



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

DEADLINE FOR JUNE—AUG

General Meeting last
week in May

!!!!!!CHANGES TO MOPED MARATHON!!!!!!

2015 Moped Marathon April 12th - Revised Arrangements

Start time - as before 9.30 am for 10.00 am departure

Meeting Point - The Totness Inn Mt. Pleasant

(travel up the main street of Mt. Pleasant past the police station,
the Talunga Hotel and the Mt. Pleasant Hall, all on your left.

The Totness Inn is on the right further up the street)

Parking is recommended at the rear of the Inn – take the driveway
after passing the front of the pub, turn right across the little bridge
and left to go down the back yard. Please do not park in any area
which will obstruct access to the drive- in bottle department.

The Hotel will not be open for our departure so no facilities
will be available.

Run : Morning – Mt. Pleasant to Williamstown then Springton
and Angaston for lunch.

Afternoon – Angaston to Mt. Pleasant via the normal Moped
Route (terminating at Mt. Pleasant instead of Birdwood)

Total Marathon distance unchanged at 115kms.

Note : Tea / Coffee and biscuits will be available in a dining area in the hotel
on our return under the same arrangements as established at previous Mar-
athons.

Further Note : The start point is 8.5kms further on from Birdwood- allow extra
time.

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



CLASSIC
COURIER



MARCH - MAY 2015

EVENTS CALENDAR

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

8 March *Run to Old Tailem Town* see page 3

28 March *Visit to Tilbrook Factory* see page 3

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

WEEK-END RUNS

Meet at Hazelwood Park , Hawthorn Cres.

Hazelwood Park - all types and makes of motorcycles welcome

Meet at 9.30am for a 10am start

4th Sunday of the month

Ride destination decided on the day

MOPED RUNS 2015

12 April *Annual Moped Marathon* see front page

7 June *Strathalbyn Run* Start/Finish Goodyear Tyre Depot Rankine St.

Strath Meet 10.00am for 10.30am start

2 Aug *Williamstown Wander* Start/Finish Williamstown Oval

Meet 10.00am for 10.30am start

11 Oct *Mt Barker Burble* Start/Finish Lion's Club Car Park Flaxley Rd.

Mt.Baker Meet 9.30am for 10.00 am start

6 Dec *Adelaide Beach Run* Start/Finish Birkenhead Tavern Pt Adelaide

Meet 9.30am for 10.00 am start

STOLEN

1925 Chater Lea 10 Jan 2015 Ballarat.

Engine is a 350cc overhead valve J.A.P. it has a close ratio Sturmey Archer gearbox and a ML magneto/dynamo plus inter-changeable wheels.Could be without a petrol tank.

Contact Snr Constable / Matt Oldaker 33245 / Ballarat Police Station

Old Tailem Town Run 8 March 2015

9.00-9.15am start

Meet at the big parking bay just at the Mt.Lofty turn off on the South Eastern Freeway.

New or old bikes (we will have a back-up trailer) and cars welcome.

Lunch is at Old Tailem Town provided by the club.

Entry fee depends on the number of participants: 15+ \$18; less than 15 \$22.

Distance 100km. Slower bikes will be given a 10 minute head start, .

Arrive Tailem about 11.00am; leave about 2pm.

Should be a good day.

More info. from Bob Finnie 0411 687 666

Sign-up form on www.classicowners.org

A Visit to R.P. Tilbrook



**MOTOR CYCLE SIDE CAR
& EQUIPMENT MANUFACTURERS**

28th March

1.30 pm

\$5

includes afternoon tea

Rising Sun,
64 Bridge St,
Kensington

Contact Barry
0419858871

Documenting the journey of Australian Women Motorcyclists

Sally Fowles is hoping some of our members may be interested in helping her compile images and stories of women motorcyclists in Australia (past to present). She is writing a book but is also documenting for historical purposes. Sally can be contacted on 0437060801 or sally@womenride.com.au



REMINDER

The State Government is conducting a review into Historic Registration in a year's 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



Hello again, ladies and gentlemen. We may only publish every 3 months, but it seems like only last month that I was doing this. However there was an encouraging moment at the last meeting. Stuart our Treasurer was approached by a member, who asked if he could help him. It is always nice when someone volunteers to help, it made Stuart's day.

Following on from the above theme, we are not that far from committee elections, and it would be wonderful if we had a Club Captain. It is not a difficult task, the mid week runs take care of themselves, which only leaves the one Sunday run per month. Also we have members who while they can't take it on full time, would be only too happy to help out. I think it would be great if one of our lady members gave it a go, they are so much better at organising men.

