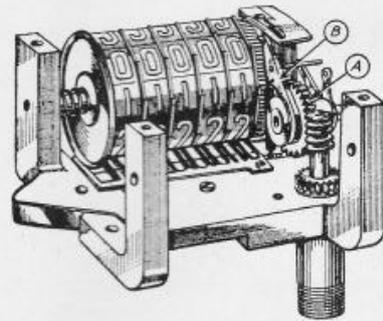
I have an aversion to instructions which say blithely: RE-ASSEMBLY IS THE REVERSE OF DISMANTLING. Everyone knows that taking things to bits is the easy part, and that all the problems start when bolting it back together. So let's assume



Screw and plate retain the main drive spindle. Note the particles of metal around this one; an outward sign of mechanical malaise.



Worm on drive shaft turns gear A, and eccentric drive to the pawl B, which turns the recording drum ratchet.



Petrol and a small brush will take the grease from a mucky movement before dismantling, but keep all solvents away from the face and mileometer drums.

How it works

The speedometer cable turns a chain of gears which drive a camshaft, its speed set by the escapement and its balance wheel.

One cam operates a rocker, which pulls a rocking spindle into mesh with the integrator wheel, turning this as far as it will go — dependent upon input speed — in $\frac{1}{4}$ of a second. The integrator wheel drives the recorder wheel, and a pin locates with the stabiliser wheel, which carries the needle.

After $\frac{3}{4}$ of a second, the camshaft disengages the rocking spindle, but the wheel is held by a sprung finger engaging in its teeth. The integrator wheel is released, and a hair spring returns it to zero. Soon afterwards the cam releases a third spring on the recorder wheel, which returns to zero with the needle.

In practice, the rocking spindle will re-engage before the needle returns to zero, unless the drive has stopped. So the recorder wheel will react to any change in the number of revolutions it makes in $\frac{3}{4}$ of a second, transferring this to the needle.

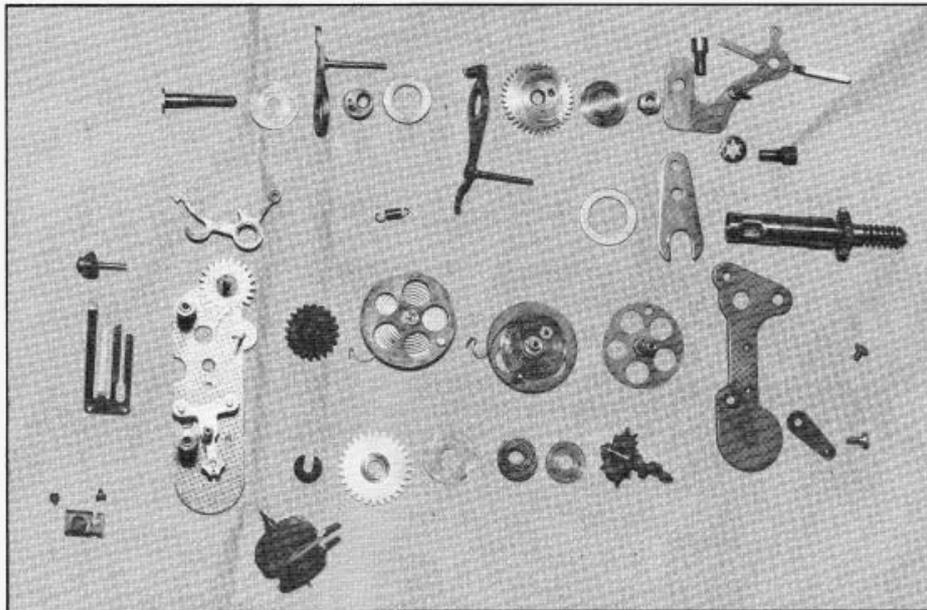
that each piece is scrupulously clean, and try a different approach, describing how to assemble the mechanism, and advising that: DISMANTLING IS THE REVERSE OF RE-ASSEMBLY.

Begin with the camshaft and its brass escape wheel, which is regulated by the escapement anchor and driven through a clutch. Take the shaft, fit the small plastic disc; the diabolito spring; the large plastic disc; the pinion with its recess outward. Compressing the spring gently, slip the fibre retaining clip into its groove. Place the camshaft in the centre hole of base plate.

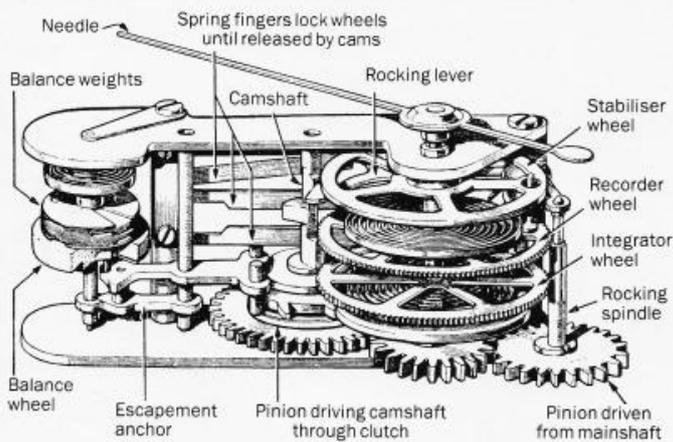
Next the needle assembly, which fits the captive shaft on the base plate. Fit a washer, followed by the fibre gear, boss to

the top, and — meshing with it — the driving pinion and its rocking mainshaft. Then, onto the captive shaft place another washer; the integrator wheel assembly with its three-spring clutch, pinion to the top, and the hairspring fitting in its groove in the post.

Fit the next washer, followed by the recorder wheel, again hooking the spring around the post. Slip on the rocking spindle's top bearing, which is one end of the rocker which pivots on the post, while its forked end locates either side of the top cam. A final washer on the main shaft is followed by the stabiliser wheel, its stub to the top and the small hole accepting the recorder wheel's pin.



Everything you need to build your own Chronometric movement, and what's more it's laid out in the correct order.



Rocking drive spindle samples the input shaft speed for $\frac{1}{3}$ of a second, with every revolution of the camshaft.

Now fit the escapement anchor, checking that its pins are in good shape. They can be worn by the escape wheel, causing it to stick, but they are a press fit. So it is possible to tap them out and reverse them, using a spot of Loctite, to present an unworn surface to the escape wheel's teeth.

