



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
DEC— FEB**
General Meeting last
week in November

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

Please send an e-mail to Lew Hylton

lewronda@adam.com.au

Outlining the changes



SEPTEMBER - NOVEMBER 2014

EVENTS CALENDAR

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

Check www.classicowners.org for updates
 Members interested in swap meets, this is a good starting point-
<http://swapmeets.wordpress.com/sa-swap-meets/>

- 13 September** *Overland Corner Rally*, Overland Hotel off Goyder Hwy.
Ivan 0403 210 925 or Pete 0437 930 699
- 13-14 September** *PAVRC Rally, Flinders Ranges Odyssey*
Mark Taylor - 0439 801135 - cobra2@ozemail.com.au
Kathryn Taylor - 0429 422501 - kathryn.taylor@tafesa.edu.au
- 28 September** *Bay to Birdwood Run* [see page 7](#)
Motorfest, various events between 22 Sept & 3 Oct
baybirdwood.com.au/motorfest.html
- 5 October** *VVMCC Swap Meet*, Balhannah Oval
Peter Yates 0408 019 950 after 6 pm or secretary@vmmccsa
- 12-19 October** *Velocette Good Companions Rally*, Wirrina Cove Resort
ktt350@dodo.com.au
- 19 October** *Strathalbyn Swap Meet*, Richard 0423 524 481 or
deidresolly@hotmail.com
- 25 October** *Film Night* [see opposite page](#)
- 24-26 October** *AJS&Matchless Owners Annual Down Under Jam Pot Rally*
Maureen Kuerschner, Po Box 1161 Stirling 5152
- 16 November** *President's Run* [see opposite page](#)
- 5-8 November** *National Douglas Rally*, incorporating the Century 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
- 14 December** *COMCC BBQ*, James A Nelson Centre Hall
98-100 Woodville Rd.
- 14 December** *MRA Toy Run*, departs Victoria Park V8 track for Callington
11am

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

MOPED RUNS 2014

- 12 Oct** *Mt Barker Burble*, Start/Finish Lions Club's Car Park
Flaxley Rd. Mt.Baker Meet 9.30am for 10am start
- 7 Dec** *Adelaide Beach Run*, Start/Finish Birkenhead Tavern
Pt Adelaide Meet 9.30am for 10am start

FILM NIGHT

CALENDAR GIRLS

"They dropped everything for a good cause"
A Comedy Starring Helen Mirren, Julie Walters, and John Alderton
 Saturday 25 October 7.15pm
 Woodville Centre , James A Nelson Centre Hall
 98-100 Woodville Rd. Woodville
Homemade soup & roll follows the movie

PRESIDENT'S RUN



Club President Ken Leeks will be leading his eponymous run
SUNDAY 16th NOVEMBER
 Riders meet at Hazelwood Park , Hawthorn Cres. Hazelwood Park
9.30 am for a 10 am start
 The route is through the hills to Ken's place 10 Heather Rd. Aldgate
 for a BBQ at mid-day. Ken will provide BBQs, salads and dessert so
 BYO something to BBQ and drinks.

'If you are 85 years of age or older and hold a class of licence other than a 'car' you will need to pass a practical driving test each year to retain that class of licence.'

SA Government of Planning, Transport and Infrastructure website
 At the August General Meeting Alan Wallis suggested this is another example of 'special treatment' for motorcyclists and we should be writing to our MPs, asking why car drivers are exempt from a yearly driving test. Surely if such a test is even necessary, it should apply to all licence categories or none. Alan is preparing a letter on behalf of the club, but don't let that stop you writing your own letter- chances are if you not already 85 you will be one day.

SEE P 13



ADVANCED NOTICE

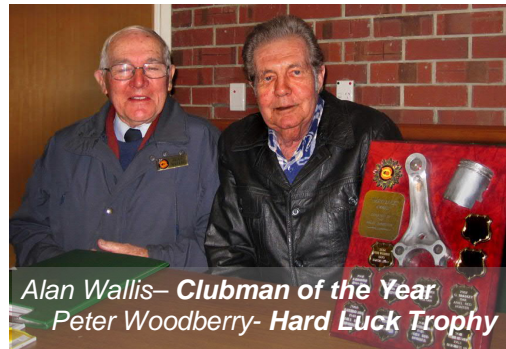
The State Government is conducting a review into Historic Registration in two years' time. The Federation has asked clubs to start discussing changes to existing rules they would like to see adopted, e.g. reverting to the 30 year rule. The club will make a submission, so start thinking and be ready to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



