

**THE CLASSIC COURIER**  
CELEBRATES 50 YEARS OWNERS MCC INC

**CLASSIC COURIER**  
SEPTEMBER - NOVEMBER 2012

**CLASSIC COURIER**  
DECEMBER 2012 - FEBRUARY 2013

**TT**  
KIRKMICHAEL  
DOUGLAS

**15 JUNE**  
Log Book Day

**23 JULY**  
A.G.M

**CLASSIC COURIER**  
JUNE - AUGUST

**Classics at Hart**

**CLASSIC MOTOR CYCLE DISPLAY**

90 100 110 120 130 140 150 160 170 180 190 200

NUMBER OF ENTRIES TO DATE

100

**YOUR CLUB NEEDS**

**YOUR BIKE**

**COMCC A.G.M 26 JULY**

**THE CLASSIC COURIER**  
OWNERS MCC INC

**JULY - AUGUST 2016**

Immaculate Beeza checks in on log book day

**MEMBERSHIP INFORMATION UP DATE-** do we have your current details ? form inside

**CLASSIC COURIER**  
SEPTEMBER - NOVEMBER 2013

**CLASSIC COURIER**  
MARCH - MAY 2014

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

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

**CLASSIC COURIER**  
MARCH - MAY 2014



## EVENTS CALENDAR



Check [www.classicowners.org](http://www.classicowners.org) for updates or ring

### Run / Event organiser

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

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

**26 July C.O.M.C.C. Annual A.G.M.**

**25 Sept Bay to Birdwood** [www.baytobirdwood.com.au](http://www.baytobirdwood.com.au)

**17- 22 Sept 2016 V.V.M.C.C. SA 60th Anniversary Tour**

<http://vvmccsa.org.au/60th-anniversary-rally/>

**15-16 Oct COMCC Classic Bikes Display, Hart's Mill Port Adelaide**

**18-19 Feb 2017 Sellicks Beach Races**

## MID WEEK RUN DATES

**Meet at Hazelwood Park, Hawthorn Cres.**

**Hazelwood Park - all types and makes of motorcycles welcome**

Meet at 9.30am for a 10am start

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

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

Ride destination decided on the day

## MOPED RUN DATES

**7 Aug Williamstown Wander** Start/Finish Williamstown Oval

Meet 10.00am for 10.30am start

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

Mt. Baker Meet 9.30am for 10.00 am start

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

Meet 9.30am for 10.00 am start

## WEEKEND RUN DATES

**31 July**

Charles will give route and destination details at the General Meeting before the run and on [www.classicowners.org](http://www.classicowners.org)

**Sunday July 31st** down to McLaren Vale & Myponga.

Meet 9:30am for a 10am start at Top of Taps (top of O'Halloran Hill) at the Caltex servo. All makes and years of bike welcome.

## NEW STANDARDS FOR HELMETS

From the 28th April 2016 riders and pillioners must wear helmets that comply with the following standards-

- United Nations Economic Commission for Europe (ECE) 22.5
- Australian Standard 1698/1988
- Australian Standard 1698/2006

This will be reflected in the helmets that can be sold in SA and all helmets will still be required to display marking indicating compliance with the relevant standard.

In addition, older helmet standards and models (those pre-dating 1988) will be removed from the approved list of helmet standards in the regulations

More details :

[www.dpti.sa.gov.au/tzt/safe\\_road\\_users/motorcyclists/motorcycle\\_helmet\\_laws\\_are\\_changing](http://www.dpti.sa.gov.au/tzt/safe_road_users/motorcyclists/motorcycle_helmet_laws_are_changing)



## GENERAL MEETING GUEST SPEAKERS

*There will be no speaker at the July General Meeting as it is the A.G.M.*

Guest Speaker at the August meeting will be

**Mike Madley** organiser of the Sellicks Beach Races

**18-19 February 2017.** The event will be the first

**competitions held on the beach since 1953- so Mike's talk will be history for some members, nostalgia for others!**



**SUNDAY  
25th SEPTEMBER  
2016**

Entries are open for this year's Bay to Birdwood **pre-1959** vehicles- note change of Cut-off date for this year.

[www.baytobirdwood.com.au](http://www.baytobirdwood.com.au)

Bay to Birdwood Run Committee Inc.  
National Motor Museum  
Shannon Street  
Birdwood SA 5234 (08) 8568 4000



**A.G.M**

The COMCC Annual General Meeting will be held 26 July, your chance to nominate and get involved with the Club.

Yearly awards will be presented and Vice President Bob Freeman jnr will organise the traditional pizzas after the proceedings.

# Classics at Hart...UPDATE...Classics at Hart

Since the last issue things have been moving on a pace with the planning for the COMCC's 'Classics at Hart' Classic Motor Cycle Display in the flour shed **Hart's Mill Port Adelaide 15-16 October**. The display will be an integral part of the Port Adelaide Festival of Vintage and museum open days. **At time of publication over 100 bikes had been nominated.**

The concept behind the display is to present 100 years of motorcycling history in South Australia through the bikes on display and also through information and audio visual presentations and talks by club members.

The venue, the old flour shed was secured from Renewal SA and we have the support of the Port Adelaide Enfield Council. Shannons Insurance is the

principal commercial sponsor and others are being sought from the motorcycle industry and local businesses.

Because the size of the show and the range of machines needed to exhibit bikes from the last 100 years, members of other motorcycle clubs have been invited to nominate their classic bikes to be included. So far members of the Norton, V&VMCC, VJMCC, Lambretta, SA Vintage Speedway Association, and CCJMC clubs have put forward entries.

