



from  
The Classic Owners Motor Cycle Club Inc.  
PO Box 642 Plympton SA 5038

www.classicowners.org



is published 4 times a Year

MARCH - MAY

JUNE - AUG

SEPT - NOV

DEC - FEB

DEADLINE FOR

SEPT - NOV

General Meeting

last week in August

If you have changed your contact details

**e-mail**

**address**

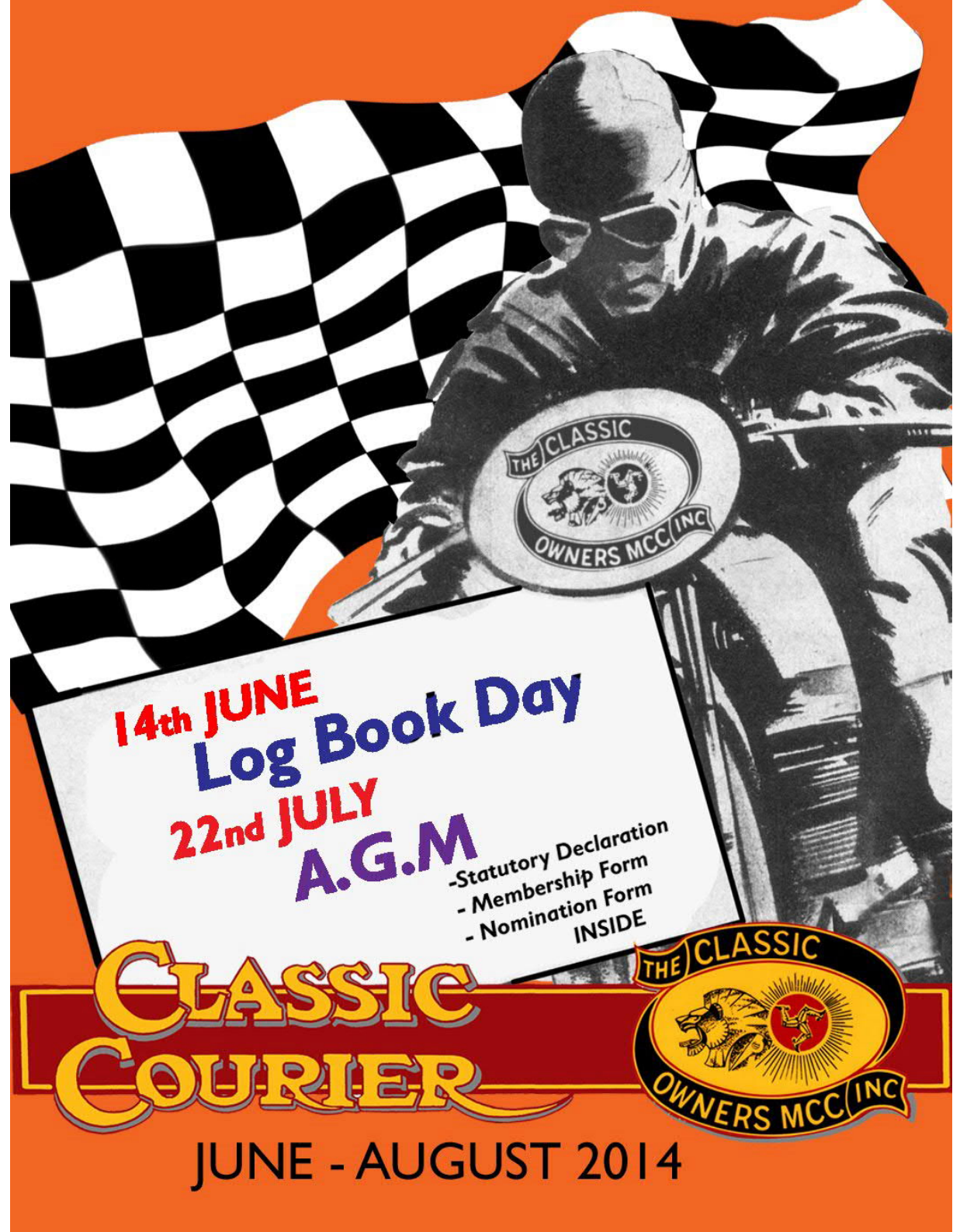
**phone**

please send an email to

Web Editor Bob Chantrell

[bchantrell@adam.com.au](mailto:bchantrell@adam.com.au)

outlining the changes



**14th JUNE**  
**Log Book Day**

**22nd JULY**  
**A.G.M**

-Statutory Declaration  
- Membership Form  
- Nomination Form  
**INSIDE**



JUNE - AUGUST 2014

# EVENTS CALENDAR

April				May			
2	9	16	23	M	7	14	21
3	10	17	24	T	8	15	22
4	11	18	25	W	9	16	23
5	12	19	26	T	10	17	24
6	13	20	27	F	11	18	25
7	14	21	28	S	12	19	26
8	15	22	29	S	13	20	27