A.G.M. 2014

The 2014 AGM, chaired in the best gentlemanly fashion by Wes Southgate, saw the 'traditional' re-election of the previous office holders, with the exception of the positions of Treasurer and Web Editor. For the coming year we welcome Stuart McCullum who takes over from Charlie Brown as Treasurer. Charlie has made an excellent contribution to the club in this position since 2010, and we look forward to his continued involvement in the club as the new Treasurer Stuart takes over the reins, or perhaps handlebars is a better expression for a motorcycle club.

The role of Web Editor has been taken up by Peter Woodberry who with the assistance of his son Geoff will take over the responsibility of presenting the classicowners.org website. Geoff spoke to the meeting outlining his ideas for the future of the web site. Peter takes over from Bob Chantrell who declined to nominate for a further term. Bob was elected in 2009 and has done much to establish the web site and to move the club towards communicating electronically via e-mailed magazines. He is to be thanked for his contribution. The evening ended with the customary pizzas organised by Vice President Robert Freeman.



Alan Wallis— **Clubman of the Year**
Peter Woodberry- **Hard Luck Trophy**



Les Tapping with his very shiny "Best Bike on the Annual Run" Trophy (Peterborough)

- L-R Standing**
- John Groeschel,
- Stuart McCullum
- Robert Freeman
- Ken Leeks
- Trevor Jones
- Barry Young
- L-R Seated**
- Bob Finnie
- Peter Woodberry
- Lew Hylton
- Absent**
- Ross Edwards
- John Pountney



COMMITTEE 2014-15

FROM THE CHAIR



Hello Folks.

We have had a busy time since the last *Courier*.

- Bob's weekend ride (24/25th May) We met at the Dublin service station and rode to Peterborough via Jamestown and Gladstone (not sure if I got them in the right order). The Museum at Peterborough is really worth going to see. If you are interested in M/Cycles and have not seen it, then you better get on your bike! We stayed overnight at the Flinders Hotel at Port Augusta, where we also had a good meal. The next morning, it was off to the Outback Centre, which was also very interesting, and then we departed for home. I think a good time was had by all, and I would like to thank Bob for doing the ground work.

- A visit to Cummings House on the 6th July was well attended, very enjoyable, and the jam and cream scones were excellent. Thanks to Barry for this one.

- The Annual Dinner at the Hahndorf Old Mill on 12th July: again a good turnout and an enjoyable evening. Alan Wallis was presented with the Clubman of the Year Trophy for his efforts re the moped runs, which seem to go off very well, in spite of my sabotage efforts on a couple of occasions. Book yourselves in for the next film night, as Barry puts a lot of effort into putting on a good show and deserves more support.

That's All, Folks. Over and out—**Ken.**

EDITOR'S COMMENTS



This issue marks the beginning of my third year as Editor of the *Classic Courier*, so I hope that means the members are finding the magazine useful and informative. That said I only put it together. I rely on you to send in articles and photos to share with the other members and encourage you to put pen to paper, fingers to keyboards or camera shutters and have your work printed in the *Classic Courier*. This quarter has a full Events Calendar, so take your camera with you!

As I embark on this third year, I would like to thank (well overdue) my wife Susan for proof reading the magazine for the last two years. I'm a pictures man and frequently suffer from 'sign writer's curse'.

Trevor Jones and the Editorial Committee

Peterborough – Port Augusta Museum Run



Above Left
Roger O'Loughlin's Suzuki 650. He has enlarged the tank capacity by 5 litres for increased range.



Above Maserati, Right The Red tyres were made as a limited batch of 200 in Germany, and he managed to get 2.
Above Itom very popular years ago in 50 cc racing.

Photos by Ken Leeks



OBITUARY

Valerie (Val) Kruss 13/3/1941—29/7/2014



I wish to inform all members, but especially the long-term older members, that Valerie (Val) Kruss wife of Malcolm Kruss, sadly passed away on 29 July 2014.

