



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

www.classicowners.org



CLASSIC
COURIER

is published 4 times a Year

MARCH - MAY
JUNE - AUG
SEPT - NOV
DEC - FEB

DEADLINE
For June – August
General meeting last
week in **April**

If you have changed your contact details
e-mail
address
phone

please send an email to

Web Editor Bob Chantrell

bchantrell@adam.com.au

outlining the changes

DON'T GET CAUGHT RIDING UNREGISTERED
RENEW YOUR MEMBERSHIP NOW!

*YOU'RE NICKED !
YOUR COMCC RENEWAL WAS DUE
ON THE 30TH JUNE !*



MARCH - MAY 2014

EVENTS CALENDAR

April	May
2 9 16 23	7 14 21 28
3 10 17 24	8 15 22 29
4 11 18 25	1 8 15 22 29
5 12 19 26	2 9 16 23 30
6 13 20 27	3 10 17 24 31
7 14 21 28	4 11 18 25
8 15 22 29	5 12 19 26
	6 13 20 27

Check www.classicowners.org for updates

Members interested in swap meets, this is a good starting point-

<http://swapmeets.wordpress.com/sa-swap-meets/>

14-16 March Vintage Japanese Motorcycle Club Annual Rally

Victor Harbour Peter Hunt phunty@bigpond.net.au

29 March COMCC Film Night BATTLE OF BRITAIN at the Clubrooms

(see page 4)

5-6 April McLaren Vale Vintage & Classic 2014

vintageandclassic@hotmail.com

phone 0449 800 099

www.vintageandclassic.com.au

13 April COMCC Picnic at Belair National Park (see next page)

4 -9 May AVCCA National Veteran 1 & 2 Cylinder Rally Robe SA

Contacts for info Rally Director: Julian McNeil (08) 8272 8759

Secretary: Jon Pyle (08) 8371 2219 Treasurer Diane Pyle 0427 719 153

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

1st Wednesday of the month

3rd Tuesday of the month

Ride destination decided on the day

3rd Tuesday in April (15th April) visit to the **ETSA Museum** (see page 4)

MOPED RUNS 2014

6 April Annual Moped Marathon Start/Finish Blumberg Hotel Birdwood-

Meet 9.00am for 9.30am start

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

URGENT- Impending Vacancy Mid 2014

CLUB TREASURER

Without a replacement the Club closes- Contact the Ken or Charlie
(numbers p22)

This is the FINAL correct date for this event.
Changes were made because of clashes– Apologies for any confusion

COMCC Family Picnic

The CLASSIC OWNERS MOTOR CYCLE CLUB is holding a family Picnic

Sunday 13th April from Mid-Day

at Belair National Park 'Pines' Oval No 2

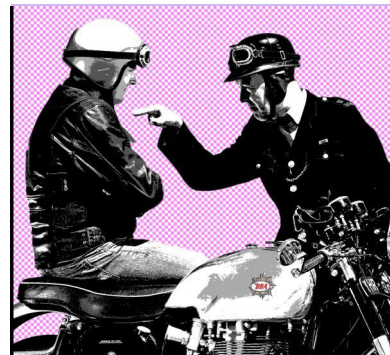
It's B.Y.O. everything and BBQs are available

Admission fee to the Park is applicable, but refundable by the Club

Native Plant Nursery will be open

All Members and their families welcome

Further details: [Graeme Bradley 8276 2928](tel:82762928)



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– Page 21 or print from www.classicowners.org)

MEMBERS WITH HISTORIC REGISTRATION

Note the following

The Southern Machine Registrar (Rob Williams) is at present indisposed so members needing inspections contact Bob or Peter (numbers p 22).

Members wanting machines inspected must ride or trailer the bike to the registrar. On site inspections are no longer possible.

Your Historic Registration is only valid if you are a paid up club member.
Your membership must be renewed before 30th June and can be renewed at anytime.