- Check [www.classicowners.org](http://www.classicowners.org) for updates  
 Members interested in swap meets, this is a good starting point-  
<http://swapmeets.wordpress.com/sa-swap-meets/>
- 17-18 May Mildura Meander** Contact Jack McCarthy 0408 528 091  
[jacmac@ncable.com.au](mailto:jacmac@ncable.com.au) or Ron Brown 0427 236 256  
[brownrg@bigpond.net.au](mailto:brownrg@bigpond.net.au)
- 24 May Peterborough—Pt Augusta Museum Run** (see notice p 3)
- 14 June Log Book Day** Saturday 10am– 1pm James A Nelson Centre Hall  
 98-100 Woodville Rd.
- 22 July COMCC ANNUAL GENERAL MEET**  
**July Annual Dinner Hahndorf Mill** date to be announced
- 13-14 September PAVRC Rally, Flinders Ranges Odyssey**  
 Mark Taylor - 0439 801135 - [cobra2@ozemail.com.au](mailto:cobra2@ozemail.com.au)  
 Kathryn Taylor - 0429 422501 - [kathryn.taylor@tafesa.edu.au](mailto:kathryn.taylor@tafesa.edu.au)
- 19 October Strathalbyn Swap Meet** Richard 0423 524 481 or  
[deidresolly@hotmail.com](mailto:deidresolly@hotmail.com)
- October President's Run** date to be announced
- 5-8 November National Douglas Rally** incorporating the Centaury of the  
 First Motorcycle Grand Prix in 1914 in Kirkconnell  
 Geoff Fry (w) 02 6332 3677 (h) 02 6332 1699  
[geoff@geoff-fry.com.au](mailto:geoff@geoff-fry.com.au)
- MID-WEEK RUNS**
- Meet at Hazelwood Park , Hawthorn Cres.**  
**Hazelwood Park - all types and makes of motorcycles welcome**  
 Meet at 9.30am for a 10am start  
 1<sup>st</sup> Wednesday of the month  
 3<sup>rd</sup> Tuesday of the month  
 Ride destination decided on the day
- MOPED RUNS 2014**
- 1 June Strathalbyn Run** Start/Finish Goodyear Tyre Depot  
 Rankine St. Strath Meet 10.00am for 10.30am start
- 3 Aug Williamstown Wander** Start/Finish Williamstown Oval  
 Meet 10.00am for 10.30am start
- 12 Oct Mt Barker Burble** Start/Finish Lion's Club Car Park  
 Flaxley Rd. Mt.Baker Meet 9.30am for 10.00 am start
- 7 Dec Adelaide Beach Run** Start/Finish Birkenhead Tavern  
 Pt Adelaide Meet 9.30am for 10.00 am start



Bob Finnie is riding north to visit the  
 Peterborough Motorcycle & Antique Museum <http://pbmcm.com/index.htm>  
 and the Wadlata Out Back Museum <http://www.wadlata.sa.gov.au/>  
 in Port Augusta on the weekend of the **24-25 May**.  
 He is inviting members to join him on the ride.  
 The meeting place is the Dublin Service Station 9am Saturday 24th May  
 leaving at 9.15am sharp  
 The plan is to ride to Peterborough to visit the museum then ride to Port  
 Augusta and stay overnight in a motel. Visit the Outback Centre the follow-  
 ing morning and return to Adelaide in the afternoon.  
 Details from Bob 0411 687 666

**URGENT- Impending Vacancy Mid 2014**  
**CLUB TREASURER**  
Without a replacement the Club CLOSES-  
 Contact Ken or Charlie (numbers p10)



**Membership Renewals**  
 Support your club by renewing your  
 membership now

- keep your Historic Rego valid
- avoid any increase in fees next year
- avoid having to rejoin after 30th June
- avoid that endless queue at the June General Meeting

Pay at General Meetings or by post  
 Treasurer COMCC  
 PO Box 642 Plympton, South Australia 5038  
 (include a renewal form– in magazine)or print from [www.classicowners.org](http://www.classicowners.org) )

**VERY ADVANCED NOTICE**  
 The State Government is conducting a review into Historic  
 Registration in two years time. The Federation has asked clubs  
 to start discussing changes to existing rules they would like to  
 see adopted e.g.. reverting to the 30 year rule. The club will  
 make a submission, so start thinking and be ready to put  
 forward your ideas.



## FROM THE CHAIR

Greetings fellow motorcyclists. I went out on the mid week run, but got a phone call and had to go elsewhere. I wanted to go as it was my last day of rego, and I have it on seasonal reg, and am thinking of not doing it for the next 3 months. I have also been thinking as to how much longer I will continue riding. Do I downsize (never easy) or stop riding? That is the question. We went to look at bikes today, and I have to say I am not keen on the current styles, high up and uncomfortable for the pillion rider, with the knees in armpits positions. Older bikes are too much trouble, also the cruiser type bike is just not my thing. I grew up with Manx Norton's with clip-ons and rear sets, but my body does not wrap around them like it used to. We went to the club picnic day at Belair. I did not count but would think about 30 people and at least 3 dogs, who got plenty of left overs. It was a great day, great venue and great company, just a shame that more people did not turn out for it. Maybe next year. Please make a note now: "I must go to the club picnic next year".