I attended the funeral service and wake on Tuesday 5 August at the Enfield Cemetery with members Charlie Brown (former Treasurer), Robert (Pud) Freeman, Robbie and Nina Williams, and past members Phil and Chris Baughan, and Roger Sunderland.

I had known Val for a number of years, and she will be sadly missed by all who knew her.

The former members held the following positions in the COMCC:
Val Kruss - *Classic Courier* Co-Editor 1994-8, Editor 1998-2001, Assistant Social Secretary 1987-2001

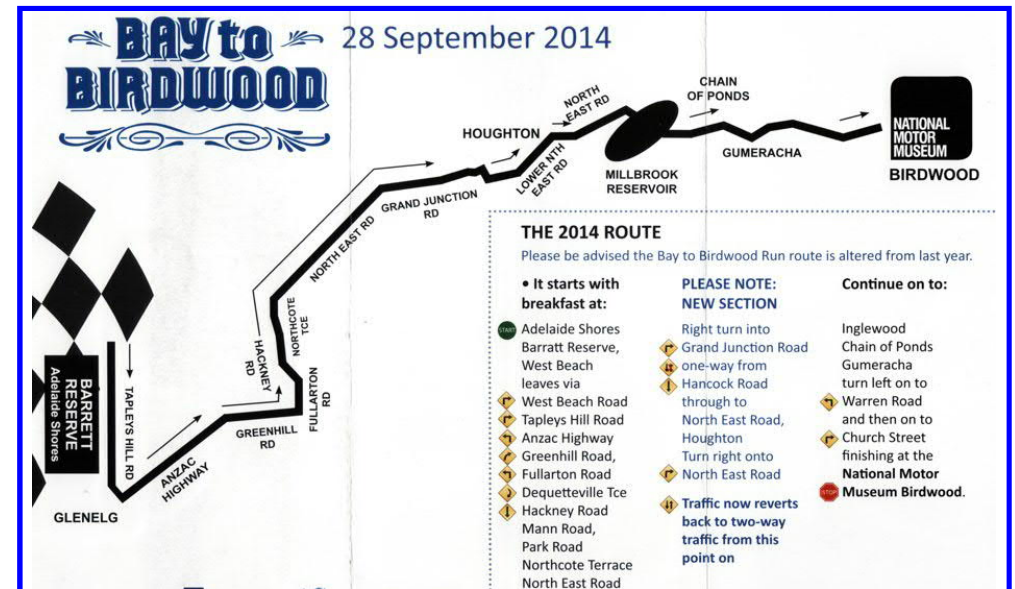
Mal Kruss - Social Secretary 1987-2001, Life Member

Phil Baughan - President 1996-97, Secretary 1991-93, Assistant Club Captain 1994-95

Chris Baughan - *Classic Courier* Co-Editor 1994-8

Roger Sunderland - President 1997-2001

Vice President Robert Freeman





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.

Rosco concludes his account of 2013 ride

Peter duly found the place with his GPS and we were amongst the first to arrive, another case of 'Hurry up and Wait'. Motorcycles started to arrive in droves, over 1,400 of them. The NSW lot were directed to park separately from the rest of us. We were all in lines of about 50 motorcycles. Finally a joker ordered us off in rows, after the NSW mob, and we headed for the city. Generally the ride into town was orderly but in any crowd you have to have clowns who thought they were in a Moto GP.

The ceremony was very good with either the Commissioner or the Deputy Commissioner of Police from each State present. Two police from Queensland had died during the year and their names were placed on the Memorial. At the conclusion of the ceremony I managed to ride down the foot path until I reached a road that was semi familiar and eventually got back to the cabin park where Denis and the mob were staying, had a cuppla cordials with Peter Moller then went around to Peter McGregor's pad. Peter's wife Gim cooked a nice vege dish and Peter cooked meat in a hot coal oven on the back veranda. Later that night we watched practice for the Moto GP.

The week previously Peter had been in Hawaii on an exercise studying the galaxies, a bit beyond the normal comprehension. He stays at a hotel at the 8,500 foot level then goes up to the telescopes at the 13,500 foot level where the atmosphere is clear. He uses the 8 meter diameter scope and they have twenty 5 meter scopes there as well, all being directed by lasers, so one has to book the direction one wants to use so not to cross another laser beam. On Sunday Peter McGregor took me to a warehouse where exhibits for the National War Memorial were stored. Here we found about half of Canberra's population were cued up waiting to get in, so we gave it a miss and went to the War Memorial proper.