COMCC FILM NIGHT

BATTLE OF BRITAIN

Harry Andrews
Michael Caine
Trevor Howard
Curt Jurgens
Ian McShane
Kenneth More
Susannah York
Nigel Patrick
Christopher Plummer
Michael Redgrave
Ralph Richardson
Robert Shaw



THE CLUB ROOMS

(James A Nelson Centre 98-100 Woodville Rd)

SATURDAY 29th MARCH 7.30 pm

Tea Coffee and Cake Provided



DEADLINE for the next *Classic Courier* will be a month early:
the GENERAL MEETING in April. This edition will contain forms and
information for Log Book Day and AGM.



MID- WEEK RIDE 3rd Tuesday in April (15th April)

Ray Mann has organised a visit to the
ETSA Museum in Kurralta Park.

If you missed out on a brochure at the
General Meeting try
www.etsapastemployees.org.au/Museum.html

NOTE 9am for **9.30** start meeting at **Hazelwood Park , Hawthorn Cres.**
Hazelwood Park

FROM THE CHAIR



Hi to all, I would like to start by thanking those who helped, with the Christmas party especially Graham, who always does so much at this event. We could all thank Graham by turning up at the club family picnic day at the Belair Park (13th April), and making it a really good day for him. There was an expression of interest at the January meeting re the Treasurer's position, and also re the club audit. I am keeping my fingers crossed that the two positions will be filled, and would like to add that I am sure the two gentlemen concerned. will find it very rewarding to be involved in club affairs. Also I hope there will be a lot of support for the film night on the 29th March, Barry does a good job as our Social Sec and tries to put on something for the ladies as well, and he deserves recognition for it. So come on everyone: let's see a record attendance, which is easy, if you all turn up. That's all for now folks.

Ken.

Printed below is the letter sent to Symonds & Clark Transport in appreciation of their support for COMCC

To the Clark Family

Alby, David & Ricky,

On behalf of all the Members of The Classic Owners Motor Cycle Club, I would like to take this opportunity to thank you for your support of our annual Christmas Function. This support has been manifested by the loan to Lew Hylton of the BBQ trailer. This has made the event a great success over the past years, and has been much appreciated by all those members & families that have attended. Please note this note will appear on our website & in our Club magazine.

Best regards

The Committee & Members of the Classic Owners Motor Cycle Club

EDITOR'S COMMENTS



A bumper issue for the new year. Mick Morris's informative account of his 2012 trip concludes (how about the story of the latest trip Mick?), and we have a new contributor with a reminiscence of his motorcycling past. The Obituary Page is becoming a bit of a regular feature, and it is important that we recognise members who have 'ridden on'. Thank you to the members who have contributed to this column. I hope the move of the Events and Notices to the front of the magazines makes it easier to keep up with what is going on.

Trevor Jones and the Editorial Committee.

Contributions trejones@bigpond.com ,posted or handed on at meetings



Mick Morris concludes his travels with Part 5 **UK, EUROPE, MOTOGPs...**



The final installment of Mick's 2012 European Tour takes us to Germany

We left Assen and drove east across Germany to the Sachsenring circuit near Chemnitz in Saxony. The first race in the area was held on 26 May 1927 on an 8.7 km layout on public roads, running also through the village of Hohenstein-Ernstthal itself. It was dubbed 'Sachsenring' in 1937. The track even has its own anthem which is sung (with

gusto) by the patriotic crowd at the start of each race day.

The East German motorcycle Grand Prix was held at the circuit from 1962 to 1971. After WWII and prior to unification in 1989, this part of Germany used to be part of East Germany. In fact, when dealing with some people in their mid-30's or older, it is likely that Russian will be their mother tongue rather than German! After the West German rider Dieter Braun won in 1971, and the East German fans sang the West German National Anthem in celebration, the event was restricted to East European entrants for political reasons until after 1989.

In 1990, with faster Western machinery now available, racing through the village became too dangerous with some fatalities occurring. To accelerate redevelopment of Eastern Germany in the new unified Germany, a 2.9 km short track at the westernmost *Queckenberg* corner was built (point 14 on map above) to return international motorsport to the newly freed eastern part of Germany. In 1998 the German motorcycle Grand Prix moved to the Sachsenring from Nürburgring. In recent years the track has been made faster and longer again with the length now being 3.67 km.