Cheers **Ken**



*Some of the thirty plus enjoying a good night out at the club flicks. Programme- A short from The Sammy Miller Museum, and 'The Battle of Britain', as the main feature.*

## EDITOR'S COMMENTS

Welcome to this early autumn quarter *Classic Courier*. You may notice some of the pages normally devoted to articles have been turned over to forms—it's that time of year again, and the main function of the *Classic Courier* is to keep you informed and up to date with what is going on in the club. Log Book Day 14 June (Stat. form p16) and the AGM 22 July. The AGM represents your chance to get involved in the club: all positions (see p10) are declared vacant and financial members can nominate for an executive position (Nomination form p13). Thanks to Ken and the other members of the Executive Committee for their support over the last year, and I hope you the members, have enjoyed the *Classic Courier*.

**Trevor Jones and the Editorial Committee**

## COMCC FAMILY PICNIC



About thirty persons, a number of small children, four dogs, two emus and a koala attended the family picnic at Belair National Park on Sunday 13<sup>th</sup> of April.

It was a beautiful day and those in attendance enjoyed the company and the occasion. Several members came by motorcycle, but as it was a 'bring your own everything' day most came by car including the President and Christine in his 1948 Rover.

Charlie Brown bought our park entry tickets from us as we packed up to leave.

I commend this annual event to all members and thank the club for making it possible. **Graeme**



Thanks to Frans Keuning for the pics







*The Wall to Wall Ride commemorates those Police Officers who died in the line of duty. The Ride leaves the Wall in each state where the names of the fallen are recorded on bronze plaques and finishes with a ceremony at the National Wall in Canberra where the names of over 750 Officers are recorded.*

2013 was my third Ride and fortunately Peter Moller was available to organise and participate in the SA Police Historical Society's contingent. Previous Rides had been poorly organised, had no Ride Leader in control and ended up in chaos. Peter booked us into motels all along the way and generally got us to the destination.

Tuesday the 10th September, en route to the starting point for the Ride at the Police Barracks at Fort Largs, I was passing Adelaide Airport and lost my cap. It blew out of my jacket, so had to do a u-e and go back to find it. Just got there in front of a joker on a push bike who had designs on it, then nearly got skittled as I took off,

At Fort Largs we gathered for breakfast and the Wall ceremony, and then set out for Police HQ in the city with Police escort and all traffic lights on green. I noticed that Bob Finnie and Cuddles weren't amongst us. I thought he would catch up, as indeed he did at Taillem Bend, blaming me for not telling him the Ride was to start at 8.30 am. Peter and I fuelled at the BP and proceeded to Mount Gambier via the Coorong. Rained most of the way down there, but I was OK inside the Dri Rider overalls.

The next day was to Geelong, rain all day, and unfortunately Peter omitted to give me details of where we were to stay that night. Peter was leading with his GPS. In Geelong we shot into a bus station by mistake and became separated in the ensuing re-routing at an intersection with about five roads joining, near the Geelong Police Station. So there was Rosco, stuck there with no idea of where we were to camp that night.

I tried to ring Peter on the number he had given me, without success, and it was only later that I found out that number was for the phone he used while in Pitjantjatjara Lands, not the one he had with him! Eventually I went into the cop shop, announced who I was and who I was supposed to be with, and asked a copper to look up the Wall to Wall on the internet and see if he could find out where we were supposed to be staying. While at the cop shop, I needed a twinkle and asked to use their tooty but was advised that it was out of bounds to the public so find somewhere else! After a 2 ½ hour wait, the

copper found out where the motel was and directed me to it. It wasn't far away and I found Peter there at the gate, much relieved to see me. In the first part of the Great Ocean Road, through the Otway Forest, the rain was so heavy water was running across the road in places making progress a bit hairy; but later, on the section around the coast, the weather improved so we had a bit of fun. The prices were very high in Geelong so we had en-tree for dinner and an apple for brekkie.

On Thursday the 12th September, it was wet all the way to the ferry at Queenscliff but fined up on the way across Port Phillip Bay and stayed fine until the last 140 K's to Lakes Entrance. That night we went into town via taxi for dinner, had a good meal with good mates and noted that snow was forecast for Canberra. When I got back to the motel, I found that I'd left my Master Card at the pub. I had to locate a few jokers who'd been with me to find out the name of the pub, and by a stroke of luck was able to catch the same taxi back there. However, the cashier said someone had picked up my card and had returned to the motel. Left me in a bit of a quandary, miles from home and no Master Card; but in the morning, someone, dunno who, turned up with it, so all was well!

It was fine all day to Canberra on Friday the 13th! Got in about 2.30 pm and Peter and I booked into a cabin at the Alivio Tourist Park. Dunno where Denis and his mates were, lost somewhere, and the Finnies were staying at another resort.

We waited around for ages wondering where Denis and his mates had got to, waiting for his phone call. Peter finally rang him. He had been trying to ring Peter on the same number that I'd had difficulty with before, so we both thanked Peter for his oversight. It turned out that Denis was lost and needed directions.

The road from the coast is very good, real Black Bird country, and the weather was OK. I rang Peter McGregor, my favourite nephew, and arranged to shack up with him for Saturday and Sunday. In this regard I was lucky, because a rellie of his wife was staying with them and he had warned me that she was in my bed! However, in the event they put me up in their son Sam's former room, now a store room, but quite comfy and a lot better than shacking up with Denis and his mob in their cabin.