The area allocated to the Gallipoli exhibits was closed and we supposed it was being reorganised for the 2015 anniversary of the Landing. I wanted to see Dick Smith's helicopter exhibit again because it's worth the trouble. He has funded the full size enactment of troops landing in a Huey in Vietnam, complete with the sounds of the Huey and explosions.

However the Gulf War and Afghanistan aren't particularly well recorded.

We've been there for years and there are only a few rooms of exhibits. Not good enough!

We went back to Peter's pad and did a bit of cleaning up and prepared for another dinner cooked in the oven. That night we watched the Moto GP won by Jorge Lorenzo on his Yamaha with the Hondas second and third.

On Monday 16th September I left Canberra around 8.00 am and was a bit rushed as Peter wanted to see me off before going to work, so I left my map book there. While the forecast was for rain in Canberra it was fine so I didn't struggle into my Dri-Rider overalls and this was a mistake. It was fine up to Yass but the rain started and continued nearly all day, so by the time I reached Hay my leathers were soaked and so was everything else. I went to a laundry mat and peeled off, leaving only my pants and boots on, and dried the top off. The rain had stopped on the way into Hay, but as I was drying out it started again so I put my Dri-Rider on and put the wet leather jacket into the luggage bag. This worked very well and I continued on dry, intending to catch up with the Finnies at Balranald. However during the drying process I had sat my helmet on the steering column of the Honda, over the ignition key, and somehow managed to drag the key out of the ignition with the helmet when I picked it up. The key then got itself caught somewhere down inside the fairing, so here I was *needing the key* to get the seat off to get tools to take the fairing off! I went down the street, saw a cuppla jokers who looked like tradesmen and asked them if they could help. Well they certainly could, had a truck full of tools, and soon had the fairing undone. It was then that I could see the plastic bit attached to the key sticking out from under the tank, so one of the jokers got it out with pointy nosed pliers and they put the fairing back together and all was well!

By this time it was nearly 3.00 pm and was raining so I headed for Balranald tossing up in my mind wot I might do. I remained dry and warm so I pressed on past Balranald and about that time decided to head for home in one hit.

Ouyen came and went, still raining, then Pinnaroo, found the BP Truck Stop the only fuel place in town and they only have 92 octane stuff, so I decided to go on to Tailem Bend. In future I'll not stop at Pinnaroo. I can get from Tailem Bend to Ouyen easily and they both have 98 octane juice.

Past Tailem Bend I managed to drop in behind a car that wanted to travel at my speed and he showed me the road. Need that because up to Tailem Bent the road had orange markers in the middle that shine in the dark so you can see on a motorcycle in the wet, but after Tailem Bend the road has only painted white lines that disappear in the wet. I stayed with this joker to about Mt. Barker where the rain got heavier and I couldn't keep up with him, so then I had to creep along trying to see the white lines. I planned to go all the way down the freeway to Glen Osmond coz I didn't want to go through Blackwood with its nasty bits of road in the wet. I got there OK, so it was pretty easy to get from there to home. I arrived at 11.15 pm and found the guard dog absent! Took him a while to wake up and greet me. I did 1,196k's that day, mostly in rain. Not bad for a Retired Gentleman, I thought.

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



Cudlee Creek



Some bikes are almost as old as the riders



Moto-Guzzi V7 is becoming a popular choice.

MOPEDS PLUS

Enquiries: Warren 8388 1770
Alan 8295 5097



STRATHALBYN RUN REPORT 2nd JUNE 2014

Even though the history of the Strathalbyn run over the past few years has shown that participation almost guarantees getting wet, these 19 enthusiasts fronted up again for another dose. Under overcast and threatening skies, they set forth for Clayton via a slightly changed route via Milang and Finnis. One moped got lost and returned solo to Strathalbyn; another moped stopped with a fuel problem and was collected by the backup vehicle; and a scooter took a short cut to Clayton, arriving very early for lunch! Lunch at the Sails at Clayton provided a pleasant break with a chance to meet up with a few other bikes out for the day. However, the break was interrupted suddenly by the start of rain. There was a scramble for wet weather gear, and all departed fairly quickly for the return leg. The steady rain continued through Milang to Langhorne Creek, easing a little as we approached Strathalbyn.