Sachsenring is also one of those tracks where you can have four seasons in one day. On the race day the weather turned foul with lightening flashing all around, heavy hail and rain and strong wind. The wind blew many of the track officials' tents over and bent flag poles. The crowd reacted to this by taking cover where they could under the grandstands or in the bars or simply donning their wet weather gear and helmets. It was an unusual feeling sitting next to a bloke with hail banging off his helmet. What was a surprise to us in Sachsenring was the crowd's response to the weather. The Germans and some of the Poms who remained in the stands started to

sing (songs like *Singing in the Rain*). It appeared to us that they were challenging the weather to do its worst but they were not moving from their seats.

This chorus of voices was completely unexpected and, although two languages were

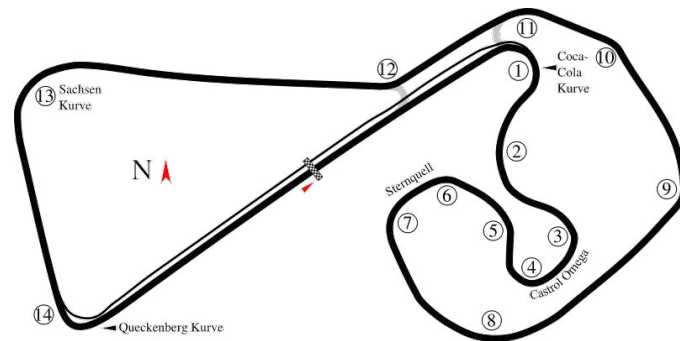
being spoken, it was plain that the motorcycle racing and the conditions were bonding these two nationalities together. I can't imagine this happening at a European Cup match for example. It's a memory that will stay with Julie and me for a long time...very stirring and almost primal!

The Germans also treat their racing as a carnival of sorts. Like most meetings there are a lot of campers, but the camp grounds at Sachsenring are mired in mud where VERY loud heavy metal music is the order of the day. Many groups attend with their own 'beer bus' and large open fires and bonfires are prevalent and tolerated. There are a lot of very 'socially confused' race goers – some of whom would not see much of the racing unless it is on a TV screen in a bar or visible from the hill in the elevated camp ground. On the Sunday morning I observed a few blokes who literally had been rolled in mud, a bit like a PNG mud man – I don't think they knew where they were! This was all pretty well tolerated, and the police presence was subtle. The coppers were more focused on traffic flow and especially illegal parking as the village streets are very narrow and need to be kept clear to allow access for emergency vehicles.

The racing was again very good and in the premier class. On the Sunday Pedrosa and Stoner were well ahead of the pack. Lorenzo was struggling to match the pace of the two front-runners – this was until Casey came off in the penultimate lap. I thought that Stoner may have slowed a little to take 2nd place points from Lorenzo 3rd and a place on the podium; but this proved not to be the case. He was 'racing' as opposed to thinking about the championship. With Stoner falling in the last lap, Dovizioso then moved up a place to finish on the podium behind Pedrosa and Lorenzo.

Conclusion: I planned our UK and European extravaganza without the use of travel agents or third parties. The costs for the trip were reasonable, and we booked well ahead and took advantage of deals advertised on the Internet and travel sites such as Tripadvisor etc. All in all a wonderful experience centered on motorcycle racing but filled with fascinating stops along our journey. Feel free to contact me if you require any advice or details about our travels.

Mick Morris



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

1st Wednesday of the month

3rd Tuesday of the month

Ride destination decided on the day



The first Mid-Week Run of the year fell on New Year's Day, I certainly didn't make it. Despite some extreme weather in January and February the scheduled rides seemed to miss the bad days; often a hot day in the city becomes pleasant riding weather in the hills or on the coast. The destinations were the usual favourites including a ride to Milang incorporating two river cruises (by rope ferry) and a February ride to Second Valley. Trevor McDonald's photos appear above. The turnout for the rides has been excellent with 19 starters on the Milang trip. A highlight of the last February ride was a stop at the scene of Rob Smyth's speed run on the cammy AJ's captured on film by SAPOL. Keep collecting the cans, Rob!