On the Saturday I left Peter McGregor's pad, went around to the Alivio Park and found the mob. From there it was 'Hurry up and Wait' until we went out to the Federal Police grounds where the Wall to Wall Ride was to start. While we were waiting Peter showed me a few things his GPS could do and we found that Canberra is 800 meters above sea level, and that's higher than Mount Lofty.

**In part 2 Rosco (the retired gentleman) star gazes, samples some cordials and strips off his gear in a laundry-mat before making it home.**

## MID-WEEK RUNS

Meet at Hazelwood Park , Hawthorn Cres.  
Hazelwood Park - all types and makes of motorcycles welcome

Meet at 9.30am for a 10am start

1<sup>st</sup> Wednesday of the month

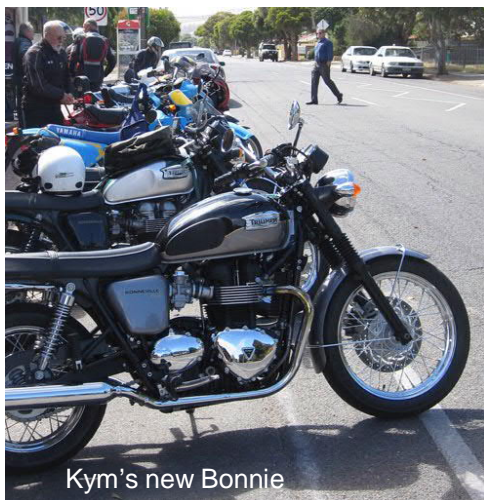
3<sup>rd</sup> Tuesday of the month

Ride destination decided on the day

The mid-week runs this quarter saw a few new machines joining the regulars, including a Norton and an AJS single to keep Rob's 1954 Triumph Twin company. Kym debuted his brand new Triumph Bonneville and couldn't stop smiling- he's very pleased with his new acquisition. Weather conditions dipped a bit in March and involved pit stops to don waterproofs in the hills on the way to Strathalbyn. The last outing in April provided a beautiful autumn day, bright and cool, perfect riding weather. Part of the group joined Ray's visit to the ETSA museum the rest of us headed for the Hills. Claudio had brought his son Gianluca along for the day's ride on his Hyosung. Unfortunately they had to leave the run at Loebethal when the Hyosung broke its clutch cable. It's ironic considering the age of some of the bikes that turn out, one of the newest should give trouble. However there will be plenty more mid-week runs for Gianluca to join in the future.



Seldom seen!  
Our two regular leaders Wietse & Richard consult a map. We thought they knew all the roads...



Kym's new Bonnie



Lew's BMW Outfit , lunch in the Middleton



## MOPEDS PLUS

Enquiries: Warren 8388 1770  
Alan 8295 5097



### RUN REPORT -- 21st Moped Marathon - 6th April 2014

#### Riders:-

Alan Wallis	1950	Tilbrook	197cc	M/C
Graham Riley	1960	Vespa	125cc	Scooter
Alan Martin	1984	BMW	650cc	M/C
Roger O'Loughlin	1976	Honda	500cc	M/C
Joe Betschart	2013	Moto-Guzzi	750cc	M/C
Don Jennings	1982	BMW	1000cc	M/C
Lyn Jennings	2005	Yamaha	250cc	M/C
Nick Davies	1971	MZ	250cc	M/C
Ron Ritter	2011	Kawasaki	800cc	M/C
"Pud" Freeman	2007	Yongshen	250cc	M/C
David Saint	1976	Yamaha	400cc	M/C
Rob Smyth	1970	Motobecane	50cc	Moped
John Veale	1949	BSA	250cc	M/C
John Powell	1979	Motobecane	50cc	Moped
Mick Hayes	2004	Suzuki	400cc	M/C
John Groeschel	2007	Royal Enfield	500cc	M/C

Sixteen riders departed Birdwood at 9.30am in ideal autumn weather. After the usual short break at Williamstown, the ride continued on to Angaston for the lunch break.

Graham Riley did well and kept up with the field carrying a pillion passenger on his 125cc Vespa Scooter. The return to Birdwood in the afternoon was equally uneventful. Charlie Brown was on duty with the back-up trailer, there were no breakdowns and his services were not required.

On arrival at Birdwood, twelve riders stayed on for tea/ coffee, and biscuits and used the opportunity for the usual " post mortem" on the day's activities. Thanks go to Roger O'Loughlin for leading the Marathon this year and also to those who participated in marshalling duties throughout the day to ensure no one got lost. Finally thanks to Charlie for providing a backup service for the day and to Alan Wallis for undertaking his usual duties as "Tail-end Charlie".

**NEXT RUN:** Strathalbyn run -Sunday June 1st 2014

**MEET:** 10.00 for 10.30a.m. start @Goodyear Tyre Depot Rankine St. Strathalbyn

**RUN:** Strathalbyn/Milang/Clayton Bay (Lunch)- Finnis/Milang/Langhorne's Crk./Strathalbyn.

Note the continued reversion to the original route and change to lunch venue -i.e same as 2013, at the "Sails Restaurant" Clayton Bay.