Fit the balance wheel assembly, locating its cam and pin with the escapement arm. The balance weights effect the balance wheel's inertia, and ultimately the speed reading, and I'm sure that Smiths had a formula for setting accuracy. I'm not privy to its secrets, but if you want to experiment, give it a try.

Now fit the spring plate to the inside of

the escapement post — two screws — aligning the springs, the lower two securing the integrator and recorder wheels; the third to the rocker shaft, holding the rocking spindle in mesh except when the cam disengages it. The top finger sits in a notch in the stabiliser wheel, and zeros the needle.

Secure the balance wheel hair spring under its grooved plate, and the recorder and integrator hair springs beneath the oval plate on the opposite pillar. The elongated bolt forms a stop for the integrator and recorder wheels, which should be given about $\frac{1}{4}$ turn clockwise before the pin is fitted, so that they are held back against it by spring pressure.

Finally, replace the top plate, aligning the spindles carefully and fitting the longer of the two screws to the plate above the balance wheel. Use a little light machine oil on the bearings, keeping the camshaft clutch dry.

Before fitting the Chronometric unit, oil the two felt pads beneath it, and reassemble the odometer ratchets and eccentric wheel, using a spot of sewing machine oil as you build up the mechanical sandwich in — sorry — the reverse order to dismantling. Lubricate the main drive spindle felt, refit the washer and spindle, and fit the retaining plate and screw. Finally, test the action of the ratchets by turning a small screwdriver in the cable drive, and screw the refurbished mechanism to the base casting.

The completed instrument can be returned to its case after painting. A coat of white inside helps reflect light for better illumination, and a piece of white paper beneath the dial does the same job. Original equipment was a gasket between case and movement — blotting paper would make a good substitute, and may catch some stray lubricant. When refitting the needle, make sure that the stabiliser wheel is set to zero, and note that most speedometers indicate the 5mph marking when at rest, not zero. Seal the glass carefully to keep the rain out — silicone gasket is ideal — and take care that your cable outer has no tendency to spring away from the threaded stub. Grind the inner back if it's too long.

How fast does your bike go? Now you'll be able to tell them. ■

THE KNOWLEDGE

Classic Bike unravels the internal mysteries of your instruments

SPEEDOMETER REPAIR

Know your clocks! Your tacho and speedo and what happens if you take them apart

The Smiths chronometric on my BSA A10 has packed up. I've checked the drive and cable. No problems there. Is it feasible for me to try to fix the speedo? Or do I need to send it to a professional?

John Filby, Brixton, London

□ BRIAN CRICHTON, CB associate editor

I was going to dismantle a chronometric a few years ago but couldn't even get as far as removing the chrome bezel! So my initial reaction is to advise going to a professional. However, perhaps I didn't try hard enough. There's no harm in having a go so long as you are careful.

For more expert advice we first consulted Brian Townend, who these days specialises in electronic instruments but has experience with mechanical ones. He advises that removing the chrome bezel can be tricky as you can damage it and crack the glass. Try warming it gently to expand it.

"The chronometrics were nearly always lubricated with grease. With age it sets solid. Wash it carefully in paraffin, lightly oil it and it should work. If nothing looks worn, then that's likely to be the problem," says Brian.

Speedograph-Richfield of Nottingham (0115 926 4235 www.speedograph-richfield.com) repair Smiths instruments. While a magnetic type typically costs £70 to repair they quote individually for chronometric type. "They have movement similar to a clock. Fingers wear away and so on, and parts are becoming scarce," says John Wesley of the sales department.

Other repair specialists include Autotek in Northamptonshire (Jim, 01604 861930), Speedy Cables in Swansea (01639 732213) and Speedo Repairs in Surrey (01252 835353).

HOW IT WORKS

Measuring revs and miles

by Mike Jackson

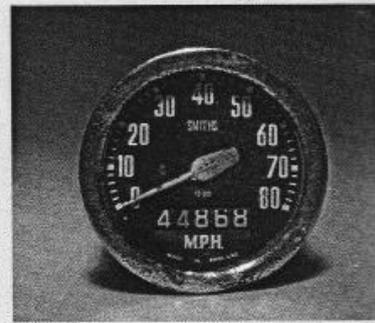
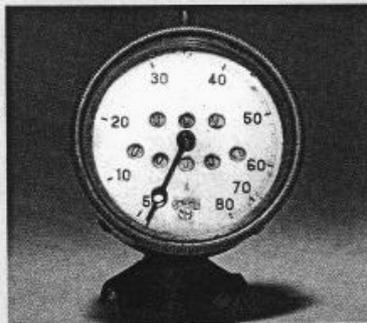
Essentially, a speedometer and a tachometer are the same instrument and work in the same way. The difference is in the application – a speedometer measures the rate of rotation of the driving wheel and is calibrated in mph or kph, while the tachometer measures the rate of rotation of the engine and is calibrated in rpm.

Speedos were used from the earliest days of the motorcycle, whereas the tacho did not become

common on racing machines until the Thirties and on road machines until the Sixties.

On the instrument face there is often a four-figure number in the 1400-1800 region. This represents the revolutions per mile of the drive cable at 60mph.

In the early days it was usual to drive the speedo from the front wheel, initially via exposed gearing in the form of a large bevel gear attached to the spokes. However when telescopic forks first arrived some



CENTRIFUGAL

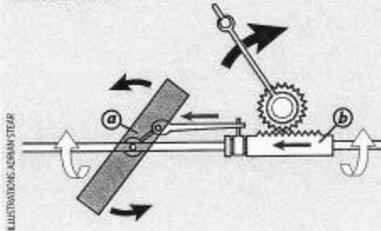
Advantage: Instantaneous speed measurement

Disadvantage: Weight, non-linear scale

Found on: Motorcycles from the mid-teens until around 1930. Speedos were considered a luxury until legislation began to appear in 1936.

How it works: The earliest speedometers operated on a centrifugal principle. The commonest used a ring pivoted across its diameter to a spindle that was geared to the drive cable. A light spring held the edge of the ring against the spindle when the bike was at rest. As the speed increased, centrifugal force caused the ring to move to a position perpendicular to the spindle. As the ring changed its position a sleeve was drawn along the spindle and the movement of this sleeve was coupled to the speedo needle to show the speed. These instruments were relatively heavy.