MOPEDS PLUS

ADELAIDE BEACH RUN REPORT 1st DECEMBER 2013

Participants

Alan Wallis	1950	Tilbrook	197cc	M/C
Joe Frost	2001	Yamaha	250cc	M/C
Roger O'Loughlin	1976	Honda	250cc	M/C
Peter Woodberry	2010	Harley Davidson	883cc	M/C
Joe Betschart	1975	Kreidler	50cc	M/C
Rob Smyth	1970	Motobecane	50cc	Moped
Kym Miller	1977	Yamaha	500cc	M/C
Hans Vormelker	1976	Motobecane	50cc	Moped
Bob Finnie & Evanjeline	1990	Harley	1340cc	M/C
Lew Hylton	1980	BMW	1000cc	Outfit
Nick & Jan Davies	1971	MZ	250cc	M/C
Ron Guppy	1971	MZ	250cc	M/C
Brett Mitchell	1971	MZ	250cc	M/C
John Veale	1946	Excelsior	98cc	Autobyk
Jock Osborne	1950	Excelsior	197cc	Autobyk
Ron Ritter	2011	Kawasaki	800cc	M/C
Graham Riley	1972	Lambretta	230cc	Scooter
Tony Earnshaw	1972	Yamaha	250cc	M/C
Ian Voysey	1970	Motobecane	50cc	Moped
Ray Chappell	1976	Kawasaki	650cc	M/C
David & Kathy Saint	1973	BMW	600cc	M/C
Wes Southgate	1969	Honda	70cc	M/C
Alan Kempster	1970	Motobecane	50cc	Moped



Even with showers forecast, 23 machines eventually turned out to participate in the last Moped event for 2014. Roger O'Loughlin volunteered to lead the run in the absence of Warren Duncan, and the main group left Birkenhead at 10.00am for Outer Harbour.

Three late arrivals followed on and caught up with the first group at Outer Harbour just as some light rain started to fall. Travelling south along the coast Graham Riley's immaculate Lambretta scooter broke down with clutch failure and had to be loaded onto the backup trailer. A little further on one of the 3 MZ 250cc machines failed to start after a roadside pause. The rider discovered that he had plenty of spark plugs but not the special spanner required to access the plug buried down between the deep finning of the



cylinder head. Eventually it fired up without the need for plug removal and caused no further problem.

A little further on again, another problem arose when Rob Smyth appeared on the side of the road with a broken petrol tap. His normally reliable Moto-becane was loaded on the trailer next to the Lambretta. As all seats were taken in the backup car, Rob found a seat in Lew Hylton's sidecar for the rest of the journey.

The next casualty was Wes Southgate's Honda "monkey bike", stationary at the side of the road with contaminated fuel. With time now moving on and the lunch time booking at the Birkenhead Tavern approaching, there was a need for drastic action. The trailer was at capacity, so it was decided to take the Lambretta to the home of one of Graham's friends at Plympton and return to load up the "monkey bike".

By this time Roger and the lead riders had reached Glenelg and were on their return journey, meeting up with the backup vehicle at the Westward Ho golf course. The entourage returned to Birkenhead without further incident. At Birkenhead notable absentee Robert 'Pud' Freeman turned up straight from hospital where he had received forearm treatment after an argument with a dog. Typically, Pud offered to drive Charlie Brown's backup car with the trailer with Wes and Rob's bikes to their homes while Charlie and Rob stayed on for lunch. A total of ten riders stayed on at the Birkenhead Tavern for lunch to wind up Moped plus activities for 2013.

Many thanks go to Roger for standing in as run leader at short notice, to Charlie and Dennis for manning the backup vehicle, and Alan Wallis, our venerable "Tail-end Charlie" who travels down at the back of the mob and sorts out the inevitable chaos which develops. Last but not least thanks also to those who helped with marshalling, an important function but a far from easy job in the heavy traffic within the metropolitan area.