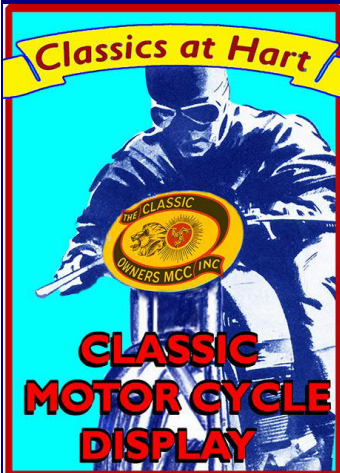
Talks and audio visuals are being organised at present, together with arrangements for the displaying of the bikes at Hart's Mill.

It is also planned that closer to the day displays and rides will be organised to promote the event.

The Norton club has designated 'Classics at Hart' their club ride for October.

Lew Hylton and the subcommittee have put in a lot of work but there is still much to be done and they need your support. The call is still out for members to nominate their bikes so get your nominations in asap - nominate with the form in this magazine or nominate your bike online at [www.classicowners.org](http://www.classicowners.org) There will also be other ways members can be involved and contribute to the event.

It's shaping up to be a very successful follow-up to the 50th Anniversary Show in 2012 so get involved.



**left to right**

Vice President Robert Freeman jnr, Port Adelaide Mayor & COMCC Patron Gary Johanson, Sub-Committee chair Lew Hylton Meeting in the Port Adelaide Enfield Council Chambers



**left to right** Lew Hylton, Sue McKenzie, Club Sec. Rosco, Ed Scanlon President Bob Cole meeting at the P A Council Chambers to discuss promotion of the COMCC display

## NOMINATION FORM

centre pages or [www.classicowners.org](http://www.classicowners.org)  
**JOIN THE 100 BIKES ALREADY NOMINATED !**



## FROM THE CHAIR



Hi members. This report will be the last for our 2015-2016 year. I think you will agree the club has had a very successful year. Our rides have been well attended, thanks to Charles and Alan; General Meetings are now more entertaining; and film nights continue thanks to Barry and other contributors. Lew Hylton has done a lot of work to organise the 'Classics at Hart' display in October, and it will be something to look forward to. There has been interest shown by other clubs and it should be a great show of old and classic motorcycles. Good work, Lew.

Thanks to all members of the Committee who have assisted this financial year and to the members who have helped when needed. Thanks for your efforts.

**Bob Cole President**

## EDITOR'S COMMENTS



The sharp eyed may have noticed that this issue of the *Courier* covers two months rather than the usual three. This doesn't mean we are returning to the bi-monthly *Courier* of the past, only that I have been overseas for the last couple of months. Normal service will now be resumed.

This issue will catch you up with the regular rides and members' stories and photos from events earlier in the year- the Port Vincent Rally, Broadford Bike Bonanza and the Mildura Meander.

Also included is a bike nomination form for '**Classics at Hart**' COMCC's major event for the year coinciding with the 'Port Adelaide Festival of Vintage' 15-16<sup>th</sup> October.

Lew and the Sub-committee have been working hard and there is an update on the progress so far. The display will be a great success so polish up your classic bike and make sure you are part '**Classics at Hart**'.

**Trevor Jones Editor**

## MID-WEEK RUNS

*Ride details page 2*



As I sit at the computer listening to the rain on the roof having missed out on the June Tuesday midweek ride, I can only look enviously at the warm sunny weather in the photos of runs earlier in the year. The photos sent to the *Courier* amply illustrate the midweek ride notice '**all types and makes of motorcycles welcome**'. Here's hoping for some crisp, dry, sunny winter weather next month.

# 2016 MILDURA MEANDER

*Rosco loads his 750 Honda onto the trailer and heads North*

The Meander was held on 14<sup>th</sup> and 15<sup>th</sup> May, just avoiding Friday, the 13<sup>th</sup>. However, I still had to travel to Mildura on the 13<sup>th</sup> and took care to avoid risks! I'd picked up Mike Aphorpe's trailer on Wednesday because I needed Geoff Barnes to help load the 750 Honda and he was leaving for Mildura on the Thursday. So far so good! It did rain most of Thursday but the forecast for Friday was fine and went through to Renmark OK and stopped for lunch at the cemetery where they have a tooty and pleasant surroundings, and I can visit my grandmother's grave and her second husband, one Pop Douglas. Then off on the long boring stretch to Mildura, arriving there around 4.00 pm and going straight to the Central Motel which is managed by Wayne and Della McDonough who have become good mates over the years. Wayne immediately took charge of events and backed the trailer into a good spot to unload the Honda and park it and make sure I was organised. I'd made arrangements to have dinner with the Barnes and Hellina's sister-in-law, Elaine, but Geoff wanted to go to the RSL instead of the Working Man's Club because he didn't want to eat in the general area with the rabble, so that's where we went. I find it all far too up market and we had to bolt down our meal in half an hour coz that was the only booking Elaine could make. But that suited me coz I could then watch the footy. On the Saturday we were to meet at the Mildura Motorcycle Club at 9.00 for 9.30 start for wot was billed as a 230 k run, but we didn't know where until the morning briefing. As it turned out the management had decided to go down the highway through Red Cliffs to Hattah, a long straight road lacking a single bend and wot was worse on a highway where we held up traffic for miles! Dunno why we didn't go down to Red Cliffs via a good twisty road that we had used cuppla years ago! Finally we turned off for Wemen, or thereabouts, where we had an excellent morning tea out of the back of a truck. Then we proceeded via a bit of a twisty road to Euston where we had lunch at the Club. The return journey to Mildura was all in NSW where the organisers had warned us to be careful to STOP at stop signs and look out for gravel on corners, but in the event there didn't appear to be any bothers and we came back into Mildura over the bridge. Before I had to get ready for the evening dinner I had a cordial in the nice little spot next to the motel's swimming pool and was joined by a couple from Yorke Peninsula. I've got to get the joker's name from Wayne coz I'd like to keep in touch with him. He was a motorcyclist and knew several of the locals I see at rallies, and rides with them at weekends. He popped up to help me unload the Honda and move trailers etc.