Thanks to those who marshalled the corners. It's not a lot of fun sitting on a bike stationary in the rain waiting for the slower bikes to come through. Thanks also to Charlie Brown for providing the back-up service.

Another good day, a bit wet, but a lot of fun.

Riders

Alan Wallis	1950	Tilbrook	197cc	M/C
David Saint	1966	Puch	250cc	M/C
Roger O'Loughlin	1989	Suzuki	650cc	M/C
Don Jennings	1977	BMW	1000cc	M/C
Rob Smyth	1970	Motobecane	50cc	Moped
Warren Duncan	2003	Honda	250cc	M/C
Trevor MacDonald	2012	MotoGuzzi	750cc	M/C
Graham Riley	1972	Lambretta	225cc	Scooter
Nick Davies		Puch	150cc	Scooter
N. Sommers-Cain	1983	Honda	750cc	M/C
Martin Blindell	1967	Triumph	500cc	M/C
John Veale	1949	BSA C11	250cc	M/C
Peter Arriola	967	James	197cc	M/C
John Powell	974	Puch	50cc	Moped
A. Davis	978	Motobecane	50cc	Moped
Tony Earnshaw	1972	Yamaha	125cc	M/C
Joe Betschart	1984	MZ	500cc	M/C
Robert (Pud) Freeman	2007	Zongshen	250cc	M/C
Geoff Cathcart	1961	BMW	600cc	M/C

WILLIAMSTOWN WANDER 4th AUGUST 2014

For the second of our 2014 winter outings, participants anticipated adverse weather and at least some rain. On the 4th of August, however, we were fortunate to pick the best day for some weeks. Those who rode up to Williamstown for the start certainly had a chilly ride with some reports of ice in standing water on the road. By departure time, the sun had some strength and the ride conditions were near perfect. Nearing the end of the wet season, the Barossa Valley looked magnificent.

From Williamstown, careering along at our 60km/hr, we were able to relax and enjoy kilometre after kilometre of prime farming country with plenty of examples of magnificent 'twisted eucalyptus various' and, later on our journey to Angaston, acre after acre of very healthy grape vines. Lunch at Angaston was the usual bakery affair. Partaking of good, hot, not so healthy food, there was a surprise in the main street of the town as a large number of veteran cars travelling on a charity run, which would eventually take them to Darwin, passed through. On this particular day, they were travelling on the Birdwood to Burra leg of the journey. There was a wide variety of interesting vehicles attempting this challenging trip. Apparently the oldest vehicle was a 1901 Oldsmobile (with tiller steering and a lady driver), and we actually saw this machine pass through Angaston.

The ride returned to Williamstown via Nuriootpa, Lyndoch, and Cockatoo Valley. All the bikes performed well, and the backup vehicle did not have to

provide help. Our thanks go to Charlie Brown for towing the trailer, in case a need arose.

Thanks also to Roger O'Loughlin for well performed marshalling duties and to Alan Wallis for his usual 'Tail-End Charlie' activities.

Riders

Roger O'Loughlin	1989	Suzuki	650cc	M/C
Warren Duncan	2002	Homda	250cc	M/C
Rob Smyth	1970	Motobecane	50cc	Moped
Mick Hayes	2004	Suzuki	400cc	M/C
Graham Riley	1960	Lambretta	125cc	Scooter
Alan Martin	1984	MZ	250cc	M/C
Pud Freeman	2007	Zongshen	250cc	M/C
Ian Voysey	1970	Motobecane	50cc	Moped
Trevor McDonald	2012	MotoGuzzi	750cc	M/C
Wes Southgate	1969	Honda	70cc	Minibike
Peter Arriola	1957	James	150cc	M/C
Chris Lorbeer	2006	Suzuki	500cc	M/C
Alan Wallis	1950	Tilbrook	197cc	M/C
*Don Jennings	1992	FSM- Niki	650cc	Sedan

**Don was in recovery mode after a good dose of Lurgi and chose to travel in his Niki car (with dog) fully enclosed to avoid the winter chill ...*

NEXT RUN: Mount Barker Burble – the best ride of the Year
12th October (**note: second Sunday in October**)

MEET: Lions Park - Mt Barker, RHS of the Mt Barker to Flaxley Road

START: 9.30am for 10am start

RUN: *Morning-* Mt Barker/Echunga/Meadows Bakery/Macclesfield/ Mt Barker;
LUNCH at Mt Barker; *Afternoon* Mt Barker/Littlehampton/Balhannah/ Oak-bank/Woodside/Nairne/Littlehampton/Mt Barker 40kms am – 40kms pm

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

NEW MEMBERS

A welcome to the club is extended to.....