TARGA- HINDMARSH RUN REPORT 16th FEBRUARY 2014

Participants

Alan Wallis	1950	Tilbrook	197cc	M/C
Roger O'Loughlin	1989	Suzuki	650cc	M/C
Don Jennings	2002	Honda	1100cc	M/C
Warren Duncan	1969	Suzuki	120 cc	M/C
Wes Southgate	1969	Honda	70cc	M/C
Graham Riley	1960	Lambretta	125cc	Scooter
Hans Vormelker	1970	Solo	50cc	Moped
Nick Davies	1971	MZ	250cc	M/C
David Saint	1973	BMW	600cc	M/C



John Veale 1946 Excelsior 98cc Autobike
This event was a restart of the Targa originally scheduled for February 2nd, which was cancelled due to a spell of extremely hot weather. As could be expected, the number of starters was affected by the shortened notice caused by the change of date. However, the 10 bikes which did attend represented a very interesting sample of the variety of club bikes whose riders are keen to run on "Moped Days".

As the list shows, types included motorcycles, a scooter, a moped, an autobike, and a "monkey bike". The age of the machines spanned the period 1946 to 2002. The age of the riders covered a slightly broader period! The list also shows engine sizes from 50cc to 1100cc. The smallest bike, the 50cc Solo (brand name) moped, was equipped with an interesting hydraulic drive for the first motion coupling in the transmission.

Unfortunately David Saint had to "retire" his BMW prior to the start of the morning run due to an electrical problem which developed on the way down to Goolwa. David and his passenger were accommodated as pillion passengers on the two largest bikes for the rest of the day. The weather was just perfect for the whole day, and the morning run to the Murray Mouth on Hindmarsh Island proceeded without incident.

After lunch our the bikes travelled through North Goolwa and onto the Adelaide Road before turning back towards Middleton and the Goolwa Airport . David Saint provided a prearranged inspection of his Sports Aircraft flying School, and we were able get a close look at three of the aircraft used at this facility. There was plenty of interest and a lot to see on this visit, and riders seemed reluctant to resume the ride. Eventually the group departed by a shortened route via Middleton back to Goolwa and the end of a really good day. Our thanks go to David Saint for organising our airport visit, and to Roger O'Loughlin and Don Jennings for excellent marshalling during the runs.

NEXT RUN: 21st Annual Moped Marathon – Sunday April 6th 2014

MEET: 9.30 for 10am start. Rear carpark Blumberg Hotel, Birdwood

RUN: Morning - Birdwood/Williamstown/Springton/Angaston (lunch)

Afternoon –Angaston//Kyneton/Eden Valley/Springton/

Mt. Pleasant/ Birdwood Total distance 115 km (approx.)

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

Enquiries; Warren 8388 1770 Alan 8295 5097

'However, the longer we go without a BSA, the more challenging it will be to plan and execute any US mission.'

White House statement. **THE AGE** 27/2/2014

OBITUARY

Graham Treloar 1934 -2013

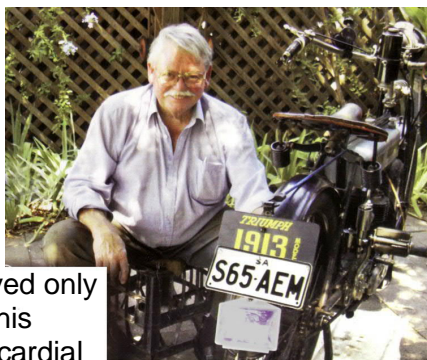
Printed below is **Graeme Bradley's** tribute to Graham given at the January COMCC General Meeting.

Member Graham Treloar died on the 21st December 2013 one day before his 79th birthday. Graham and his partner Josie would have been best known to our moped and slow bike riders since 2002.

Graham's funeral, held on the 3rd January at the Scotch College Chapel, Torrens Park, was attended by hundreds of people. A tribute in the form of a lineup of vintage and veteran cars and motorbikes was provided by the members of his various clubs.

I understand Graham was referred to a heart specialist who would not let him leave the rooms but admitted him to the hospital for a triple bypass, which he survived only to died suddenly at home. His son Ben, in his tribute said, "The cause of death was 'myocardial infarction' but Graham would have said he was completely 'farcted'."

The order of service reads, "We will remember Graham for his warmth, his love and kindness, his wonderful sense of humour and his passion for areoplanes, vintage cars, motorbikes and the bush".