That night dinner had be arranged at the RSL which is just over the road from the Central Motel, but I declined the offer and had sausages and mash at the Club and went back to the motel to watch the footy. Sunday we met again at the club and went straight into NSW through Dareton and districts around there then headed north of Wentworth into the hinterland for miles, probably on the road to Pooncarie, then back to Wentworth for an excellent BBQ lunch at Loch 10. This was put on by one of the local clubs in pleasant surrounds. This was the end of the Meander but Jack McCarthy had organised a get-together at the Irimple Pub that night for those who chose. This was a good night and was particularly convenient for the Barnes coz Elaine's house where they were staying was just over the road! I wanted to leave ASAP after dinner and picked up some of Geoff's baggage to take home and proceeded back towards Mildura via a road next to the pub but got lost en route, going miles past Mildura into the sticks before searching around for well lit streets and finally arriving back in town. On Monday morning I got the trailer into position to load the Honda but couldn't see the Yorke Peninsula joker to help me, but in the meantime a big joker arrived and went into the room next to mine, so I asked him to help me load the Honda. A it turned out he had no idea of handling a motorcycle, was as weak as piss and when we got the Honda half way up the ramp he ran out of steam, leaving me with the lot. Fortunately Wayne had just come out of his office and rushed over to rescue the situation. The moral of the story is to never trust anyone you don't know with your motorcycle. Anyway I finally got underway at around 9.30 am and arrived home at about 1.30 pm. From the computer in the Magna I found that I'd taken 4.54 hours, travelled 419 K's at an average speed of 85.2 KPH and used 38.7 litres of petrol! There was light rain most of the way from Waikerie to Gawler but the weather improved after that so it was fine in Adelaide. So that concluded another Mildura Meander.

## Does This Sound Familiar?

**Barry Young found this gem from 'Motor Cycling', Nov 30 1950**

Why should Lord Lucas single out motorcyclists for restrictions? Why not fast cars too, for they can be as dangerous as any motorcycle? Crash hats will not prevent accidents either. If pedestrians were fined for jay-walking and made to use official crossing places. If cyclists were made to use cycle tracks where they exist, were taxed as we are, were made to ride single file and give proper hand signals. If motorists- in which group I include motorcyclists- were made to observe crossings and all road signs and keep within the speed limit. If we were to have more courtesy cops. And I mean courtesy cops who could give us a pep talk when we are in the wrong and perhaps the accident rate would drop.

**R.E. Graver London N1**





## 23rd MOPED MARATHON 3 APRIL 2016

### Motor Cycles

Alan Wallis 1950 Tilbrook 197cc	Joe Betschart 2012 Guzzi 750cc
J Powell 1962 BSA 175cc	Warren Duncan '02 Honda 250cc
Don Jennings 1982 BMW 1000cc	Lyn Jennings 2005 Yamaha 250cc
Nick Davies 1968 BSA 175cc	Jason Hayes 2004 Suzuki 400cc
Mick Hayes 2016 Suzuki 650cc	Paul Knapp 1951 Norton 500cc
Neville Gray '76 Kawasaki 400cc	John Powell 1969 BSA 175cc
Aaron Davis 1969 BSA 175cc	Chris Lorbeer 2006 Suzuki 500cc
Roger O'Loughlin '84 Suzuki 650cc	John Groeschel 1985 BMW 650cc

### Scooters Mopeds

Rob Smyth 1970 Motobecane 50cc	Graham Riley 1956 Vespa 125cc
Ian Voysey 1948 Malvern Star 98cc	Scooter
Autobyk	

Notwithstanding the unfortunate scheduling of other Club activities on the same day, 19 riders on an interesting variety of classic and modern motorcycles lined up for the 23<sup>rd</sup> "Moped Marathon", leaving from the Totness Inn, Mount Pleasant.

Departing at about 9.45 am the first leg took the group across to Williamstown and an opportunity for a refreshment break. Just as a departure from Williamstown was being set up, the biggest surprise of the day arrived in the form of one of the largest motorcycle processions seen in SA. Hundreds of bikes travelled through the town en route to Hamley Bridge to attend a function on the oval at that location. We enjoyed viewing the entrants in a charity ride in aid of the Pinery Bushfire Appeal.

When the traffic cleared, the group left for Springton and then on to Angaston for the lunch break. Weather conditions were close to perfect, with very little wind and just a few clouds. Over the lunch break two riders withdrew and returned to Adelaide to attend to other commitments.

After lunch riders returned to Mount Pleasant via Keyneton and Eden Valley without any significant problems. Apart from the morning spectacle at Williamstown, the highlight of the day was undoubtedly the performance of Ian Voysey's 1948 Malvern Star Autobyk. The machine which has struggled to get a start at a number of recent Moped events completed the course without assistance and other than a couple of minor throttle control issues on the return journey, ran perfectly. The expression on Ian Voysey's face on his arrival said it all!

Back at the Totness Inn, nine riders elected to stay on for afternoon tea served in the main dining room. Tea or coffees with biscuits, together with a very freshly baked banana cake were set out for us. Our hosts John and Sandi Doyle had experienced a very busy day serving more than 30 meals at lunch time to motorcyclists returning from the charity run but still found time to prepare for our visit.

During the day we had a backup vehicle and trailer as usual, but thankfully no help was required. Our thanks go to Alan Martin and Anthony Ellis for this service. Thanks also to Roger O'Loughlin and Don Jennings for their corner marshalling duties along the route.