Centrifugal force pushes a heavy ring (a) perpendicular to the drive's axis of rotation, drawing a sliding rack (b) which is geared to the needle



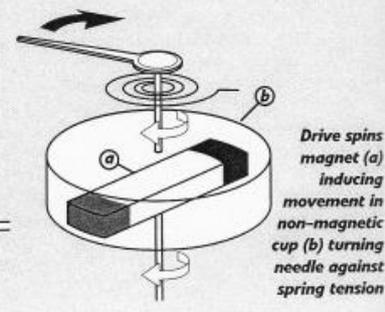
MAGNETIC

Advantages: Competitive cost, instantaneous speed reading, linear scale

Disadvantage: Inaccurate when jolted

Found on: Mainly lightweights from the Twenties to the Sixties. Gradually ousted by chronometric type.

How it works: The drive cable spins a magnet inside a non-magnetic metal cup which has the speed needle attached and is free to rotate. A magnetic field forms as the magnet rotates, drawing the cup around. This is resisted by a hairspring and the conflicting forces determine where the needle comes to rest. With the general adoption of the telescopic fork in the Forties the speedometer was mounted above the suspension and had an easier time. They're typically 2.5in but a larger version was produced to replace the 3in chronometric used on larger machines.



manufacturers swapped over to driving the speedo from the rear wheel. But the Japs showed us that with suitable cable routing the front wheel can still be used.

With their sprung hub, Triumph could not use the rear wheel driven system so used a drive from a thin gear beside the gearbox sprocket. Eventually most manufacturers got round to taking the drive from the gearbox layshaft, but this caused problems if the final drive gear ratio was changed to fit a sidecar.



IMAGE COURTESY OF HARRIS

CHRONOMETRIC

Advantage: Linear scale, sensible weight

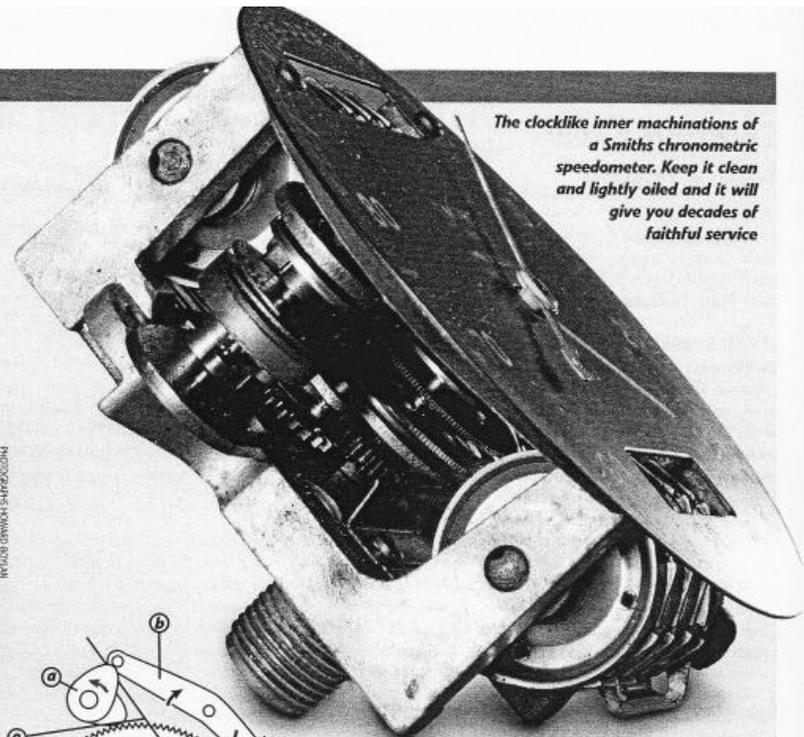
Disadvantage: Measures past rather than current speed machine is travelling at

Found on: Bikes from about 1930 until the Sixties, though Bonnicksens were first patented in 1912.

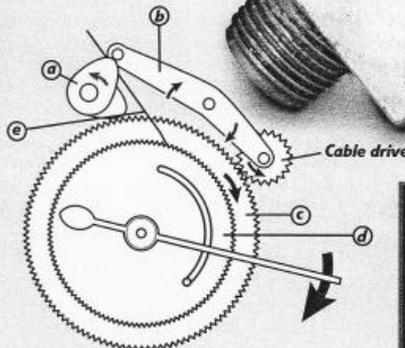
How it works: This is by far the most common type of speedometer found on British classics. It samples the rotation of the drive cable over fixed periods of time, so the needle moves in little jerks. Basically a needle driving mechanism meshes with a gear attached to the drive spindle, but it only does this for a short, fixed amount of time. The spindle drags the needle around and leaves it at the point it reaches when the two are disengaged again. When the spindle turns faster, the needle moves further during this time. After a delay, determined by the escapement, the needle engages again, and is either moved around further to show the bike is going faster, or drops back to indicate a lower speed.

A moment's thought will tell you that the indication is therefore not the current speed, but the average speed over the previous sampling period. There is scarcely any difference between the two, except on a machine capable of really fierce acceleration. However, when the instrument is used as a tachometer blipping the throttle can produce large changes in engine speed within the sampling period and the indication becomes very jerky.

The instruments that were made for machines of 250cc and above were round, about three inches in



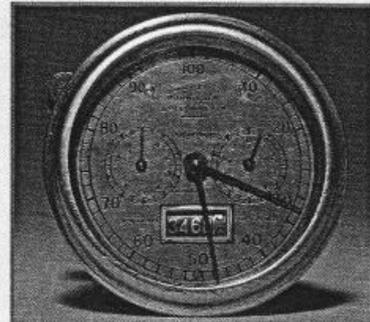
The clocklike inner machinations of a Smiths chronometric speedometer. Keep it clean and lightly oiled and it will give you decades of faithful service



Cam (a) turns at a fixed rate governed by an escapement. Rocker arm (b) applies drive to turn a wheel (c) for a set period. This amount of turn is recorded by a wheel (d) linked to the needle and is held briefly by spring finger (e) as the wheel (c) returns to the start position for the next sample period

diameter and usually indicated a top speed of 80 or 120mph. A smaller version, D-shaped and lacking a trip distance indicator, was made for lightweight machines. Most of these were scaled to a top speed of either 55 or 65mph. There were other scales too. The best chronometric speedo of the lot was the five-inch 150mph instrument fitted to the Series B and C Vincent Black Shadows.