**REMEMBER:** These runs cater for the slower rider; backup trailer always provided.



# Classic Owners Motor Cycle Club



PO Box 642 Plympton, South Australia 5038  
[www.classicowners.org](http://www.classicowners.org) e-mail: info@classicowners.org

## OFFICE BEARERS 2013-2014

**President** Ken Leeks 0401 860 727 [skeel610@yahoo.com](mailto:skeel610@yahoo.com)  
**Vice President** Robert Freeman jnr 0412 716 353 / 8262 1848 Bus Hrs.  
[office@ramblerparts.com.au](mailto:office@ramblerparts.com.au)  
**Secretary** Ross Edwards 8296 0640 [rosco.35@bigpond.com](mailto:rosco.35@bigpond.com)  
**Treasurer** Charlie Brown 7226 1036 [charles.br0wn@optusnet.com.au](mailto:charles.br0wn@optusnet.com.au)  
**Club Captain** VACANT POSITION  
**Social Sec** Barry Young 0419858871 [jbirds@live.com.au](mailto:jbirds@live.com.au)  
**Member Sec** John Groeschel 8370 6136 [jagroeschel@hotmail.com](mailto:jagroeschel@hotmail.com)  
**Librarian** Lew Hylton 8449 7470 / 0488 800 857 [lewronda@adam.com.au](mailto:lewronda@adam.com.au)  
**Photographer** Ken Leeks 0401 860 727 [skeel610@yahoo.com](mailto:skeel610@yahoo.com)  
**Federation Rep** John Pountney text mobile only 0432 637 763

## MAGAZINE & WEB PAGE

**Mag Editor** Trevor Jones 8298 7545 [trejones@bigpond.com](mailto:trejones@bigpond.com)  
**Web Editor** Bob Chantrell 0413 695 053 [bchantrell@adam.com.au](mailto:bchantrell@adam.com.au)  
**Club Printer** Ken Leeks 0401 860 727 [skeel610@yahoo.com](mailto:skeel610@yahoo.com)

## HISTORIC REGISTRATION

**Machine Registrar** Bob Finnie 0411 687 666  
South Rob Williams 8277 8374  
North Peter Woodbury 8281 3801 [peterwoodberry@gmail.com](mailto:peterwoodberry@gmail.com)

## CLUB MEMBERSHIP FEES

Joining \$10 Full \$25 Pensioner \$20  
Family add \$5 Magazine printed and posted \$10 or e-mailed free  
**All membership renewal due before 30th June**

**General Meetings** 4<sup>th</sup> Tuesday of every month 7.45pm  
at the Woodville Centre, James A Nelson Centre Hall  
98-100 Woodville Rd. A basket supper follows- contributions welcome.

**Committee meetings** 3<sup>rd</sup> Tuesday of each month, the week before:  
7.30pm at the James A Nelson Centre Hall

**No Meetings in December**

**CLUB NOTICES** *The Advertiser* Club Notes, Thursdays

# HISTORIC REGISTRATION REGULATIONS

## CHANGES TO HISTORIC REGISTRATION

A Statutory Declaration must be provided annually verifying the vehicle is eligible for Historic registration and detailing any modifications.  
Historic vehicles must be inspected by a Club Machine Registrar every three years.

## Regulations Regarding Financial Membership and Historic Registration

Historic registration of a vehicle is conditional on the owner being a financial member of a registered car or motorcycle club.  
Regardless of your joining date, **your membership renewal is due by the 30<sup>th</sup> of June** and if it is not paid by this date your vehicle is not registered for use after this date. It is your responsibility to ensure that your dues are paid by the due date, and that your log book and current registration papers are stamped for the current financial year. Registration papers must always be presented with the Log Book, and if the Registration occurs at any other time of the year, the new papers must be presented to the Registrar for endorsement. The club is obliged by law to inform the Motor Registration Department of any owners of Historic vehicles who are not financial, that is, are no longer financial members of the Club.

*Members whose dues are not paid by the due date will be asked to re-join and pay the \$10 joining fee, unless the Committee considers that there are extenuating circumstances.*

Further information [www.fhmcsa.org.au](http://www.fhmcsa.org.au) The Federation of Historic Motoring Club of S.A. Inc.

## Lost Log Book Replacement

If a Log Book is lost or destroyed a replacement can be issued by your authorising club only upon proof of the balance of 90 days use in any year. It is suggested that you keep a separate record of events attended and other usage.

# ADVERTISING ON THE CLUB WEB SITE

The **Club Web Page** is [www.classicowners.org](http://www.classicowners.org)

If you wish to sell a bike, I need a photo and an engine, frame or Rego. number. A bit of a blurb would be good, with your suburb and phone number. If you want to buy a bike, let me have your ad and if possible a photo of the model of bike you want. Don't forget to describe the expected condition of the bike you are looking for, your suburb and phone number. If you are one of the thousands who checked our site, please send any suggestions for improvement.

Bob Chantrell Web Editor [bchantrell@adam.com.au](mailto:bchantrell@adam.com.au)

These ads will be transferred to the **Classic Courier** and run for two issues before renewal if required. Members without e-mail, submit ads at general meetings or via postal address. PO Box 642 Plympton, South Australia 5038.