## STRATHALBYN RUN REPORT 5th JUNE 2016

### MOTORCYCLES

Alan Wallis 1950 Tilbrook 197cc	David Saint 1966 Puch 250cc
Roger O'Loughlin 1984 Suzuki 650cc	Warren Duncan 2002 Honda 250cc
Peter Arriola 1957 James 150cc	Pud Freeman '03 Kawasaki 500cc
<b>SCOOTERS</b>	Graham Riley 1972 Lambretta 225cc

### MOPEDS

Rob Smyth 1970 Motobecane 50cc	Hans Vormelker 1976 Motobecane 50cc
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### Note: Six 2 strokes --- Three 4 strokes!

With rain and strong wind forecast, nine starters lined up at the Rankine St. Strathalbyn start. Conditions at this stage were mainly fine and remained so for the run down to Milang. The Bakery was a welcome sight for morning tea; but just as our departure was getting organised, steady rain began to fall. Hans Vormelker's Motobecane refused to fire up, and Robert(Pud) Freeman's starter motor refused to engage. The Moped





was loaded upon the trailer, Pud got a push start and we rode out from under the rain cloud into fine conditions down through Finnis and on to Clayton for lunch. This area is well known for its strong South Easterly winds which swirl in, either from over the Lakes or the Southern Ocean, and they were certainly active on this day.

For lunch at Clayton the new management of the Sails Restaurant made us welcome and provided a comfortable relief from the elements. There were several significant showers during this break.

After lunch the Motobecane remained on the backup trailer for the return to Strath. Pud continued unaffected by the lack of a starter motor as he has been riding bikes since before starter motors were invented. Our return took us back through Milang and Langhorne's Creek. Thankfully the wind did not have a lot of effect until we turned in a Westerly direction around Langhorne's



Creek and then it became quite difficult, particularly for the small bikes, to maintain a good line as the gusts came through.

Thankfully, all riders returned

to Rankine Street intact.

Our thanks go to our usual crew who worked under fairly difficult conditions throughout the day to make the ride a success. Roger O'Loughlin and Robert Freeman were the Marshalls, "Tailend Charlie" was as usual Alan Wallis, and Charlie Brown towed the back-up trailer which rescued the Motobecane and conveyed it back to the start.



Thanks to Warren and Charlie for the photos



**NEXT RUN:** The Williamstown Wander Sunday August 7th 2016  
**MEET:** Williamstown Oval (just outside Oval gates off Springton Rd.)  
**START:** 10.00am for 10.30am dep.  
**RUN:** Williamstown/Springton/Eden Valley/Angaston (lunch)  
 Nuriootpa/Tanunda/ Lyndoch/Williamstown (80kms)

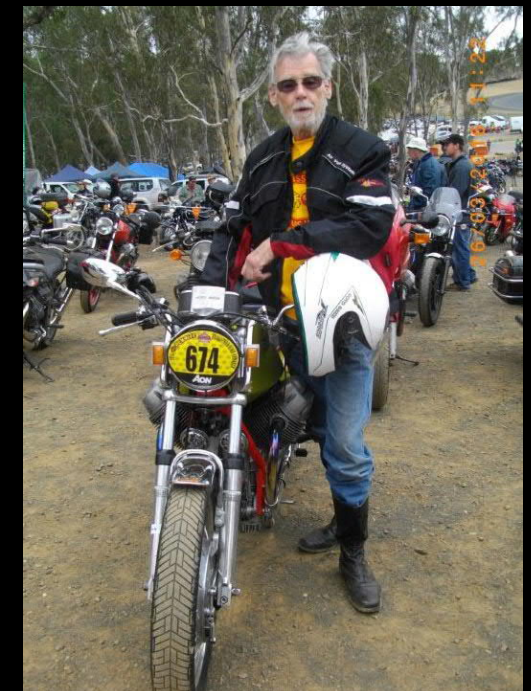
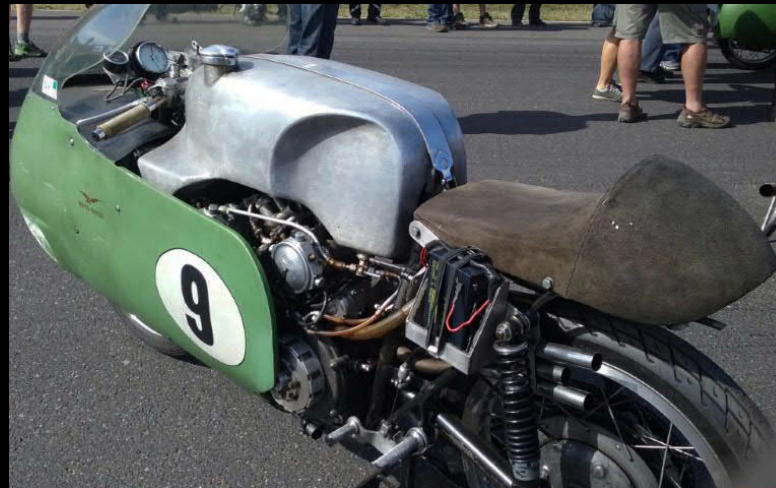
**REMEMBER:** These runs cater for the slower rider; backup trailer always provided.



# BROADFORD BIKE BONANZA EASTER 2016

Trevor McDonald together with some other COMCC members made the trip last Easter to the Broadford Bike Bonanza. The attraction was the exhibition of all things 'Guzzi', and judging by Trevor's photos, they wouldn't have been disappointed.

Past President and life member Rudi Vuurens (below) is snapped taking his familiar V7 out for a lap (top centre).





## 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

#### 1950 Sunbeam S8

500cc in line twin with shaft drive.  
Painstakingly restored to original.  
Ready to ride is an excellent club  
ride. Matching frame and engine  
numbers receipts for parts avail.