The most common makes of chronometric speedometer on British machines are the Smiths and the Jaeger. The two look identical apart from the drive to the instrument head, which is via a conventional squared-off end to the cable in the case of the Smiths and by a sleeve on the cable fitted over a projecting spindle on the Jaeger. The sleeve is locked to the spindle by a small screw.



The Bonniksen Isochronous

An interesting and much sought after early form of chronometric speedometer was the Coventry-made Bonniksen Isochronous Time and Speed Meter (Iso from the Greek meaning equal). This wonderful device has two hands which work alternately and sample the speed for 0.5 seconds every five seconds. One hand indicates a speed measurement, then stays there, while the other hand goes around to zero. Then at the next sampling period the hand at zero is driven around to indicate the new speed, while the first hand moves on to zero. Thus the hands are continuously chasing each other round the dial. The escapement triggers a recorder to indicate running time.

Blue Lake Rally Financial Statement

ITEM	EXPENSES	ENTRANTS	DONORS
TEA, COFFEE, MILK, COOL DRINKS,ETC	198.77		
drinks Fri night, water Sun, coffee, plastic cutlery, serviettes	231.61		\$ E. SERLS
FRIDAY NIGHT EVENING MEAL (139@\$11.50)	1404.4		\$ MODAK
FRIDAY NIGHT: MOUNT GAMBIER CITY BAND	300		\$ COB SMITH
SATURDAY MORNING TEA, NELSON, 159 @ \$6.50 per head	1033.5		\$ I. WILLOUGHBY
SATURDAY LUNCH PORT MACDONELL, (139@\$20.00)	2760		\$ R. WILKINS
SATURDAY, MARITIME MUSEUM VISIT, (48@ \$5.00)	200		\$ B. FENTON
SATURDAY, FEAST'S MUSEUM,(45@\$8.00)	256	2000	MG CITY COUNCIL
SATURDAY NIGHT TEA, STH GAMB FOOT CLUB (148@\$23)	3496		\$ J. HAMMOND
BUS TRANSPORT NON RIDERS RALLY ROUTE		50	100 CLUB
SAFETY BUS TRANSPORT TO AND FROM S.G.F.C	240		\$ J& A BYLES
SUNDAY MORNING TEA, GLENCOE FOOTY CLUB (143@ \$5.00)	715		\$ C. HILLBRICK-BOYD
SUNDAY LUNCH, MILLICENT FOOTBALL CLUB (130@ \$15.00)	1905		
SUNDAY, MILLICENT LIV. HISTORY MUSEUM (44@ \$5.00)	170		
SUNDAY NIGHT, BBQ, (114@ \$12.00) - committee catering	1044.18		
RALLY TROPHIES (18) jt Profile \$138, Pulfords \$549.60	682.6		
TRAILER BACK UP FUEL, EXPENSES, ETC	192		
MARSHALLS safety sleeves making \$66.00	66		
RALLY BADGES inc \$200 art work 100 ordered	837.4		
FUEL - SET ROUTES	210.43		
ink cartridge reimbursement \$39.00, paper \$6	45		
PRINTING FORMS, RALLY BOOK, RAFFLE, lanyard envelopes	656.86		
TELEPHONE mobile & STD.	65.89		
COMMITTEE EXPENSES - LUNCH AT WORKING BEE	55		
SES CFA donation security port mac	100		
RALLY MEMENTOS - RALLY MARSHALLS, BACK UP STAFF.	600		
Petty cash: ice \$17.00, stamps \$16.50, Hi vis material \$59.95	93.45		
TOTAL COST	17559.09	2470	
Income: entrants payments CHEQUES & CASH.		16357.72	
donations inc seed grant City of Mount Gambier		2,470	
raffle proceeds \$500.00		500	
TOTAL INCOME		\$19,327.55	
RALLY EXPENSES		\$17,559.09	
ENTRANT REFUNDS, Jones, Booth, Gelsi, M & D English \$541		\$541.00	
BANK FEES		\$53.62	
Norm Suhan's AAR fee		\$20.00	
TOTAL COST		\$18,174.35	
BALANCE CHEQUE ACCOUNT - Direct Deposited to AAR.		\$1,153.20	
CASH ON HAND		\$6.45	

Editor's Note: Private donation amounts concealed

Blue Lake Area Rally Group Photos

Contributed by Chris Hillbrook-Boyd



The Rally Committee



The Marshalls



Western Australia



Tasmania



South Australia



Victoria



Queensland



New South Wales

Just Ace!

A big story for Ariel Enthusiasts is the re-use of the Marque's name for a new motorcycle. If this is news to you here's some words about it. (taken from the internet). Who's going to be the first AAR member to buy one? In case you'd like to order one, you might like to know that prices start at £20,000 (approximately AUD\$37,000)



The Ace builds on the long standing relationship between Ariel and Honda that began with the Ariel Atom. The new motorcycle features a Honda 1237cc V4 engine and drive system combining the best high and low volume engineering, materials and production values together with a bespoke build system that has never been seen before on a production motorcycle.

The unique way that Ariel builds vehicles allows each motorcycle to be tailored and fitted to individual customer choice to give them exactly the bike they want and to personalise it to their own use and taste. From low riding cruiser, through street and naked machines, to super sport bikes the Ace will be built to owners' specific requirements and desires. Adjustable footrests, brake and gear lever plus different seat heights and handlebar

configurations allow the Ace to be personally fitted for each rider, whatever their size, to give the perfect riding position.

This unique approach builds on motorcyclists' great interest in individualising their machines and making them unique. With the Ace a great number of options will be available on ordering the bike to allow each one to be built giving a unique, but carefully designed and coherent outcome. Variants of front and rear suspension, low and high seats with pillion options, different sizes of tank, handlebars, wheels, exhausts, bodywork and more, as well as colours, finishes and materials, will form an extensive option list to ensure that each Ace motorcycle is completely unique to its owner.

Designed by the in house Ariel team the Ace respects Ariel's past while looking forward with innovative ideas and design. The unique exterior perimeter space frame is identifiably Ariel and reflects the visible chassis of the Atom but is particular to the Ace both in material and design philosophy. Styling of the bike picks up on both traditional values and future trends in world superbike design.