Adam Plate an Appreciation by Keith Davis COMCC Life Member

I was privileged to know Adam, Lynnie and family, becoming good friends. I met Adam when I was engaged in the resurrection and restoration of his R90S BMW, perhaps 70% of the bike had remained in a box for 17 plus years.

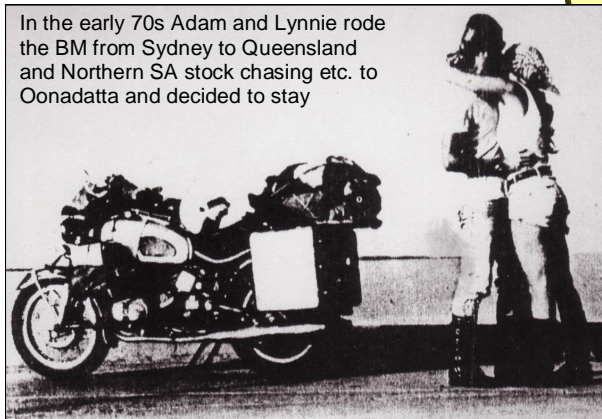
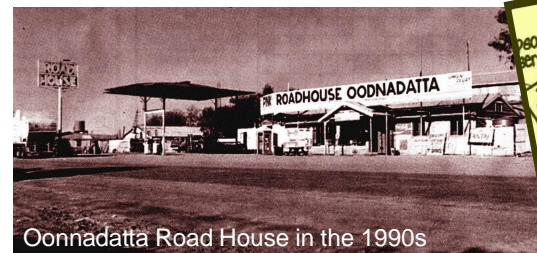
It did take a while to gather what was not there, local and interstate dealers and craftsmen supplied, machined,



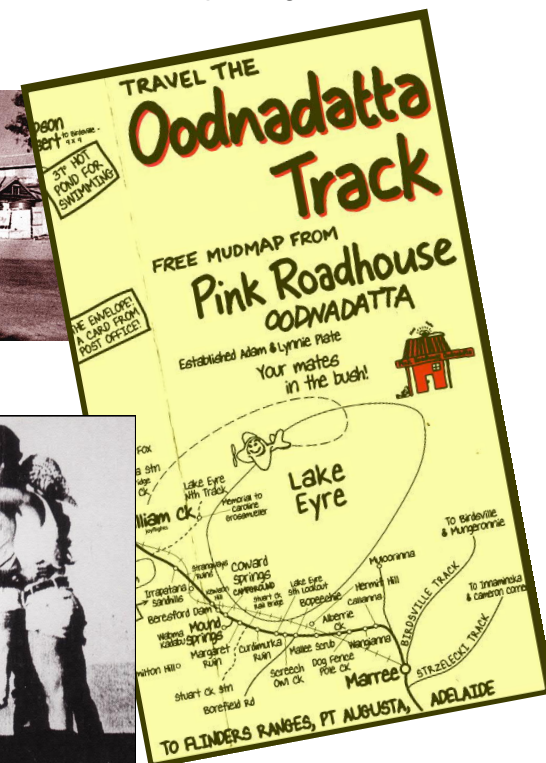
BMW restored 2001-02. Keith rode it on many COMCC runs



blasted, painted and assembled a cycle that does not show its camel chase heritage. Adam housed the BM at my place with the instructions to use it to keep the battery up and the internals oiled; occasionally it was swapped with his 911 Porsche Targa. Oodnadatta was no place for the BMW and more so the Porsche. Adam would use either vehicle on his regular trips to Adelaide. What a privilege to have such a friend and how I miss him.



In the early 70s Adam and Lynnie rode the BM from Sydney to Queensland and Northern SA stock chasing etc. to Oodnadatta and decided to stay





THE HISTORY OF A NON-MECHANICAL BIKER

by David Byford

The truth is I have managed, by and large, to circumnavigate the necessary maintenance of my bikes. In my early salad days, if I was a little reluctant to maintain or fix things, I could rely on several enthusiastic friends who seemed only too happy to dirty their hands. Let us start with bike 1. Flushed with six pounds of savings burning a hole in my pocket – I enquired after a bike I had seen leaning against the side of a house. A five pound agreement was soon made, the 1942 army Beeza 500cc side valve mine. Fearing parental displeasure this treasure was pushed to and deposited at a friend's house. My parents, none the wiser, were only enlightened when I came home minus bits of skin. This bike was fettled into road use – the rags in the front tyre were substituted with an inner tube and the clutch fixed by some magic hocus pocus by my friend Dennis. So Dennis and Dave gave life to this beast. Some of my first bike memories entail jumping off the bus after work, rushing up the hill, persuading the bike into life with a positive kick and having just enough time to do a lap of the block before it got dark. No lights I guess.