\$9500 negotiable

Engine # S8 4451

#### Honda 1982 XI 250 cc R

Enduro dirt/ road

Bike \$1750 negotiable registered  
for the road

Engine # MD03E5012511

Two spare good used tyres & new  
battery

Chrome Guards as new suit A10  
swinger

Ray **0466 964 322**

#### Villiers Autocycle 98cc

Motor & drive unit complete suit  
Excelsior etc. \$150

Phil Reeves **8346 3726**

#### Haynes Service and Repair Manual for BMW

R850, 1100, & 1150 1993 -- 2004  
Condition New (unused) \$25

[wflight@esc.net.au](mailto:wflight@esc.net.au)

Warren **8388 1770** or **0417 882 625**

#### 1974 MZ 150cc

2,964 miles, New condition

Eng.no 6462148

\$3,500

8254 9550

#### 1976 BMW R75/6 ex- Munich.

300,000kms approx. Last ridden

2005. Krauser cylinder crash bars,  
over cylinder racks (locally built),  
German Police /5 fairing (cut down  
& locally made), Craven pannier &  
top box carrier. Kick starter fitted.

Additional gearbox with kick  
starter – has dropped 5th gear.  
Spares– alternator rotor, clutch  
cables, globe set, Craven Golden  
Arrow suitcase panniers + top box.  
Orig.German tourist number plate.  
\$6,000 ONO for everything.

Aidan Hanafin **0419 867 947**

Parts for **BMW R90S** or 1975 6 & 7  
series BMW

– Barrels & Pistons suitable for first  
rebore

– New stainless brake lines x2

- Bikini fairing

– Under tank brake master cylinder  
suitable for rebuild Best offers

Detlev **0437 918 221**

#### 2011 Kawasaki Z1000R

Tail tidy, low kms, black \$10,500.

David Morgan **0402 438 322.**

### WANTED

Kawaski Z750 workshop manual

Rod Stoneman **0487 497 613**

#### Suzuki TS185 forks

Forks wanted for Suzuki TS185  
early models K, L or M.

Mick Hayes **0413 747 104**

Front crash bar to suit 1950s

Triumph twin.

Paul **82430130**

Motobecane Moped parts  
Sidecar chassis to suit BSA A7 –  
A10

Brian **0459 673 602**

ADVERTISER FEB 7 1952

## Designing Skill in '38 - gave TRIUMPH

a lead which has never  
seriously been challenged!

1952 SPEED TWIN TRIUMPH

There's no doubt about it, when TRIUMPH first introduced the vertical twin design in 1938 it was obvious to the whole motor cycling industry that it was a "winner," and so it has proved. Copied in all manner of shapes and sizes the original TRIUMPH vertical twin design has provided motor cycling with its most logical twin cylinder design ever. Lenroc can supply any of the amazing, better than ever TRIUMPH range for immediate delivery, whether it be the TIGER "100," Speed Twin, or Thunderbird 650.

AGENTS THROUGHOUT THE COUNTRYSIDE  
Sole Distributors for S.A. and Broken Hill.

**LENROC'S**  
211, PULTENEY STREET, CAIRO

LENROC'S SAFETY MESSAGE FOR THE WEEK:  
**Where there's a good road—there's danger!**

### GIVE AWAY

Avon Tyre 4.00/18 suit side car  
wheel plus Box odd clutch parts  
Unknown origin.

Phil Reeves **8346 3726**

The club has stocks of a new  
range of T-shirts and  
Windcheaters.

Vice President Bob Freeman jr  
has them in the following sizes:

**Medium 2XL**

**Large 3XL**

**T-shirt \$25**

**Windcheaters \$35**

see Bob at the  
General Meetings to  
place your order



## NEW MEMBERS

A welcome to the club is extended to...

1029 Keith Hutchinson North Haven  
1031 Edward Lowry Dernancourt  
1033 Andrew McDonald Myponga  
1035 Lisa Drury Sellicks Beach  
1037 Johnathon Treen Rosewater  
1038 Louis Peilschmidt Mile End

1030 Marc Duncan Tusmore  
1032 Geoffrey Loades Brighton  
1034 Paul Rothenberg Flagstaff Hill  
1036 Paul Turner Highgate







## Port Vincent Rally

Rosco heads North and re-establishes the BSA reputation for reliability...

I must first complement the York Peninsula Vintage-Veteran and Classic Motorcycle Club for their running of this event.

I trailered my 1954 BSA Gold Flash over there from Adelaide and had an arrangement to meet up with

Geoff and Hellina Barnes on route, as they were riding their trusty 1960 Gold Flash and Watsonian side car (the only known example in Oz) to the rally. I proceeded along at a modest 100kph, and as I got nearer to Port Wakefield I wondered where they had gone. However, imagine my surprise when I arrived at the boat ramp, where we always have lunch, to find them already there enjoying lunch. Geoff had evidently averaged a higher speed than I. We finished lunch and set out together for Port Vincent, arriving at the Tuckerway Hostel in mid-afternoon. The Barnes were staying with the Scholar Mob at a house in town so after registering at the Rally HQ we both went to that address to unload all of their heavy gear that I had brought up in the wagon and meet the Scholar Mob.