Also John our Federation Rep is moving and will be too far away to continue. So step up please, it is a position we need to fill. I did it for years, and it can be interesting at times. The meetings are at the CCC clubrooms, and only every other month on a Saturday evening. If you are one of our newer members, don't think you should not do it. It is good to have new blood in the club, and I am more than willing to come with you on the first night. **Yours, Ken Leeks.**



*Mopeders on the
Targa-Hindmarsh Run.
(See page 10 & 11)
Thanks for the photos Ray*



EDITOR'S COMMENTS



The temperatures will drop in the next quarter, so it's the time to wheel out the summer projects and do some riding. Regular ride dates: Mopeds and Mid-Weeks continue to be well patronised and the one-off events like the Tailern Bend Ride this month are proving popular. As Editor I get a bit of an over view of what's going on in the club as I post the notices for rides and social events, and there is plenty to get involved in. Another important area of participation in the club (PLUG PLUG) is contributing to the *Classic Courier*. Most of us are old enough to have a yarn about the old days or have managed to squeeze a trip to a motorcycle museum into a holiday: *take some pictures - write something - send it in!*

Trevor Jones Ed

Contributions trejones@bigpond.com, posted or handed on at meetings
Any of the photos in Classic Courier can be e-mailed to members

OBITUARIES



Dennis Saunders

The passing was announced at the January General meeting of the long standing COMCC member Dennis Saunders.

Peter Woodberry

It is with great sadness to inform you all of Peter Woodberry's passing Friday 13th February. He passed away peacefully in Lyell McEwin hospital.

*Full Obituaries for these two members will appear in the next issue
Members are invited to contribute.*

Ed

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

I missed the February mid-week runs (see pages 12-13) but the earlier runs this quarter show that together with the Moped Plus the Mid-Week runs are a very popular club event. The pre-Christmas run saw 25 riders assemble at Hazelwood Park for the 10 o'clock start and make their way to Milang via McLaren Vale. I passed on the first run of the New Year: 38 degree heat and bush fires in the hills didn't make for a good day for a ride. Weather was perfect for the second run in January enlivened road side stop to clean out a Honda's clogged carburettor and a rendition of Happy Birthday for Rob Smyth at the General Store café.



Thanks to Trevor Mc Donald for the pics



MOPEDS PLUS

Enquiries: Warren 8388 1770
Alan 8295 5097



ADELAIDE BEACH RUN REPORT 1st DECEMBER 2014

Alan Wallis	1950	Tilbrook	197cc	M/C
Roger O'Loughlin	1978	Honda	250cc	M/C
Joe Betschart	1951	CZ	150cc	M/C
John Powell	1979	Motobecane	50cc	Moped
Rob Smyth	1970	Motobecane	50cc	Moped
Bob Finnie& Evanjeline	2007	Harley Davidson	1680cc	M/C
Lew Hylton	1980	BMW	1000cc	Outfit
Warren Duncan	2002	Honda	250cc	M/C
Ron Ritter	2011	Kawasaki	800cc	M/C
Rob&Roby Tucker	2014	Can-Am Spyder	1000cc	3 wheeler
Rick and Ronda Napper	1995	Honda	1500cc	Trike
Ray Chappell	1978	Kawasaki	650cc	M/C
David Saint	1976	Yamaha	400cc	M/C
Phil Reeves	1974	MotoGuzzi	850cc	M/C
Harold&Janis Beil	1952	Matchless	500cc	M/C
Steve Kerr	1964	Honda	305cc	M/C
Neville Gray	1966	Yamaha	100cc	M/C
Robert/Pud Freeman	2007	Zongshen	250cc	M/C
Martin Mace	1951	Matchless	500cc	M/C
Julie Mace	2002	Suzuki Bandit	1200cc	M/C
Peter Arriola	1957	James	150cc	M/C
Ray Erskine	2007	Yamaha	1300cc	M/C
Dave Carr	1993	Kawasaki		M/C
Trevor&Susan Jones	1952	Matchless	500cc	M/C
Barry Young	1969	Honda	125cc	M/C

Birkenhead to Glenelg and return -- weather- just perfect.