**CLASSIC OWNERS MOTORCYCLE CLUB**

**Membership Renewal Form  
2014-15**

**VALID UNTIL: JUNE 30TH**

*To be completed and submitted with the correct fee.*

Name \_\_\_\_\_ Membership No. \_\_\_\_\_  
Address \_\_\_\_\_ P/C \_\_\_\_\_  
Phone \_\_\_\_\_ Home \_\_\_\_\_ Mobile \_\_\_\_\_

**LIFE MEMBER** please tick the box here

*Subscriptions are*

*Full Membership \$25 Pensioner Membership \$20 Yours \_\_\_\_\_*

*For Family Membership add \$5 \_\_\_\_\_*

*Magazine in printed form inc. postage add \$10 \_\_\_\_\_*

**TOTAL DUE \$ \_\_\_\_\_**

*Email address \_\_\_\_\_*

*Magazine will be emailed, with any Club communications, at no cost.  
to all that choose not to receive the Printed version.*

**NOMINATIONS FOR COMMITTEE**

**At the AGM all committee meeting, as you are all aware  
all committee positions are declared vacant**

**All positions are listed in the front page of the magazine**

**At the AGM some of the office bearers from  
last year will indicate to remain in office.**

**This is a good thing as it gives a continuance of service.**

I Nominate .....For the position of

President

Vice President

Secretary

Treasurer

Club Captain

Magazine Editor

Web site Editor

Librarian

Membership Secretary

Federation Rep.

Signed Nominee.....

Signed Candidate.....

Note..must have the signature of both nominee and

Candidate

This year on **Log Book Day**- you will need to present a **Statutory Declaration**. A JP will be present to sign your Statutory Declarations, or according to the Yellow Pages *'For information concerning Justices of the Peace please contact, or call a Court House, Bank, etc. where a Justice of the Peace can usually be found'*.

**THE CLASSIC OWNERS M.C.C. INC.**  
**STATUTORY DECLARATION**  
State of South Australia - Oaths Act 1936

I / We,

\_\_\_\_\_ [full name]

of

\_\_\_\_\_ [address]

**do solemnly and sincerely declare that**

as the owner, the vehicle/s listed below, for the purposes of conditional registration is/are a Historic Vehicle/s, Prescribed Left Hand Drive Vehicle/s and/or Street Rod vehicle/s as defined by the:

- Motor Vehicles Act 1959, as amended;
- Motor Vehicles Regulations 2010, as amended; and
- MR332 – Code of Practice for the Conditional Registration Scheme of the Department of Planning, Transport and Infrastructure for Historic Vehicles, Prescribed Left Hand Drive Vehicles and Street Rod Vehicles.

and meet the requirements for eligibility as detailed in the above Act, Regulations and Code. Where an approved modification has been carried out on the vehicle/s, it has been recorded in the vehicle's log book and a new MR334 raised, as required.

Vehicle/s

Log Book No	Year	Make	Model	Body style	Reg No	Engine No
12234	1975	Yamaha	RD350	Solo	ABC123	12345678

**And I / We make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act 1936.**

Declared at \_\_\_\_\_

in the State of South Australia, this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_

Before me,

.....  
 Signature of person making this declaration  
(to be signed in front of an authorised witness  
 Justice of the Peace, Commissioner for taking  
 Affidavits or Proclaimed Police Officer)

.....  
 Signature of authorised witness

After filling out your Statutory Declaration, draw a line through the remaining area of the table to prevent anything being added after the JP has witnessed it.



**THE CLASSIC OWNERS M.C.C. INC.**  
**STATUTORY DECLARATION**  
*State of South Australia - Oaths Act 1936*

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\_\_\_\_\_ [full name]

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Vehicle/s

Log Book No	Year	Make	Model	Body style	Reg No	Engine No

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Declared at \_\_\_\_\_  
in the State of South Australia, this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_

Before me,

.....  
Signature of person making this declaration  
[to be signed in front of an authorised witness  
Justice of the Peace, Commissioner for taking  
Affidavits or Proclaimed Police Officer]

.....  
Signature of authorised witness

## When is a TRIUMPH

## Not a TRIUMPH ?

Robert Cochrane tackles the topic of defining 'classic' motorcycles in this article from MEGAPHONE the magazine of the NZ Historic Classic Motorcycle Racing Register. Check out their web sites

[www.nzcmrr.com](http://www.nzcmrr.com) and [www.barrysheenetranstasman.co.nz/](http://www.barrysheenetranstasman.co.nz/)

Thirty years ago vintage and classic friends used to talk about the beginnings of Norton and Triumph motorcycles and discuss the merits of whether the first models were 'real' Nortons or 'real' Triumphs because they didn't have engines of Norton or Triumph manufacture. The classic register had only been running a couple of years as had most of the classic clubs. Most eventually decided that bikes pre '70 were classic (or permitted to attend events) and owners eligible for membership.

In 1983 Triumph, the co-op version, had effectively stopped production with no funds to produce motorcycles, pay the insurance or council rates. A whole range of rescue packages had been worked on for the previous few years including a range of British interests and a Japanese trading company in conjunction with Suzuki. It was John Bloor who purchased the company and employed ex co-op chairman John Rosamond to head a new company with five hand-picked Meriden staff. They licensed Les Harris to build the Bonneville T140 twin while plans were drawn up to construct a new factory at Hinckley to build a new range of motorcycles. When those bikes were released, using modern CNC machine-tools, production methods, and styling for the time, people complained they didn't look like a 'real' Triumph.