- Louis HARTOG (994) Royal Park
- John POWELL (995) Lockleys
- Charles OLIVER (996) Richmond
- Michael RYAN (997) Pasadena



Are you over



Recently COMCC member Alan passed his 'over eighty five' driving test, No theory test was involved but he had to ride around the block followed by an assessor. Printed below is the assessment sheet for the reference of members as they too become eligible for O.B.E. (over bloody eighty) status. Thanks for the heads up, Alan.

ERRORS NOTED DURING ASSESSMENT THAT REQUIRE ATTENTION AND/OR BREACHES OF AUSTRALIAN ROAD RULES

- Driving without due care e.g. obstructing other traffic
- Failing to obey road markings e.g. directional arrows, bike lanes
- Failing to obey traffic signs
- Failing to obey traffic lights.....
- Exceeding zoned speed limits, including school zones
- Failing to give way
- Failing to keep left
- Making incorrect turns

OTHER ERRORS

- Failing to check mirrors
- Failing to check blind spots
- Failing to signal intention.....
- Failing to make adequate progress, i.e. driving well below speed limit.....
- Failing to drive within marked lane(s).....
- Failing to adopt adequate safety margins.....
- Lacking forward observation and anticipation
- Lacking vehicle control

TOTAL PENALTY POINTS:

11 New 1975 Norton Commandos Found in Belgium

A 'brand new' 1975 Norton Commando Interstate still in its crate, one of 11 found recently in Belgium. Here's something you don't come across every day: 11 brand new, 1975 electric-start, Norton Interstate motorcycles, still in the crate and awaiting final assembly!



The horde of Nortons came to light recently following the death of the owner of Motoshop Podevyn in Aalst, Belgium. Incredibly, the bikes are just a small part of an even larger collection.

From what we've been able to learn, the owner of Motoshop Podevyn had quite a reputation for collecting bikes and parts; but he also collected quite a reputation for being difficult to deal with. Many former customers say he rarely let go of parts or complete bikes from the huge collection he amassed over the years.

Regardless, collect he did. We can tell you from looking over the auction bill that this is going to be an amazing auction, with almost 400 lots being offered. In addition to the 11 Nortons, there's an ex-Peter Williams Norton-powered space frame racer, a Rotax-powered 1989 Matchless G80 still in its crate, numerous standard and customized Nortons, a Triumph T160, Bonneville, piles and piles of wheels and seats, and racks of used and new-old-stock gas tanks.



Thanks to Mike Brown for sending this story in

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

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

FOR SALE

2007 Royal Enfield Bullet Electra 500cc (Indian made) Single, Black, 17000kms. rego 'til May but will pay for another 3 months on purchase \$4500ono Rego YZI-362

John Groeschel 0437 688 099

2002 Honda ST1100 75000kms Very good condition. Touring screen and panniers + Givi top box. Very comfortable tourer, great fuel range (500kms). Service records \$6,000 REGO YYO 509

1980 Yamaha DTI 125 Enduro 6 speed mono-shock. Very original bike. Was used as a commuter \$2,000 REGO TFR 012

Don 0412 012 018 / 8398 0368

1973 850cc Moto-Guzzi Eldorado

very original 19,000 miles. Needs restoration or use as is. US import needs to be locally registered Eng. No 053477 \$9,000 ono

1950s Villiers 98 Junior moped motor complete, \$150

Alfa Romeo 166 1999-2000 auto/manual (not Selaspeed) 160,000km fully serviced, lots of work done, new tyres, ready to use no work needed very comfy limo Rego WKD 657

Philippe Reeves 83463726

1975 & 1976 Honda XL 175 for sale make one good one from the two \$600 **Yamaha RD 350** Bottom end two of \$150 each **Yamaha RD 250** Heads and Barrels Air Cooled, plus other RD parts available.