Performance from the Ace has been aimed at the average rider being able to extract comfortable and consistently attainable performance from the bike, with a top speed of 165mph and 0-60mph figure of 3.4 seconds. Mapping and fuelling is carried out to Ariel specification although overall power output remains similar to the Honda VFR at just over 170bhp.



The Ace features a machined aluminium frame, options of suspension and different fork designs including Ariel's own girder front end, Honda VFR1200 V4 engine in manual or DCT form, shaft drive, three different seats with pillion options, three different fuel tank capacities, bodywork options, handlebar and clip on variants, different footrest and control positions, wheels, tyres plus different finishes, materials and colours.

Frame

Heart of the Ace is an aluminium frame, machined from solid billet, with welded construction which is common to all variants of the Ace providing mounting points for various subframe, fuel tank, body and suspension options.

The load bearing frame, which exceeds industry rigidity standards, carries the engine, various seat packages, front and rear suspension as well as providing a safety cell for the fuel tank. Made from 6 individual billet aluminium sections each frame takes over 70 hours to machine before being welded together. Every frame is then anodised for protection and

different colour finishes are available to increase customer choice and individualise the frame to each bike. With the common frame upgrades and changes can be made to the Ace throughout its life.

Different head angles, via interchangeable eccentric bearing

holders, are achievable to tune the rake angle for different uses from 21.8 degrees to 28.4 degrees, with a standard mid-point of 25.1 degrees for neutral handling. Head angle is set by Ariel during build or can be altered when the bike is serviced.

Engine and transmission

The Ace uses the Honda V4 VFR1200 Unicam engine building on the relationship first seen in the Ariel Atom which uses a Honda Type R engine. The best known Ariel motorcycle was the 4 cylinder Square 4 introduced as a 500cc in 1930 developing into a 997cc machine that finished production in 1959. The use of the transverse, water cooled Honda 76 degree V4 builds on this tradition and was chosen for its power, flexibility, compact size and advanced technology. At 1237cc and with 173bhp and 129Nm of torque the V4 gives enormous performance but remains within the ability of the average rider. Throttle by wire technology has been combined with Ariel's fuel mapping to give progressive and responsive power delivery throughout the rev range.

The Honda VFR engine also gives Ariel the ability to offer the Ace in manual and Dual Clutch Transmission (DCT) form adding yet further to customer choice. The 6 speed sequential manual offers standard motorcycle transmission whilst the DCT version can be used in fully 'Auto', 'Sport' or push button 'Manual' mode. This combined with the Honda shaft drive system mean absolute choice plus total peace of mind for Ace riders and the total reliability that Ariel customers have come to expect. From a 6 speed sports bike to a fully automatic long distance cruiser the Ace can deliver.

Suspension

The Ace features front suspension options of telescopic forks and the unique Ariel girder front end. Made from machined aluminium the Ariel girder forks give an option to standard telescopic forks which result in better handling, feel and sensitivity but at the same time feel familiar to any motorcycle rider. Due to the multi bearing top and bottom suspension arms, compliance is improved and stiction reduced over conventional telescopic forks providing better response over different road surfaces and undulations as well as under braking to corners.

As an all new suspension system the challenge for Ariel was designing the girder fork suspension system to feel familiar to motorcycle riders. To achieve this

kinematics (movement of the wheel through its suspension travel) and wheel rate (spring rate measured at wheel contact patch) had to closely match that of a telescopic fork suspension system. Although it is an entirely new and unconventional system it therefore feels reassuringly familiar to a rider used to telescopic forks. Featuring the latest Ohlins TTX dampers and springs which offer separate rebound and compression damping, together with spring preload, the Ariel girder system can be set up by owners to provide the exact level of response for their own particular needs and riding style.

To provide choice to Ariel customers the option of Ohlins Road & Track telescopic forks are available, tailored specifically for the Ace. Offering optimised weight and ultimate telescopic fork performance the Ohlins units come with rebound, compression and spring adjustment tuneable for the use of the bike. As with the girder forks the head angle is adjustable in build or at service to provide different levels of steering response according to use and customer wishes. Rear suspension is by



Pro Link single sided cast aluminium swing arm, containing the shaft drive, with options of different gas damper. Again an Ohlins option with compression, rebound and spring adjustment is available tuned specifically to the Ace. Both front and rear suspension are further tuneable by Ariel to provide different heights, spring rates and special use requests.

Wheels, brakes and tyres

Front brakes are Nissin 320mm dual floating hydraulic discs with 6 piston callipers while the rear are Nissin 276mm disc with 2 piston calliper (plus park brake with DCT transmission). All versions of the Ace have electronic ABS brakes together with switchable traction control Options of Brembo brakes will be available when the Ace goes into production and once final testing has been signed off. Goodridge hose and fittings are used throughout the Ace for all brake and clutch lines with an option of Goodridge Kevlar hose and lightweight fittings.

Wheels are five and seven spoke alloy with the option of BST full carbon fibre and aluminium lightweight wheels made specifically for the Ace. The carbon wheels show a 50% weight saving over the alloy wheels and centralise weight due to the lighter rim, resulting in improved performance and handling.

All Aces will come with a choice of Dunlop tyres. With an association stretching back to 1895 when Dunlop and Ariel effectively shared Trademarks and made bicycles it is particularly fitting that the relationship should be rekindled with the Ace. Whilst Dunlop went on to concentrate on the production of tyres Ariel concentrated on cycles before moving on to powered

vehicles a couple of years later, then cars and motorbikes. Dependant on use Ariel can choose from a wide range of Dunlop tyres to suit the use and purpose of each bike. The bikes pictured are fitted with Qualifier II and GP Racer GPD211 tyres, used to enormous success in this year's TT Races.

Bodywork

At the centre of the Ace modularity is the interchangeable bodywork and seating.

Various bodywork is available with different mudguards, huggers, radiator covers, belly pans, screens and tanks. All are available in standard composite or carbon fibre. A selection of standard Ariel colours will be available plus the option of paint to any colour required or special paintwork and colour schemes. The fuel tanks are available in three different capacities from 14.1 to 21.3 Litres. Further fairings, screens, tanks seats will become available as Ace production progresses. Three versions of seats are available - low single seat, with additional and removable pillion passenger seat, a dual seat and a solo sports seat. The low seat features a seat height of 745mm allowing all riders to have both feet firmly on the ground and has the option of a quickly added or removed matching pillion seat.