One of the key features of the range of three and four cylinder machines released in 1990 was modular manufacture of engine parts, meaning many key engine parts were the same, con-rods, pistons etc. A 750cc 3 cyl became a 1000cc 4cyl with the addition of another pot, a 900cc triple became a 1200cc four etc. But still people called for the return of a 'real' bike, a Bonneville.

In 1996 Triumph released the retro-styled Thunderbird 900cc to critical acclaim and its other family members the Sport and Adventurer in the coming seasons. Now was this a real Triumph because it looked older with some heritage styling cues?

In 2000 the long awaited Bonneville was released as a 790cc twin and in 2004 the Thruxton (factory café racer) received the new 865cc motor. Now rumours out of Europe are hinting at the new 1000cc twin in a short wheel-base frame for 2015 release as a Bonneville range upgrade. The irony to all

this debate about classic and 'real' Triumphs is that in 2015 the first 1990 Hinckley models made on German or Japanese machine tools (I can't remember who got the order to supply) will be eligible to join classic clubs around the world as old motorcycles of twenty-five years of age. So what about all the Triumphs of the early 1970s that were and still are maligned in many circles as not being classic enough, or looking too Japanese, or causing the death of the company?

All British industry in the 1960s was about to be clobbered by a new way of producing goods, mass produced at lower cost by a different social culture in the workplace. It didn't matter whether it was better, it was different, and it wasn't long before the funny little cars, moped motorcycles and plastic transistor radios the size of a cigarette packet had a major foothold and within less than twenty years dominated the manufacturing world. But in the last twenty years with the economic reforms in China and growth in other South East Asian economies the strength has moved again.

Triumph now has three component factories in Thailand that ship parts back to England for assembly, although many believe Triumph Bonneville's are assembled in one of these factories. A British brand, a British design, made to British standards but produced in a factory in Asia? You can just imagine the very old chaps in the pubs in England muttering over their beer, it's not bloody British, it's not a 'real Triumph'.

Some questioned why Jack Sangster sold his Triumph Engineering Co to BSA in 1951 when the company was doing so well. Some say it was the horror of British death duties that forced his hand, and he took a seat on the board to see him into retirement. Some say when Edward Turner resigned in 1963 and Harold Sturgeon was appointed as Managing Director at BSA that

it was the beginning of the end, but that's a story for another day.

By the mid 60s the two companies stated sharing parts between models and then focused on badge engineering from '68 with the 250 singles and 750 triples. The twin leading shoe front brake developed for the Bonneville and Lightning for '68 is regarded as a Triumph design and the front forks across all models were developments of the BSA B44 motocross



units. Then in 1971 came the Jofeh models, all the 650 twins having the same 'oil in-frame' rolling chassis apart from engines and some petrol tanks. But what not a lot of people realize is that from 1967 all the Triumph Tiger Cubs were produced at the BSA Small Heath plant, thirteen miles down



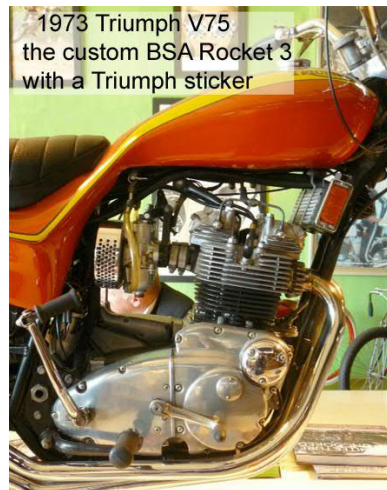
the road from Meriden.

The 1968-70 TR25W Trophy 250s were made in the same room as the BSA Starfire 250s, as were the 1971 T25T & SS models, the oil and frame 250cc unit singles. The Triumph Trident and BSA Rocket 3 750cc triple models released in 1968 shared the same base of engine components inside different crankcases. All Trident engines were made at the BSA factory and then trucked the 13 miles



1985-88 Harris T140  
Bonneville 750cc

over to Meriden for fitting to the rolling chassis. When the workers Co-op took over the Meriden factory NVT wanted to continue production of the T150 Trident, so with Government approval spent 500,000 pounds redoing all the production drawings and jigs to produce the 1974 Trident from the BSA factory. The 1975-76 T160 Tridents were all produced at BSA Small Heath plant. In 1974 NVT sold the BSA B50MX motocross machine as a Triumph TR5MX 500cc model in USA.



1973 Triumph V75  
the custom BSA Rocket 3  
with a Triumph sticker

But here is an interesting twist as the government and NVT were on the horizon. The BSA-Triumph business had decided to stop marketing the BSA name in the USA from 1973 and sold off surplus USA '72 A65 Lightning in the UK and Australia during 1973 with a small batch of machines coming to New Zealand. So the Craig Vetter BSA X75 Hurricane got a set of Triumph tank transfers and a Triumph badge/knob to the top of the rear shocks and was rolled into America as a high priced luxury boulevard cruiser. It was a sales flop with many unsold from new still gathering dust at the back of showrooms well into the 1980's.