The BSA was deemed unsafe by my elder brother and he found, in a small car yard, a modern replacement. A shiny blue 1960 Suzuki T10. He road tested it and proclaimed it perfect – none too powerful and everything worked including electrics and brakes- which was more than could be said for the Beeza. I was instantly converted to a willing purchaser, when on my

test run, it decided to behave and run on both pistons. Dizzy power was mine to command. With me sick in bed the bike was picked up by my brother who was shocked at its new GO GO personality. The Suzuki only ever required petrol (BP Zoom) and never let me down. Suzi was traded in on a proper bike (English) according to my father – a 1962 BSA 650 ex-police bike. This beauty was



The cost was 215 pounds , minus whatever I received for Suzi, included a new dual seat. My pal John loved that bike. If ever borrowed, it was returned shiny clean, with adjusted brake or whatever. John loved to fettle, a fettling fool, so what was wrong with me?

Deciding to go overseas the Beeza was sold – to pal John, although I never did receive full monies for it. A lump sum and so much a week but fate took a hand and marriage and expectant fatherhood loomed for John. I travelled around on a beat

up old Matchless – I don't remember much about it but I'm sure it did not receive much care from me. In London my interest was kept alive with amateur racing performed by a daring work apprentice encouraged by our foreman. So quite a few weekends spent at Brands Hatch.

Back from overseas and engaged to be married transport was needed. The VW went towards a deposit for a house and my mind turned to bikes. Took a Honda K 350 for a test ride – not bad! Same weekend another 350 looked OK – a Yamaha RD 350. The guy did not warn me – I potted to the corner and when safely round gave it some stick. WOW what fun as the front wheel reached for the sky. Instant love and now mine. I can still see an angry neighbour waving a fist at me. This bike was nearly new and required no fettling from me. I did the necessary mandatory thing though and put flat bars on it – a major effort for me. We enjoyed a steady relationship; she was a fun type girl and the best type – she never said no. Well only once but I forgave her.

I was to fall madly in lust. The setting – a hot summer evening, still light and the Yam and I decided on a trip to Morialta Falls. The object of my passion, a Ducati GT 750 brazenly parked for all to see. Absolutely smitten, a new one was soon in my possession. This dark red beauty was purchased for \$1700 brand new with \$550 trade-in taken off. The missus, great girl that she is, never complained even though the



washing was done by hand. A treasure was affordable but not a lowly washing machine. Did I turn over a new leaf? Well I did keep the Duck a tad clean and polished and even changed her oil on a regular basis. Despite giving her a few thrashings she was only ever good to me. A crook back saw her garaged and eventually sold. The back prevailed and biking was just a memory for many years. I did try again with a YAM RD400, but I was not able to ride it much and like all her predecessors she was sold. One bike that I wish I still owned. Time passed.

An inheritance had me wondering if I could get back to biking again. The wife came first this time with gold earrings and a new lounge suite. A new front fence left me with enough to go bike hunting. So born again I soon found a BMW 5/500. So comfortable and complete with an electric start. \$2200 had me back in business. By now a staid middle aged man – I even took up pipe smoking to complete the picture. The BM lacked a bit of grunt and a BMW 5/750 came my way and moved in permanently. By now, interested in older classic bikes, I acquired a 1969 Suzuki 250 which I also still own. Her restoration perhaps to be told in a separate story. I have also bought a bike off a club member: a Yam RD350 – all going but the urge to see her top off has her in my mate's shed awaiting her new pistons and bored out barrels.

So as I ride reluctantly into my dotage, I am acquiring new mechanical skills. I see a basket case beckoning me. I have, after all, completed a TAFE motorcycle maintenance course. Who am I kidding?