Well, it was hardly a Moped Run – there were two of them only in the list of 25 bikes. But it does not matter. The participation list illustrates the extent of interest shown in a slow bike run along the beachfront of Adelaide to wind up our year of 2014 events. The variety of bike manufacturers represented on the list was a significant attraction. Machines from America, UK/Europe, Japan, China, and Australia made interesting viewing on the day for any motorcycle enthusiast.

The December Beach run follows a reasonably complex route and traditionally some riders have finished up on alternative routes, some even getting lost. However, for December 2014 some additional publicity providing route detail was circulated, and arrangements were in hand for fairly thorough marshalling of critical corners. As a result, no one left the route. The

success of the ride was further assisted by the fact that there were no breakdowns and Les Tapping, with the backup trailer, was able to remain a spectator.

After returning to Birkenhead, about 20 riders attended a pre-booked area of the Birkenhead Tavern for an enjoyable lunch.

Thanks go to Roger O'Loughlin, Pud Freeman, Lew Hilton, and any one else who assisted with marshalling the many corners, to Tail-end Charlie Alan Wallis, and to Les Tapping for towing the backup trailer behind the group in case it was needed.



RUN REPORT- TARGA HINDMARSH- 1st FEBRUARY

Alan Wallis	1950	Tilbrook	197cc	M/C
David Saint	2001	BMW	650cc	M/C
Don Jennings	1977	BMW	1000cc	M/C
Lyn Jennings	2005	Yamaha	250cc	M/C
Warren Duncan	2002	Honda	250 cc	M/C
Graham Riley	1960	Vespa	125cc	Scooter
Hans Vormelker	1970	Motobecane	50cc	Moped
Rob Smyth	1970	Motobecane	50cc	Moped
Ian Voysey	1970	Motobecane	50cc	Moped
Nick Davies	1968	BSA	155cc	M/C
Paul Knapp	1951	Norton-ES2	500cc	M/C

Joe Betschart	2012	Moto Guzzi	750cc	M/C
Ray Erskine	2007	Harley	1300cc	M/C
Ray Chappell	1976	Kawasaki	650 cc	M/C
Robert(Pud) Freeman	2000	Kawasaki	500cc	M/C
Wietse Keuning	1976	BMW	900cc	M/C
Graeme Bradley	1985	BMW	800cc	M/C

Considering the absence of the normal reminder in the previous Thursday's paper, and the wet start to the first day in February, there was still a reasonable list of starters for this event. Most of us who travelled down to Goolwa for the start from Adelaide had a wet trip, although the rain eased during the day. A typical South Coast blustery wind persisted throughout our tour. BMW riders Wietse Keuning and Graeme Bradley came to Goolwa to observe the start and bid us farewell as we departed the marshalling site. The ride down to the Murray Mouth viewing area in the morning was without any significant issue. We were able to observe the early stages of this year's dredging works, which have commenced in order to keep the mouth open to the sea.

On our return riders had a relaxed lunch at various locations in Goolwa followed by the ride out through North Goolwa towards Currency Creek, and then on for our afternoon pause at the Goolwa airfield. David Saint once again provided us with an opportunity to look at a couple of Sports aircraft based at the airport. The ride then continued to Middleton and on to Goolwa via the barrage and No.9 beacon slipway area.

Thanks go to a number of riders who helped with corner marshalling duties, to David Saint for organising and conducting our airfield visit, and to Nick Davies and wife for providing their backup vehicle and trailer for the morning run.

Our thanks also go to Les Tapping for driving to Goolwa with the intention of towing the backup trailer for us. Unfortunately, due to a misunderstanding Les was unable to locate the start site and missed us.

Riders intending to participate in the next Moped Plus event are advised that the incorrect date for staging of the 23rd Moped Plus Marathon in April 2015 was given at the start of the Targa Hindmarsh. The date given at that time conflicts with the Easter weekend. The 2015 Moped Plus Marathon will now be held on:

Sunday 12th April commencing 9.30 for 10.00 am

SEE FRONT PAGE FOR DETAILS

NEW MEMBERS

1006 Alan Kernich	Campbelltown	1007 Michael Leaver	Parkside
1008 Ray Tobin	Glenelg East	1009 Phillip Gebhardt	Vale Park
1010 Kenneth Clark	Burton	1011 Gary Preist	Royston Park