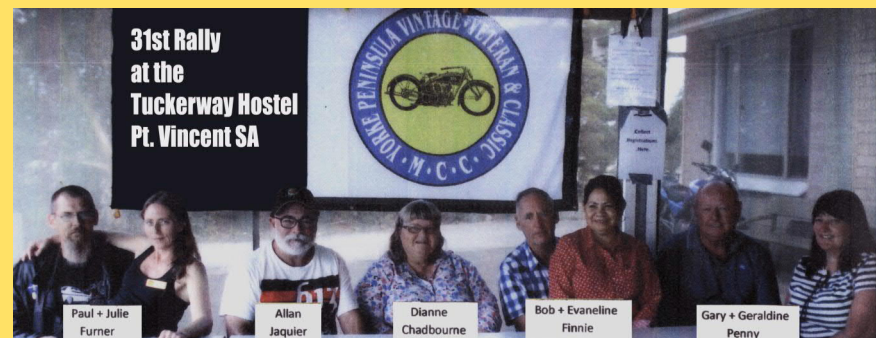
Trevor and his Mob hail from Mildura so even though there were no others that I recognised, the Scholars ably represented that group. His parents, Cec and Barb, were there from Stirling North with their outfit.

Then back to the Tuckerway where I found my Rally pack which also contained the sum of six dollars change from the \$100 that I had sent in notes for the \$96 Rally and eats costs. Again, well done chaps!

John Francis was on hand to accept money for accommodation in the Tuckerway dormitory, \$15 per night, I got the single room there and noted the place had been upgraded with new beds and tables and chairs in the mess plus paint, so it was very comfy. The meals at the Tuckerway were as always very good and the ladies staffing the kitchen very pleasant.

There were over 80 entrants to the Rally, including all of the Broken Hill Mob led by Chris Brown on his very good Vincent, the only one I saw there also of note was the Honda Gold Wing with an enormous side car now owned by Trevor Church. This monster passed us on the way down on a trailer and it was good to have a close look at in Vincent. It's painted a bright orange-red and the side car can accommodate two persons easily, while the Honda has a heap of well-made Perspex wind shields all around, keeping the wind off of Trevor.

I was still running-in the BSA that melted a hole in the left hand piston at the rally last year. Later at the BSA Rally at Clare it seized up the left piston be-



cause the crankshaft was full of crap and couldn't get any oil through. I decided to go on the Short Run. This was 149 K's. I had only done 100 miles since the rebuild, thanks to Dave Robertson for all of that, and thankfully the forecast was for 25C over there compared with 40 in Adelaide. Nevertheless it was with some apprehension that I joined the pack of around 40 bikes of various makes, ages and sizes. I decided to progressively sit on 40 to 45 MPH for the first day and was able to keep up pretty well with the other bikes. I noted that G Barnes felt comfy on 50MPH, but when we stopped for lunch at Maitland he was complaining about a lot of vibration somewhere in the motor. On inspection this revealed two broken engine mounting bolts. So while we tightened up the remaining two bolts the rest of the mob took off for Vincent, including the back-up trailers. I had noted that there were a number of roads heading off in different directions from the spot where we had lunch and the bikes had taken three of these, so with some trepidation we took wot we hoped was the shortest way to Vincent, with no one else in sight! However I had noted that we were supposed to go through Urania and this stuck in my mind coz Rick Davies, the Sturt footballer, had come from there. So when we saw that sign, I knew we were on the right track! On Sunday there was a Combined Run over 91 K's and the BSA felt comfy at 45 to 50mph. On one downhill stretch I crept up to 55 MPH for a short distance. Of course there were other bikes passing me most of the time but I arrived back at the Tuckerway in good order and found a few mates to load the BSA on its trailer. There was a lota activity around with bikes being loaded, tents being pulled down and cleaning up. Then we had to have lunch. While I was inside with Trevor Church and Mavis, who I call Mavis Bramston after the 1960's TV show, Geoff Barnes called me outside where a glass of cordial was waiting and that was very nice. After lunch went down to the Scholar's house to pick up a bit of Geoff's gear and say good bye to the Scholars then headed for home, sitting on 100kph most of the way. As I came towards Port Wakefield from Port Clinton I noticed a lot of haze out over the Gulf and some wet patches on the road indicating recent rain. After Port Wakefield, this increased. I heard on the radio that there was rain in Adelaide, but I got home dry as a bone. It wasn't until



about 5pm when my so-in-law Neil fortuitously arrived to feed Rotti2 that the heavens opened up with a down pour just as we were in the midst of taking the BSA off the trailer! So we both got drenched! But I was home, the dog was glad to see me and vice versa, the BSA hadn't broken down and all I had to do was to take Mike Apthorpe's trailer back. So that proves that 'All's Well that Ends Well'!



**COMCC Winners**  
*Bob Finnie -  
 Best Outfit  
 1969 Kawasaki W1  
 650 with a Dusting  
 sidecar  
 Paul & Julie Furner  
 Best Modern  
 Classic with their  
 1993 Suzuki VX 800.*



*Bob's Kawka outfit*



*Paul & Julie's Suzuki*



*Thanks to Paul and Bob for the photos*



*Les Tapping with his  
 Moto-Guzzi*





## February 28th Morning ride to Lobethal/Williamstown

Everyone who met at Hawthorn Crescent at 8:30am was a little surprised at the low turnout for this ride despite the weather which was Adelaide's finest. Seven riders were at the start – yours truly on my 1967 Triumph Bonneville 650cc, Rosco (2008 Honda Blackbird 1100cc), David Saint (a recent ex-police BMW bought the day before), Darryl McWaters (1972 Kawasaki Z1 900cc), Alan Kernich (1976 Triumph T140V 750cc), Ron Ritter (1971 Yamaha 350cc YR5) and another gentleman on a 1950s AJS 500cc single. My apologies to that rider, but no one could recall your name. For the first time in my tenure as ride captain, the historic registered bikes outnumbered the modern ones.