A slightly higher dual seat is a second option, again with trim, material and stitch options and features stowable/foldable pillion foot pegs. This feature also comes on the low pillion seat and allows the rider to simply fold up the footrests when not in use, creating a clean line but making pillion footrests available when required. The footrests lock in position when up or down released by a pull knob on the back of the footrest support.

The higher solo seat allows for a more sports riding position and again is available with a variety of trim options and different seat padding as well as a full carbon fibre option.

Controls

Three levels of footrests will be available - low, mid and high - to complement the various seats and achieve the desired seating position. All controls and footpegs are made from machined aluminium, again available in different anodised finishes, and are adjustable to different reach positions. To accommodate the various position possibilities different foot levers are available and adjustable for reach and height.

Handlebars are available in different heights, as well as finishes, in addition to clip ons for telescopic forks. Hand controls have standard motorcycle controls including hazard and headlamp flashers and the DCT option features mode selection,

push button gearchange control as well as a parking brake.

Instrumentation is via a Race Technologies LCD dash, also found on the Atom The instruments feature multi screen information that can be set up and scrolled through by the rider plus programmable gearshift lights. Readouts for RPM, speed, oil pressure, water temperature, voltage, ambient temperature and fuel with additional warning lights for fuel, ABS, traction, indicator, main beam and neutral give the rider information covering all aspects of the bike. A further option is the addition of a data logger that can show real time performance as well as log to an in built SD card.

Ariel's objective has been to bring the very highest standards of design and engineering with the craftsmanship and particular skills that are available in low volume production, to produce one of the best and most interesting motorcycles in the world. The Ace is the result of this and puts the Ariel name back on two wheels as well as four.



(This is the Ariel Atom, in case you haven't seen one down the shops – Ed.)

2015 AAR Golden Guitar Rally

Picturesque Tamworth Country in New South Wales will be the setting for those attending the 22nd National AAR Rally. A quote from the region's tourism brochure aptly describes the region:

"It's the boldness of spirit that makes 'Tamworth Country' one of the most interesting and exciting places to live in and visit. The city of Tamworth is the valley's hub, providing you with style, entertainment and creature comforts of a prosperous modern city, while in the surrounding towns and villages you can see and feel our pioneering history and heritage.

In between is a fertile countryside quilted with thriving farming, grazing and breeding enterprises". The famous early explorer John Oxley best summed up the area- "It would be impossible to find a finer or more luxuriant country... no place in this world can afford more advantages to the industrious settler than this extensive vale".

It is because of attributes such as those above, that several members were keen to see a rally in the district.

The dates for chosen for the Rally are 27,28 and 29 March 2015. These dates will not fall during NSW, Qld or SA School holidays, but the 28th is the commencement of Victorian school holidays. The dates are clear of Easter. Tamworth Regional Council has advised that they know of no other major functions to be held at that time.

Rally Headquarters will be **Paradise Tourist Park, 575 Peel Street, Tamworth.** The park was chosen for its ideal location. Although close to the eastern outskirts of Tamworth city, which will facilitate easy departure for the rides, the park is within easy walking distance to the city centre and other attractions. Ample types of accommodation are available at the park. Details can be accessed at Website: www.paradisetouristpark.com.au (new site being developed) or Ph. 02 67663120, Fax

02 67663518, or Toll Free: 1800 330 133. Park layouts will be included in later editions of the Horse's Mouth, or can be obtained and sites booked by Email: reception@paradisetouristpark.com.au

TARIFFS HAVE JUST BEEN REVISED- PLEASE CONFIRM WITH MANAGEMENT.



All rides and bus transport will depart from the Visitor Information Centre car park adjacent to the rally headquarters (Assembly Area). The welcome BBQ and farewell meal will be at the Paradise Tourist Park camp kitchen.

Members seeking motel accommodation will find appropriate options via the web.

The proposed program for the rally is as follows:

Thursday 26th March

- From 4.00pm – Early Bird Registrations at the Camp Kitchen

Friday 27th March

- From 10.00am Registrations at Camp Kitchen
- Gather at Assembly Area for 2.00pm Short Ride to local attraction
- Return about 3.30pm. - More registrations
- Management Committee Meeting in room adjacent to Camp Kitchen
- 6.00pm Welcome BBQ catered by local Lions Club

Saturday 28th March

- From 7.00am Registrations at Camp Kitchen
- 9.00am- Gather at Assembly Area for welcome, rider briefing and supporters bus transport
- Depart 9.30am. for Nundle. Approximately total 100klm ride. Morning tea on the way provided by TDAMC
- At Nundle assemble bike for judging and display. A catered lunch will be provided
- Ample time will be available to visit local attractions in the picture-postcard village that has retained many of the gold rush era heritages

Attractions include:

- The working Nundle woollen mill that still produces yarn
- Ogders & McClelland Exchange Store that looks and feels like the day it was opened in 1891
- The historic Peel Inn
- The Mt. Misery Gold Mine Museum
- A gem and mineral collection at the Nundle Visitor Centre
- Handcrafted leather works
- Pan for gold in the local river
- Return to Paradise Tourist Park for AGM at 4.30/5.00 pm
- Return to Paradise Tourist Park for AGM at 4.30/5.00 pm
- Presentation Dinner at East Tamworth Bowls Club-7.00pm for 7.30pm start. Bus shuttle will be available from Assembly Area

Sunday 29th March

- 9.00am- gather at Assembly Area for rider briefing and supporters bus transport
- Depart 9.30am for Werris Creek area. Approximately total 160klm ride
- Werris Creek is renowned for The Australian Railway Monument and Gallery One "Railway Journeys" Museum

- Werris Creek is Australia's first railway town
- Angelina Jodie filmed scenes for the movie 'Unbroken' at the railway station
- Admission is by donation

Morning tea on the way will be provided by TDAMC. Lunch at Werris Creek - Provided by TDAMC.

- 6.00 pm. Farewell Meal at Camp Kitchen provided by Tamworth Lions Club

Monday 30th March

- Follow the leader ride if enough interest. PAYG morning tea/lunch

PLEASE NOTE THAT ALL PLANNING IS PRELIMINARY AT THIS STAGE AND DETAILS COULD CHANGE!

Past records show that temperatures for this time of the year are a low of 14.8 degrees, and a high of 29 degrees. Ideal motorbike riding weather! Records also show that only 4.3 days per the month of March experience rain events- let's hope they are all early in the month.