NZ CMRR Classic Festival



A familiar view to the rest of the 500cc field in 1950



Brittens after a demonstration run



Ken McIntosh snaps his restoration project— 1950 Feather Bed Manx Norton



1973 Benelli 250 2 C



1962 Ducati 250 stripped for action



Race Kitted 1970 Honda CB350—the carb is real bird catcher



Another SA visitor
Eldes Velocette



Superbly detailed 1959 Norton Dominator



Britten number 5

I've been wanting to attend a Classic Festival meeting in New Zealand for some time. Previous events have featured guests like John Surtees and bikes like the Moto Guzzi 500 V8. The Festival had moved from its traditional venue at the Pukekohe circuit south of Auckland, to the nearby Hampton Downs circuit some years ago. But the organisers, the NZ Classic Racing Register, had always wanted to return the Festival to its original home. Paradoxically the changes made to the circuit to allow 'Taxi racing' (V8 cars) have meant the bikes can return.

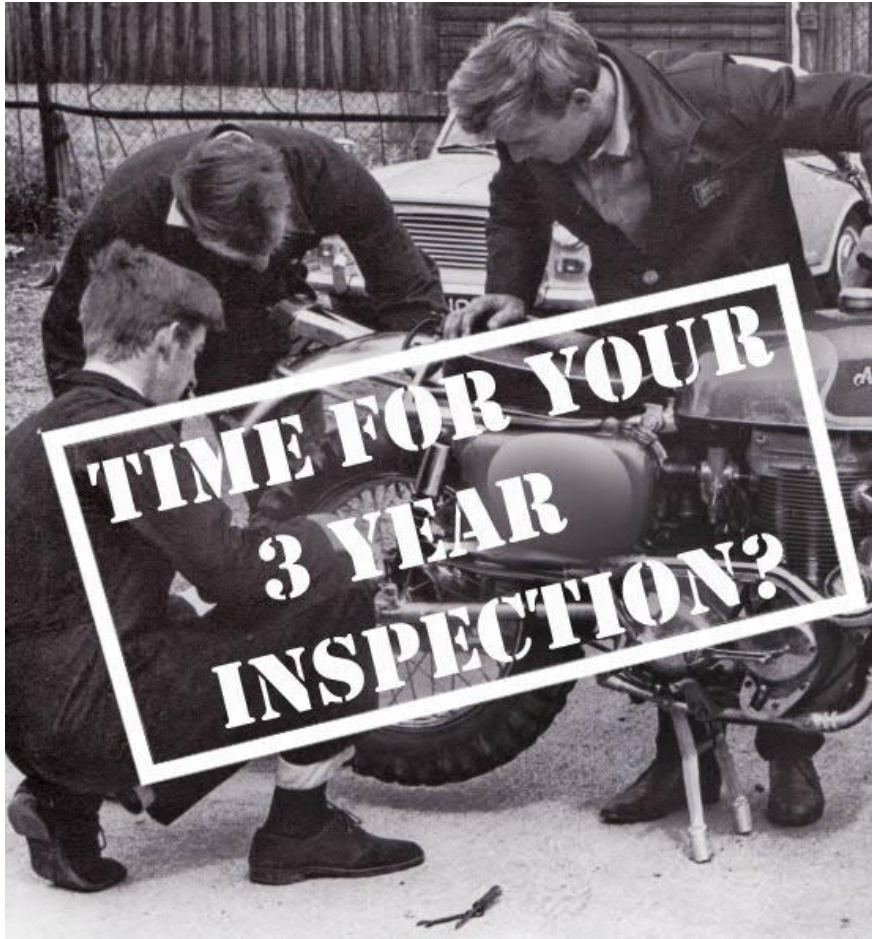
The return to the circuit was a subdued affair in comparison to previous years and could be best described as a 'shake down' for future events.

The stars of the show were two of the ten New Zealand designed and built Britten V Twins. These bikes occupy a place in national folk law equivalent to Burt Munro's Indian. Number 6 was BEARS World Champion 1995, number 5 the first Britten to lap the Isle of Man and was brought over to the Festival by its American owner. It's hard to believe these twenty year old carbon fibre masterpieces incorporate design features absent from today's motorcycles. The other star was the only surviving 1950 Manx Norton, the first of the feather bed frames. The bike has been completely restored to original specs by the Norton specialist Ken McIntosh. This is the same bike that was ridden (and crashed) by Kevin Schwantz in last September's Goodwood Revival.

The indifferent weather led to subdued racing, but for me wandering through the pits and getting a close look at some great racing bikes made it worth the trip and whetted my appetite for a return visit.