Having agreed to dispense with the marshalling system due to the low numbers, we set off up Greenhill Rd, turned left onto Woods Hill Rd, across Lobethal Rd and turned right onto Pounds Rd rejoining Lobethal Rd and into Lobethal. We had lost Rosco; he had very kindly acted as the Good Samaritan for a Moto-Guzzi V7 rider who, as it turned out, was only studying his map by the side of the road. He detoured along Montacute Rd through the Gorge and finally met with us at the Amberlight Cafe in Lobethal demanding "where did you lot get to?". We then agreed to reinstate the marshalling system from that point on. Graham Riley, not realising the early start, joined us at The Amberlight on his Yamaha V-Twin and the AJS headed for home. From Lobethal we rode through Mt Torrens towards Tungkillo, but turned off to Mt Pleasant. At Springton we turned left and headed to Williamstown. Checking my mirrors, I noticed Ron was behind on the YR5 followed by a cloud of smoke (gotta love those 2-strokes!) then a gap before the remainder of the riders. I pulled over in Williamstown beneath the impressive gum tree so riders had a chance to wipe the oil mist from their visors and have a break.

We then headed south through Kersbrook, onto Tippet Rd, Gorge Rd past the Cudlee Creek cafe and took the back roads to Lenswood and onto Swamp Rd to Greenhill Rd. Half the riders peeled off towards their homes along Greenhill Rd leaving the two Triumphs & Kawasaki to return to the starting point on Hawthorn Crescent.

It was a truly magnificent day for a ride and everyone was home in time for lunch. We had the twisties early and late with plenty of 100kph sections in between and not much other traffic on the road. What more could you want? Most of the guys seemed to appreciate the early start, but it unfortunately didn't prove too popular with the majority of members.

## April 3<sup>rd</sup> Run to Goolwa - Club Captain's Report

Sixteen riders congregated at the Windy Point car park for this run.

<i>Charles Oliver Triumph 675</i>	<i>Mat Dixon Yamaha 1300</i>
<i>Julie Mace Yamaha FJR1300</i>	<i>Martin Mace Suzuki GSX1400</i>
<i>Trevor McDonald Yamaha MT-09</i>	<i>Mike Ryan BMW F650</i>
<i>Gail Yates Vstar 650</i>	<i>Frank Hofmeyer Suzuki VStrom</i>
<i>Bob Cole Yamaha XVS 1300</i>	<i>David Byford '73 BMW 600/5</i>
<i>Rosco Honda Blackbird</i>	<i>Kym Miller '78 Suzuki SP370</i>
<i>Darryl McWaters 1972 Kawasaki Z1</i>	<i>Cameron &amp; Rae Mighall '73 BMW 75/5</i>
<i>Gary Priest '71 Honda 750-4 K1</i>	<i>Tom Cunningham '75 BMW 1150</i>

We skirted around Belair NP towards Sturt Valley through Ironbank, Cherry Gardens, Clarendon and onto the Meadows Bakery where we stopped for a cuppa. At this point we lost our tail-end Charlie who was last heard heading home. Bob Cole offered to do the tail-end duties, which were hardly necessary as we had an easy run down Bull Creek Rd and into Goolwa pulling up near the Cockle Railway Station. There was a market on the grass behind the station, so most of us mooched around there looking at the trinkets and eating the local delicacies.

By this time we'd been reduced down to half a dozen bikes as riders opted out at various points from Goolwa. The remainder headed back north, refuelling at Strathalbyn and through Woodchester, Callington, Nairne and finally to the Amberlight at Lobethal. The last four riders left the cafe and headed to Cudlee Creek and through the Gorge into suburbia.

## May 1st Run to Mt Compass and Strathalbyn

Early showers didn't deter the sixteen riders who met at Civic Park, Modbury for the run to Mannum.

### Riders

<i>Alan Kernich 1976 Triumph T140V</i>	<i>Charles Oliver Triumph 675.</i>
<i>John Micutta 1951 BSA A7</i>	<i>Richard Nappa 1975 Honda GL1000</i>
<i>Tom Robson Kawasaki W650</i>	<i>Don Jennings 1982 BMW R100RT</i>
<i>Joel Yates Virago 250</i>	<i>Gary Priest Harley Superglide</i>
<i>Adam Yates Yamaha R3</i>	<i>Joel Yates Virago 250</i>
<i>Lynn Jennings Virago 250</i>	<i>Gail Yates V-Star 650</i>
<i>Julie Mace Suzuki Bandit</i>	<i>Martin Mace Suzuki GSX1400</i>
<i>Mat Dixon Yamaha 1300</i>	<i>Darryl Langridge Suzuki M109</i>
	<i>Daniel Mau BMW K1200RS</i>

John Micutta's beautifully restored BSA A7 was the pick of the bikes. I was also taken by Richard Nappa's 1975 Honda GL1000 which he's owned since new! I have a soft spot for the Gold Wing as I previously owned a couple of GL1100s back in the 'old Dart'.

Don Jennings was nominated tail-end Charlie and we headed up North East



Rd for an early refresher at the Cudlee Creek Cafe. At the cafe was another COMCC member, Tina Thus, with her 1970s Kawasaki 400 oiler which, members may remember, was featured in the Courier late last year. We headed through Gumeracha, Birdwood, Tungkillo, Palmer and stopped in Mannum at the Pretoria for lunch. Most riders opted for the pub lunch and others brought their own. Either way the sun was out and the Murray views were magnificent.

After the Pretoria hotel, three or four riders returned home and the remainder hopped on the ferry over the river. We then rode the 50kms to Walker Flat and returned to the west bank via another ferry. Gail needed fuel, so spotting a couple of petrol bow-sers on the other side at the local store we all pulled over ... except Gail, who had her blinkers on (the equine type) as she sailed past us! Eventually, she returned and after a refuel and a quick break we headed west down Angas Valley Rd towards Mt Pleasant. The pace was spirited as we rode through the up and down sweepers towards Mt Pleasant, where we re-



grouped and then turned left returning to suburbia via Chain of Ponds.