We only have one AAR member in Tamworth, Rodney Hemmings and his wife Fiona. Because of this, the rally committee has been formed with members from varying locations, each with a specific role. The members are:

Coordinator	John Hammond
Registrations	Kaye Hammond
Treasurer	Barry Deeth
Assistant Treasurer	Brian Fleming
Ride Organisers	Allan Boyd and Chris Hillbrick Boyd
TDAMC liaison	Allan Boyd and Chris Hillbrick Boyd
Rally booklet	Alan & Lyn Stratton
Judging coordinator	John Deeth

More details and entry form will be published in the next edition of the Horse's Mouth. Any queries please email me on jekmhammond@ozemail.com.au

Help Corner

NEW Ads:

WANTED * - To suit 1948 VH

- 500 cc crank assembly or wheels. Have 350 crank to swap if necessary.
- One Rocker shaft or complete rockerbox
- Timing cover 'VH' or Blank
- Rear brake arm & return spring
- Oil Pressure gauge 0-100 Ariel

WANTED * - To suit Huntmaster

- Oil Tank
- Brake Pedal
- Inner cover for GB Gearbox
- Layshaft with speedo worm
- Splined clutch hub
- or complete box if reasonable price

WANTED * - To suit '51 Triumph 500 rigid

- Outer chaincase 19" long. I have Ariel cases to swap if necessary
- Rear brake pedal

For all of the above contact Walter Higgins
Ph: (02) 6559 4660; Mob: 0402 304 864

WANTED * - Front Name Plate or number Plate as fitted to a 1957 Ariel Square Four Front Mudguard. Contact Les Booth
Ph: (02) 6567 4797 Email: les.booth@hotmail.com



FOR SALE * - Girder Fork Ariel 500cc OHV. Frame Number: OA205 (1952); Engine Number CC1430 (1937). Tank is post-war without speedo. All other hardware is present. \$7,500 ono. Contact Bruce Fenton
Ph: (03) 5449 6367; Mob: 0431 790 541.



FOR SALE * - 1949 KH 500cc Twin \$12,500. Engine No HT604, Frame No HS256. Bike has been fully restored, no expense spared. Won Best Ariel Twin at Mount Gambier Rally. Contact Trevor Church (Broken Hill)
Mob: 0408 876 474.
Email: trevor.church2@bigpond.com.



FOR SALE * - 1926 Model A; \$10,000 firm. Engine No: P5236 Frame No: P5247
Contact: Col Hill Ph: (02) 6242 0495; Mob 0427 195 411;
Email: colhill@grapevine.com.au

FOR SALE * - GB gearbox speedo drive comprising spindle, body, thrust washer and 'O' ring \$25; 3 clutch friction plates, with the old cork segments still in them \$25 the three; MT110 rear light, original, needs work \$15; front rod spring box cable connector S/S \$5; volute spring for ex valve lifter cable \$5; engine shock absorber spring (1260-30) \$10; footrest rubbers, not stamped "ARIEL" \$5 pair. Contact Charles Wade Ph: (03) 5776 2298 Email: hempriggs@skymesh.com.au

OLDER Ads:

Quite a few ads have dropped off this time due to the four issue time limit. Let me know if you want your ad relisted -Ed

WANTED ** - Ariel Huntmaster or Red Hunter preferably 1948 to 1953. Any condition considered from concourse to tatty but complete. Contact Ray King (QLD) Mob: 0407 375 201

WANTED ** - Outer (front) cover for Burman CP gearbox. Contact Bob White (NSW) Ph: (02) 9858 3111; Mob: 0417 655 775 Email: bob@bobwhite.com.au

WANTED *** - "Valve spring enclosure cups" x 2 as found on 1934-1937. Also an "elbow union for breather pipe" for bottom of timing chain case (approx 110 degree bend) as found from 1931-1939. The post war bikes had the right angled breather on the rear of the case, so they are different. Contact Matthew Gellert Ph: (03) 9596 5834 AH or Mob: 0408 738 765 anytime.

WANTED **** - A set of gearbox plates for a 1939 square four. Part numbers 2307-37 and 2308-37. If you have a set and don't want to sell them, I would appreciate some photos and tracings of the plates so I can get some made. Contact Chris Ridsdale Mob: 0448 425 001



FOR SALE ** - 1954 NH 350cc Excellent Condition \$7500

FOR SALE ** - New Piston mid comp, Rings, Gudgeon & Circlips 0.010" over: suit 1955 Ariel 500cc Red Hunter \$140

FOR SALE ** - Engine Gasket Set suit 1954-55 Ariel 500cc \$45

FOR SALE ** - Oil Pump 1947 Ariel 500cc \$35

FOR SALE ** - High Volume Racing Pump \$60

For all of the above, Contact Ray Fowler Ph: (03) 5474 3109



FOR SALE *** - 1958 ARIEL LEADER - \$6,000

An original condition 1958 Ariel Leader done only 3,494 miles and was part of the Bob Morgan collection. Engine & Frame Number is T2640/A Contact Steve Plumb: Nabiac Phone: (02) 6554 1623; Mob: 0448 177 978.

WANTED **** - Toolbox and fittings, and oil tank for 1949 350 rigid single. Contact Peter Young Ph: (03) 5981 1574; Email: petermyoung@iinet.net.au.

FOR SALE ** - MO type magneto suit Ariel single, complete suitable for reconditioning \$75. Pillion seat as new \$50. Contact Alan Woodbridge Ph: (03) 5674 2929; Mob: 0427 742 929.

SERVICE TO AAR MEMBERS: Polishing and buffing kits:

Alloy Polishing Kit - Hand Grinder Polishing Kit - Cost \$45

The polishing kit is used on a 4" angle grinder and 1/4 " electric/air drill or die grinder to shine alloy parts while still fitted to the bike.

Drill/Grinder Buffing Kit - Cost \$45

The buffing kit, which is used on a high speed drill/grinder, is used to maintain the shine on alloy parts fitted to bikes after having first been polished using the polishing kit.