The company had another problem with a long standing BSA customer. The South Australian Police had placed an order for 264 BSA twins. They assembled the bikes in August 1972 by taking a 1972 TR6P Tiger 650 and putting a BSA name plate on the alternator engine cover and BSA tank badges, printed handbooks and part books and shipped them off. They had a kph chronometric speedo and 1970 front wheel. I first heard of this model in 1978 when a guy turned up with one in the UK and the BSA Club 'Star' magazine ran a story and people wondered what it was until the club librarian found copies of the handbook and parts book in his care. 20 years ago I am told there was one running around in Levin for a while. But in the UK at least one was sold from a Triumph

dealer in 1973 as a Triumph Tiger but still had the BSA alternator engine cover. I remember dealing with the late Jack Harper former BSA Service Manager when he was at NVT in 1978-79 era. I bombarded him with many questions from fellow Kiwi BSA owners, plus some questions of my own. He said that in the last year or so of the company, bikes were made to fill orders and get them out the door so sometimes didn't follow the factory sales brochure specification exactly. If you ended up with a 1973 T65 Thunderbolt you could be excused for being confused.

So are these all 'real' Triumphs because they were made at other factories both prior, during and post the Co-op experiment? Or are they more 'real' than the Bonneville and other Hinckley models whose components are all made in Thailand? Or is it just better to enjoy a motorcycle with a Triumph name on the tank no matter where it came from in the 1902 to 2013 period? But it's always a good BBQ topic with your classic mates though, especially if you outnumber the Triumph lads, but let's enjoy the memories and the next two wheel ride.

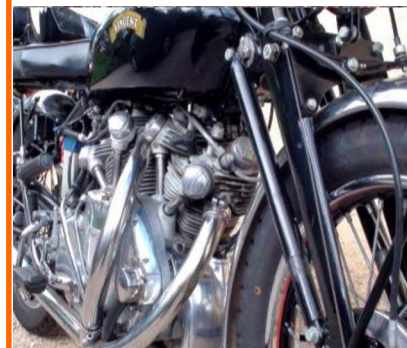
**Model Production Location**

**1967** All Triumph Tiger  
Cubs - BSA SmallHeath factory  
**1968 -1971** All Triumph Trophy and  
Trail Blazer 250 models  
- BSA Small Heath factory  
**1974** All 4,165 Triumph Trident T150  
750cc  
- BSA Small Heath factory

**1974** All TR5MX 500cc motocross  
machines  
- BSA Small Heath factory  
**1975-76** All 7,211 Triumph Trident T160  
750cc  
- BSA Small Heath factory  
**1985-88** All 1,185 T140 Bonneville  
- L.F. Harris Devon Factory

**29th York Peninsular Vintage & Veteran Classic MCC  
Club Rally**

A group of riders from the club attended the Rally held on the first week end in March. Here's a small sample of the machinery on show. The advice from those who made the trip-be there next year!







## FOR SALE & WANTED

Check [www.classicowners.org](http://www.classicowners.org)

For Sale & Wanted ads will run for two issues. Placement of ads restricted to Club members only.

### WANTED

#### For 1957 Tiger Cub (200cc)

Gear Indicator unit for headlight & Centre stand for 54-55 Triumph Terrier (150 cc)

Bob **8536-4969**

**Ford 1600 ohv (Kent) motor** as used in Ford Escorts etc. condition not important

Philippe Reeves **8346 3726**

**CB 350 Honda Twin parts K4 1971**

**0423 956 664** or

[rchappelle123@gmail.com](mailto:rchappelle123@gmail.com)

### FOR SALE

**Metalwork Lathe** 6 inch Throw three and four jaw chucks Steadies and tail stock chuck Face plate also cuts threads condition is good.

Has had very little use \$850.

[<ianandlynneharrson@icloud.com>](mailto:ianandlynneharrson@icloud.com)

Ian **0458 553 457**

#### 1992 Yamaha FJ1200

large fairing and rubber mounted model all original and in excellent near showroom condition Love the bike but no chance to ride it these days takes up too much room YYP-346 30,000kms \$5500

David Saint **0413388563**

#### Jawa /CZ 350cc 2 stroke twin 1956

THF 270 \$3500 ono negotiable

John **0432 637 763**

#### 1936 Rolling Frame 250cc BSA or Empire Star

Martin **0427 717686**

**1984 BMW R65LS** Excellent condition owner selling with regret

**1948 Excelsior Autobike 98cc** Complete and restored

Wes Southgate **0414 475 787**

**1982 Honda VF750 F** black rare shaft drive model TGH 809 60,000km

Billy **0499 773 745**

or Graham **0403 365 780**

**Roof Racks** for VX Commodore

'silent type' \$150 new \$327 Lew

Hylton **0488 800 857** Villiers

**197cc GE piston rings** 59mm

+ .030 \$15 per set. Peg cut Alan Wallis **0882 955 097** Lambretta

**1972 GP model TS1** Rego YYY124

Very recent rebuild \$5,500

Graham Riley **0403 365 780**

**1957 Dayton Scooter** 221cc Villiers

re-bored 4 speed, heel & toe, new

tyres, Bright Orange

\$5000 Rego TT212

Ray Mann **8261 1617**

**Triumph TR65 1982.**

Owner purchased new in 1982. Imported by owner 1990

Around \$12,000. some spare bits and shop manual Rego VC972

J. Blyton **0408163082**

**2007 Royal Enfield Bullet Electra 500cc** (Indian made)

Single, Black, 17000kms. rego 'til May but will pay for another 3 months on purchase

\$4500 ono Rego YZI 362

John Groeschel **0437 688 099**