It was a beautiful autumn day, the ride itself had plenty of fast straight sections beginning and ending with the twisties on North East Rd and we got to ride a couple of punts. I clocked 250 kms door-to-door – well done to all those who attended the ride.

### May 29th Mt Compass, Strathalbyn & Balhannah

There was a healthy turnout of 17 riders at Hazelwood Park for the start of this run. Included were a couple of historic Brits, three machines from the eighties, an enormous Harley (his forks were twice as thick as mine and rear tyre three times! The remainder were modern BMWs and Jap bikes. Off we rode up Greenhill Rd, up and down Mt Lofty, onto a short section of freeway exiting at Stirling, through Mylor and Echunga. Our first stop was the Meadows bakery where we ran into their best customer and fellow

Charles Oliver 67 Triumph T120R  
Don Jennings 82 BMW R100RT  
Alan Kernich 85 BMW R80  
Lyn Jennings 250 Virago  
Ray Chappell Kawasaki ZR11 00  
David Morgan BMW R1200GSA  
Paul Rothenberg BMW F800GT  
Julie Mace Suzuki Bandit  
Trevor McDonald Yamaha MT-09

Phil Allen 66 Norton Special  
Roger O'Loughlin 84 Suzuki GR650  
El Presidente Yamaha XVS1300  
Bruce Fletcher Harley Fat Boy  
Ray Erskin Yamaha 1300 VStar  
Mike Ryan BMW F650  
Martin Mace Suzuki M109  
Darrel Lanridge Suzuki C109RT

COMCC member Graeme Bradley, (Hi Graeme, we must stop meeting like this). The bakery was very busy and it was some time before we were able to head off again with a couple of riders waiting an extraordinary length of time for their coffee, (Graeme, could we get this sorted?).

Then we hit the fast roads through Kuitpo forest and onto Victor Harbor Rd, left at Mt Compass along Nangkita Rd, left at Bull Creek Rd, through Ashbourne and throttled down into Strathalbyn. From where I was sitting, we ROARED through this section, but my ears were tuned to the music emanating from the Bonnie's exhaust system. Hope the rider behind me appreciated the symphony – apparently, it smells like Castrol GTX.

As we rode into Strathalbyn, Phil Allen's Norton developed a fuel blockage which he managed to clear. Some riders lunched at the pub and others at a couple of Strath's finest cafes. It was rather an extended lunch, but no one seemed to care too much. We ran into another new COMCC member on his kettle/water bottle in the high street and stood around chatting for a while. A handful of riders left the ride after lunch and the remainder headed down Macclesfield way. We turned right at Flaxley, through Mt Barker and Littlehampton and eventually pulled over in Balhannah. By this time we were fairly strung out and someone mentioned that a rider had pulled over in Macclesfield. Eventually, Don Jennings arrived with the news that Phil's Norton had failed him, but that he'd rung his missus and had sorted the recovery.



At this point, some riders were already home in Balhannah, some heading north through Lobethal and others down Greenhill Rd back into town.

**Next Ride  
See page 3**



## HISTORIC REGISTRATION REGULATIONS

### CHANGES TO HISTORIC REGISTRATION

A Statutory Declaration must be provided annually verifying the vehicle is eligible for Historic registration and detailing any modifications.

Historic vehicles must be inspected by a Club Machine Registrar every three years.

### Regulations Regarding Financial Membership and Historic Registration

Historic registration of a vehicle is conditional on the owner being a financial member of a registered car or motorcycle club.

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

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

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

### Lost Log Book Replacement

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

## ADVERTISING ON THE CLUB WEB SITE & THE CLASSIC COURIER

Members may place ads in the **For Sale & Wanted** on the club website and in the *Classic Courier*.

Ads for motorcycles or cars for sale must have either a Rego number or Engine number.

Photos can also be placed on the website:

- send ads to Trevor Jones [trejones@bigpond.com](mailto:trejones@bigpond.com) 8298 7545
- submit ads in writing 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 website.

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

Please withdraw ads that are no longer required.

## Classic Owners Motor Cycle Club

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## CLUB MEMBERSHIP FEES 2016-17

Joining \$10 Full \$30 Pensioner \$25

Magazine printed and posted \$10 or e-mailed free

**All membership renewals due before 30th June of each year**

**General Meetings** 4<sup>th</sup> Tuesday of every month 7.45pm

at the Woodville Centre James A Nelson Centre Hall 98-100 Woodville Rd.

A basket supper follows- contributions welcome

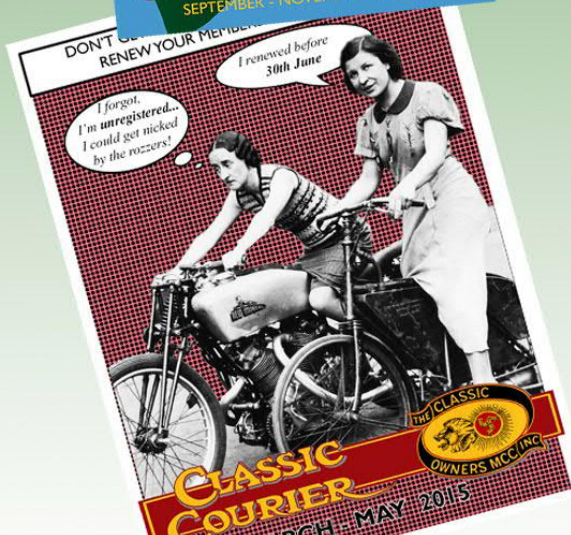
**Committee meetings** 3<sup>rd</sup> Tuesday 7.30pm

at the James A Nelson Centre Hall are open to all members

**No Meetings in December**

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





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



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