Kits can be viewed on AAR website: www.australian-ariel-register.com. Contact Col Hill. Ph: (02) 6242 0495

Email: colhill@grapevine.com.au

SERVICE TO AAR MEMBERS: Ariel clutch domes 3 types \$60 bare steel \$100 chromed
1936-1959 Square four

1936-1938 Single

1939-1953 Single and Twin

Handlebar rubber packing part No. 4858-34 \$15 Pair

Rocker box spring clip and angle piece part No. 864-35 & 866-35

Two of each part \$20 or four of each part \$30

For the items above contact Michael Browne Ph: (08) 8261 1472

SERVICE TO AAR MEMBERS: Ariel front and rear mud guards (incl tail pieces) - 1934-1946 (approx) according to Ariel parts book - girder fork models. Exact replicas of the originals. Also valanced front guards. Contact Adam Ph: (03) 5148 3207.

SERVICE TO AAR MEMBERS: Restore your worn clutch cases by re-grooving the clutch plate grooves \$60.00 plus freight. Contact Bill Cochrane. Ph (07) 3888 0609

SERVICE TO AAR MEMBERS: Barry Deeth has commissioned a pattern for casting White and Poppe Ariel veteran barrels. Contact Barry Ph: (07) 3266 1548

SERVICE TO AAR MEMBERS: 'Bronze rocker box - cast iron Square 4 head. All 20 boxes have been made and await collection by members who indicated they wanted one. Of the 20, 12 have been delivered to buyers (3 went to the UK). Orders of 10 plus need to be received before any more of these boxes can be made. Those who ordered one, please contact Col Hill to arrange delivery. If interested in new orders, please let Col know on Ph: (02) 6242 0495 or Email:

aarsec@grapevine.com.au

SERVICE TO AAR MEMBERS: Solid copper annealed head gaskets for Ariel KG/KH iron engine 500cc twin, professionally made: \$50.00 including postage. Contact Adrian Hannam (07) 4934 2196

FOR SALE: - Mike Taddeo in California USA has many Ariel engine and transmission parts from the estate of A.J. Lewis. Mike may have the part you are seeking. Email to mike@arielmotorcycles.com or go to the website:

http://www.arielmotorcycles.com/Ariel_parts.html

SERVICE TO AAR MEMBERS: Set of square four conrods available. Contact Rod Nicholas. Ph: (07) 4159 9423; Mob: 0459 224 426 evenings.



These new Ariel crank cases are made from high grade 6061 Alloy and heat treated to T6. They take the original bearings and fittings. They have increased wall thickness and increased lug mount size for stability in frame. This will allow a 645 cc capacity engine size. A set of these have been used in a Ariel Race bike over the past 3 years and have improved performance.

Price \$2,000/set + \$30 package & post. Contact Clive Harrop Mob: 0425 619 628.

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AAR Regalia

CAPS

AAR peaked caps are now available **COST:** \$15 each or \$25.00 for two. **POSTAGE:** \$8.25 for one or two caps.



HI-VIS VESTS

AAR wording & reflective material for safety. Current Stock: 5 x M, 8 x L, 30 x XL, 4 x 2XL **COST:** \$20.00 **POSTAGE:** \$8.25 for one or two

MACHINE BADGE

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20TH CANBERRA RALLY METAL BADGE:

These annual badges are becoming collectable – only a few left so get in quick **COST:** \$2.00 each. **POSTAGE:** \$0.70 or nil if ordered with other items.

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Posters depict Ariel motorcycles from 1898 to 1970 and are displayed on a 100cm x 70 cm coloured poster. Each poster is double sided; one side shows the 'timing side' and the reverse the 'drive side' of the motorcycles. A sheet is provided with the year of each Ariel depicted. Current stock: **10 posters.** **COST:** \$20.00 each. **POSTAGE:** \$10.20 in a secure cylinder. *These are the last stock that AAR Regalia will be selling.*

AAR LOGO SEW ON BADGES

*AAR SEW ON LOGOS are **not** available until new stock and price are available. Notification will be on the AAR website and in the Horse's Mouth.*

POLO SHIRTS

AAR member's polo shirts depict the main colours of Ariel bikes throughout the years of production – red, black and green. The Men's shirts have a breast pocket and the AAR logo, while the Ladies shirts are the same colours and AAR logo without the breast pocket; have shorter sleeves and slightly more tapered sides. Current Stock:
Men 5 x M; 9 x L; 5 x XL; 5 x 2XL; 2 x 3XL
Ladies 1 / 14; 1 / 16; 2 / 18
COST: \$35.00 each. **POSTAGE:** \$8.50 per single shirt or two shirts in one order is \$13.50.



***NOTE:** Regalia items are currently available for purchase and in addition will be on sale at the next AAR Rally at the Registration times &/or by prior arrangement. Orders and payment will be taken before each rally to pick up at the Rally and thus save you the postage cost.*

Postage: In some cases multiple items would fit in one postal bag and reduce the individual costs. Email or call us before ordering to ensure we have your choice in stock:

AAR Regalia Officers:
Allan Boyd and Chris Hillbrick-Boyd,
17 Stuart Street, Queanbeyan, NSW 2620
Home phone: (02) 6297 6014 or email:
regalia@australian-ariel-register.com

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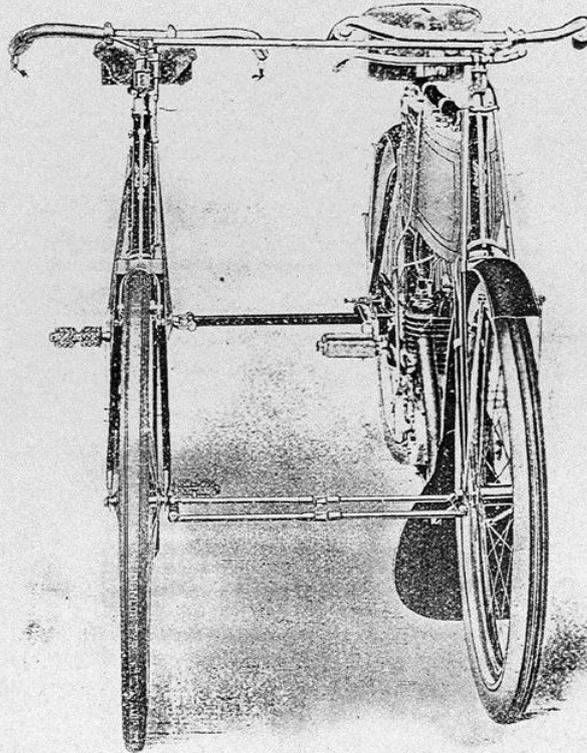
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