TJ

MEMBERS WITH HISTORIC REGISTRATION



The new rules mean your bike must be re-inspected by a machine registrar EVERY 3 YEARS. For many members this will come due this year 2015

Now might be the time to bring your bike(s) to a monthly meeting, or visit a machine inspector and beat the rush.

Remember

You are responsible for making sure you have satisfied the conditions for Historic Registration

NB. COMCC don't make the rules and regulations



COMCC Christmas BBQ

Our regular lens man Mike Roberts covered the 2014 COMCC end of year event



Rosco's on the road again with Part 2 of his experiences on this year's Wall to Wall Ride...

After the service I was able to get away early, but on the way back to base missed a turn at a roundabout and had to go miles out towards Tuggeranong before I could turn around, then had to find my way through the city. Fortunately I saw a group of older buildings in Canberra that I was familiar with and was able to locate Northbourne Avenue from there. That night we had dinner at the restaurant in the Alivio Park, and it was very good. On the Sunday Peter Moller took off for Sydney and Ron Hannah for Wangaratta so I went down to Peter McGregor's pad and had lunch with his wife Gim and son Sam and inspected the work he's done on his 1915 Model T. Being computer literate he's found many people in the US who can supply info and parts. However after lunch I could see he was pretty tired, so I took my leave and went up to the War Memorial. All of the Gallipoli section has been closed off for renovations for the 100th Anniversary of the Landing, but there is a new section there on Afghanistan and Iraq, and I didn't mind seeing the rest of the exhibits again either.

On the way into the Alivio Park I saw Denis and Dot and called out to them that we should have dinner together and when I got to my cabin they pulled up behind me. Denis announced that the restaurant was closed on Sundays so they took me down to a shopping centre where there were a lot of eateries and we picked wot we thought looked a good one only to find out it was Chinese! However we managed a good feed and a cuppla cordials so we has a good night.

On Monday morning I set out for Wangaratta to see Ken and Brenda Lucas. They are in their eighties but are still active, and Ken has a magnificent collection of vintage and classic racing motorcycles that he still rides competitively. Brenda had "booked me in" which means that she had a room for me and that evening they wanted to take me to a new restaurant that they had found. It was very good and we were joined by a chap who works for Ken on motorcycles, so we had an interesting evening.

Next morning I heard Ken on the phone around 6.30 am and he announced that he had spoken to a mate in Albury who he wanted me to meet and he

would be there around 9.00 am. He was also into classic motorcycles and they wanted my thoughts on altering the core boxes for a Matchless G50 four valve head into a three valve head. The patterns and core boxes that Ken has are some of the best I've seen, much more sophisticated than I could make, and obviously made on a CNC machining centre. Beautiful work! I'll see wot I can do in SA to get the core boxes altered.

So I was a cuppla hours late getting away, at around 10.15 and Ken advised me to go via Yarawonga, to Echuca, Swan Hill, Ouyen and Pinnaroo, thence to Tailem Bend and home. Fortunately the rain held off until I was just a few miles from home but there were a lotta dark clouds at Tailem Bend so I struggled into my Dri-Rider pants when I stopped there for fuel and a cuppa tea. There were seven motorcycle police there having dinner and I wondered wot they were doing. I'll inquire later. Got home at 9.00pm, done 11 hours riding, not bad for an old bloke!

LETTER TO THE EDITOR

Dear Sir,
I

Vincent Rapide Recovered, January 2015

I am deeply indebted to so many people, truly globally, for keeping an eye out for my bike. I knew it would be hard to sell without being traced, and it was recovered intact by the South Australian Police CIB at Elizabeth, just north of Adelaide on Friday 16 Jan 2015.

To say I am absolutely delighted to have my Series C Rapide back is an understatement of monumental proportions. My insures of twenty years decided to offer less than one third of the bike's minimum market value, apparently because they didn't know its worth. I didn't accept the payout offer, hoping the bike would return and I am led to believe they may pay for restoration of some damage done while the bike was on holiday for more than a year. Now my Rapide and Comet are insured with Shannon's and they seem a totally different breed of insurer.

I am aware that the South Australian Police put more than usual effort into this case as Vincents are a bit more traceable than a lot of other stolen goods. At the time the bike was collected from the Elizabeth Police, there was a person detained in relation to the theft. It is my sincere hope that the police have a successful prosecution resulting from their hard work. My Vincents and Triumph 5T have brought me in contact with so many outstanding souls in and out of Australia. Losing a Vincent Rapide for a year has shown me far more of the sleuthing, camaraderie and networking people will do for someone they may never have met or heard of before.