NEW MEMBERS

A welcome to the club is extended to...

- 984 Ed KEENAN Seacombe Heights
- 987 Stuart McCALLUM Torrens Park
- 988 Christina (Tina) THUS Salisbury Plains
- 989 Ben WALLBRIDGE Eden Hills



In the 1950s '...motorcycling had been participatory . A Saturday afternoon ramble on a bike required the owner to spend half an hour beforehand topping up liquids, tightening fasteners, and adjusting chain tensions. Japan turned the motorcycle into an appliance. When you put bread in a toaster, you expect toast, not a course in electrical engineering.'

Classic Motorcycle Race Engines by Kevin Cameron



MRA TOY RUN 2013

The 2013 MRA Toy run marked its thirty-fourth year and third on the revised route. It appeared both the riders and spectators were used to the change with the respective numbers up on last year. The media put out the figure of 5,000 bikes, but I prefer SAPOL's estimate in 2012: 'A shit load of bikes'.

A wander through the lineup of the bikes on the V8 grid gives you a cross section of what people are riding, from the shiny cruisers (very popular at the moment) to rat bikes.

The mild conditions made for a pleasant ride to Callington with strong support from the public en-route.



FOR SALE & WANTED

Check 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**

Triumph 500 Speed Twin (1951?)

Any leads would be appreciated Peter Hampton

pchampt@bigpond.net.au

Peter Hampton **0417 844 395**

Speedo and Tacho

to fit Norton Commando

Brian Gray **0403 578 789**

Bridgestone GTR 350cc

Neville Gray 8263 7566

Yamaha XT500 1970s

Stuart Baulk **0410 796 381**

FOR SALE

Triumph 1959 Tiger110

Eng No 020080 matching frame.

In excellent condition \$12,000 ono

Bob **0411 687 666**

Ford Customline 1953

Reg VVV830 only 28,000 miles

from new— turn the radio on and

still get Bob Menzies \$18,000 ono

Bob **0411 687 666**

1999 Ford Kia 1300cc

Electronic Sun Roof, New tyres,

New rear brakes, \$3,500

Rego. BB929C

Alan Martin **8254 9550**

Ducati ST4s 2002 model — track bike. Cannot be registered a statutory write off. In good riding condi-

tion. 996, 4 valve motor, 5 spoke Marchesini wheels, Brembo brakes floating front discs, Ohlins fully adjustable suspension front and rear, Staintune stainless exhaust system (sounds great!) Small tank ding. All instruments good and working. No lights or indicators. Runs very well. Engine No. ZDM996W4B*003470* \$4,500 firm.

Steve **0401 055 277.**

Yamaha 1991 DT200R Trial bike w/c 2 stroke- excellent condition 6spd.—

runs very well judging by mid-week

run performance! Rego THR 574

Richard **8370 8834**

Set of BMW Pressley Panniers

Suit series 6 & 7 BMW's

Pannier frame has rear carrier \$400

Detlev **0437 918 221**

1970 Suzuki Stinger 125 cc

Twin. Gold Tank. Fully Resto. \$4200

Engine No. T125-110729

Rod Stoneman **0487 497 613**

Yamaha XS250 SK Special 1983 not a built up special standard Yamaha model- rare. Reliable 250, good condition low seat.

Non standard handlebars — original bars come with the bike.

50,000kms from new, engine has never been apart Regularly maintained, registered S97-ALU in everyday use.

Workshop manual \$2000 ono

Warren **8388-1770**

Bing Carburettor 1/20/19 \$20

Barry Young **0419 858 871**



Caravan 18ft \$4,000 / **Industrial Sewing Machine**, no stand \$400 ono
Denise Blackmore 0466 158 245

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.
 <ianandlynnharrson@icloud.com>
lan 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 30,000 km.
 \$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. Im-

ported by owner 1990

Around \$12,000. some spare bits and

shop manual Rego VC972

J. Blyton 0408163082

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 19, STORE STREET, LONDON.
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2014-15

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 to all that choose not to receive the Printed version.**

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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 4th 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 3rd 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 30th 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 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

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

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.