Sparky 04094277380

Hard Panniers for Triumph Sprint S.T. suit 2005 - 2010 Caspian Blue Colour.

Andy Whip 0407600652

1983 Kawasaki GPZ 900 R Engine Number 028602 not registered. in good condition 58,300Kms

Ken O'Neil 84494135.

Rear Mudguard with Lucas Tail Light, Good chrome suit 70/80's Bonnville

John 0432402942

1963 Triumph 350cc Twin 5months rego Eng. No H27365 \$2300 used for work not a show bike

Metal Hospital Bed used as a bike lift- rises to 800mm 1 mtr wide \$75 Tom Robson 0401 608 502

1992 Yamaha FJ1200

The large fairing and rubber mounted model all original and in excellent near showroom condition Ask the wife if it will fit into Santa's Sack! Love the bike but no chance to ride it these days takes up too

much room Rego YYP-346

30,000 km. \$5500

David Saint 0413388563

1999 Ford Kia 1300

Electronic Sun Roof New Tyres

Rear brakes just overhauled

Rego.No. BB929C \$3500

Alan Martin 8254 9550

1991 Yamaha DT 200R Trail Bike

Water cooled two stroke, Excellent Condition 6 Speed, good tyres, runs

well on and off road (as club mid-week riders will testify!), Registered Reg No THR574 \$2,400 o.n.o Richard Knott 8370 8834

1970 Suzuki Stinger

125 cc Twin

Gold Tank. Fully Restored

Engine No. T125-110729

\$4200.00

Rod Stoneman ... 0487 497 613

President Ken has found a local company specialising in cork suitable for clutch plates – **AMORIM AUSTRALASIA Pty Ltd,**

44-46 Takalara St.,

Regency Park 5010. ph 83409033

Give them a call if you're losing your grip.

NorComCycles <norcomcycles75@gmail.com> is no longer handling Alton Generators, but has one ACG02/RR01 for a reduced price of \$625.00 (normal price \$695.00). The unit fits a Vincent Comet, the one you left at the back of the shed until you could get some decent lights rigged up – now is your chance.

Specialised Blasting Services P.O. Box151 Jimboomba, Qld. 4280 Motorcycle enthusiast Wayne Jacobson has for 12 years operated a one-man business restoring alloy engine components back to a pristine, as-new condition. He recommends you check out his work on his web site www.wetblasting.net

TECHNICAL TIP



TYRES & SERVICE

Obtaining satisfactory life and service from tyres is largely a matter within the user's control because the first essential is correct inflation. Check tyre pressures with a low pressure gauge at least once a week. Inflate as may be necessary.

Avoid unnecessary or 'stunt' acceleration and fierce braking, which will wear out tyres by causing wheel spin and skid.

Do not drive in tram lines. It is dangerous, especially when wet, and the up-rising edges of worn rails damage the tyres. **AJS Owner's Manual 1954**

Classic Owners Motor Cycle Club



PO Box 642 Plympton, South Australia 5038

www.classicowners.org e-mail: info@classicowners.org

OFFICE BEARERS 2014-2015

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Club Printer Ken Leeks 0401 860 727 skeel61043@gmail.com

HISTORIC REGISTRATION

Machine Registrar Bob Finnie 0411 687 666
South Rob Williams 8277 8374
North Charlie Brown 7226 1036 charles.brOwn@optusnet.com.au

CLUB MEMBERSHIP FEES

Joining \$10 Full \$25 Pensioner \$20
Family add \$5 Magazine printed and posted \$10 or e-mailed free
All membership renewals 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 CLASSIC COURIER

Members may place ads in the For Sale & Wanted on the club web site or in the *Classic Courier*.

Ads for motor cycles for sale must have either a Rego number or Engine number.

Photos can also be placed on the web site

Ads for the web site send to Peter Woodberry peterwoodberry@gmail.com

Ads for the *Classic Courier* send to Trevor Jones trejones@bigpond.com

Hand ads in at general meetings

Post ads to PO Box 642 Plympton, South Australia 5038.

Ads placed on the website will be also appear in the *Classic Courier* a *Courier* ads placed on the web site.

Magazine ads will run for two issues (6 months) unless renewed

Please withdraw ads that are no longer required