I am sure I can never repay that international effort, but if you are near Arkaroola I will try to show my appreciation.

Sincerely,

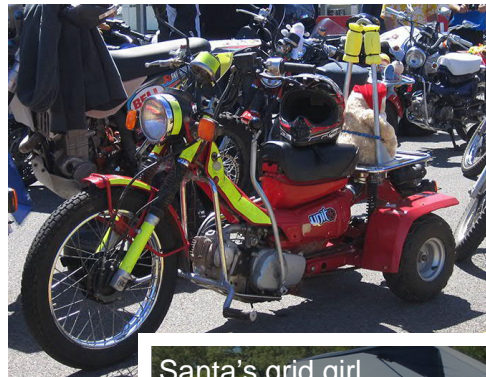
Doug Sprigg



MRA TOY RUN 2014

The 2014 MRA Toy run marked (according to me) its thirty-fifth year. The riders lined up at the V8 track ready to roll, and it proved a re-sounding success. The transition from the Glenelg days seemed complete, the spectators parking their chairs along the route, i-phones at the ready. Media coverage was very generous, 'The Advertiser' put out the figure of 6,000 bikes and included the run in its editorial. The TV stations even managed to cover the event without playing 'Born to be Wild' as background music to their reports. The important bit- the estimated \$50,000 worth of toys and donations- was widely publicised. I was a bit disappointed to see only one or two rat bikes making the trip this year but very impressed by the postie bike trike (too many tools and too much time) passing a Honda Monkey bike at 100k on the freeway and riding through the Heysen Tunnel with about fifty other bikes, also dropping down a cog, for 'sound' reasons.

TJ



Santa's grid girl



FOR SALE & WANTED

Check www.classicowners.org

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

FOR SALE

Triumph T100R, just restored, like new, no modifications \$10,000
Rego VIN 998

John 8356 5770

Villiers 197cc motor and gearbox unit, completely restored. New big end-conrod-piston-rings-clutch-chain-bearings-seals. Ready to go \$700

A.Wallis 8295 5097

BMW R90S bikini fairing

suit 6 & 7 series \$200

detlevavogt@gmail.com or

Detlev 0437918221

2013 SYM (formally Bowell) Firenze 300i Like new covered only 1000km. Trike Conversion (\$6000+) Many extras Rego S41AH1 \$6000 ono

Charlie 7226 1036

Motorcycle Shipping Crate

2.3 x 1.5 x 1.2 – top and sides

12mm ply on a solid base

Professionally made, approved for international shipping includes tie downs. Screws together, stores flat. \$300

Trevor Jones 8298 7545

Auto Cycle Parts mostly Malvern Star & Cycle Master- 50 years of collecting

Ian Voysey 0432 454 942

Suzuki 1979 X7-GT250

Recon. Engine (less than 500k)

New blue paint,

pistons,rings,bearings,rebore,

gaskets. Frame 2pack.

Rego THD 324

Roger 0429 800 240

or

Rod Stoneman 0487 497 613

1969 Triumph TR25W

250cc, Engine needs finishing, Re-build all there,Lots of work done, Eng # A00595OTR25W \$2,500

Barry 0419 858 871

Parts

big fin barrel for a 350cc BSA Gold star, excellent condition.

GP carburettor, has been modified, but in good condition, no slide or needle.

BSA Spitfire fibreglass tank needs minor repair.

Stuart McCallum 0422910536

WANTED

Parts for CB Honda 400F

Rod 0487 497 613

Oil Tank and rear wheel to suit

1930s Triumph

Stuart McCallum 0422910536

GIVE AWAY

1/14" Square Trailer Axel

Turned for Holden Bearing

Graeme 8267 2928

Early 70s Honda 350 twin frame

Give away for small donation to club funds.

See Mike Ryan



Classic Owners Motor Cycle Club



PO Box 642 Plympton, South Australia 5038

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office@ramblerparts.com.au

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Treasurer Stuart McCallum 0422 910 536 wayne.s.mcc@gmail.com

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HISTORIC REGISTRATION

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South Rob Williams 8277 8374

North Charlie Brown 7226 1036 charles.br0wn@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

NB Membership fees will increase July 1st

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 every second month from Jan 2015

7.30pm at the James A Nelson Centre Hall

No Meetings in December

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 website 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 website

Ads for the website send to Geoff Woodberry geoff@zenbyte.com.au

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* and *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