

THE CLASSIC OWNERS MCC/INC
CELEBRATES 50 YEARS

CLASSIC COURIER
SEPTEMBER - NOVEMBER 2012

CLASSIC COURIER
DECEMBER 2012 - FEBRUARY 2013

TT
KIRK MICHAEL
DOUGLAS

15 JUNE Log Book Day

23 JULY A.G.M

CLASSIC COURIER
JUNE - AUGUST 2013

'Classics at Hart' OUTSTANDING SUCCESS

CLASSIC COURIER
DECEMBER 2016 - FEBRUARY 2017

THE CLASSIC OWNERS MCC/INC

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

THE CLASSIC OWNERS MCC/INC

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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

THE CLASSIC OWNERS MCC/INC

EVENTS CALENDAR



Check 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/>

11 Dec COMCC Christmas BBQ see opposite page

2016 MRA Toy Run <http://www.mrasa.asn.au/toyrun.shtml>

2017

12 Feb All British Day Echunga Rec. Ground

Entries www.allbritishday.com

18-19 Feb Sellicks Beach Races www.levismcc.asn.au/

9 April Gawler to Barossa Vintage & Veteran Run for more info

Contact Trevor Unsworth Gawler Veteran, Vintage & Classic Vehicle Club Inc.

08 8289 5010 or 0402 891 891

All Members Welcome to...

COMCC
Christmas BBQ
Sunday
11 December
12.30 - 2 pm

James A Nelson Hall
98-100 Woodville Rd
B.Y.O. Chairs & alcoholic drinks

FILM NIGHT *Still Crazy* **FILM NIGHT**

A comedy about an aging rock band reforming

Stephen Rea, Billy Connolly, Jimmy Nail, Bill Nighy, Timothy Spall

SATURDAY 25 FEB 2017 7.30 PM

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

MOPED RUN DATES

4 Dec Adelaide Beach Run Start/Finish Birkenhead Tavern Pt Adelaide
Meet 9.30am for 10am start

2017

5th February Goolwa

2nd April Birdwood or Mt. Pleasant

4th June Strathalbyn

6th August Williamstown

8th October Mt. Barker

3rd December Birkenhead

WEEKEND RUN DATES

18th Dec
Last run of 2016

Charles will give route and destination details at the General Meeting before the run and on www.classicowners.org

18th December when we'll do the Murray Punt run again, but this time in reverse. Meet at the car park next to Keith Stephenson Park, Flaxley Rd. Mt Barker opp. Mt Barker High School at 9:30 for a 10am start.

2017 Run Dates

29th Sunday Jan to Adelaide Hills

5th Sunday March to Mannum

9th Sunday April to Goolwa (should have been the 2nd but there's a moped run that day)

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

1st Wednesday of the month

3rd Tuesday of the month

Ride destination decided on the day

FROM THE CHAIR



Hi to all members,

Now that 'Classics at Hart' is over I would like to congratulate all who participated in the great show. The COMCC should be proud of the outcome. We donated \$600 each to the two selected charities as a result of the raffle, and the club more than covered the cost of staging the event. I am in the process of sending Certificates of Appreciation to all who donated raffle prizes and companies that assisted us in the staging of the event.

Charles has done a great job with the website; it has all the current info regarding the club and its activities.

The first meeting of the committee looking at changes to our constitution was held on the 25th November. Rest assured all members will be able to have an input once the areas that may need to be changed are identified. That's enough for this report, except I would like to wish all members and their families a Great Xmas and a safe and Happy New Year.

All the best.

Bob Cole President

EDITOR'S COMMENTS



I thought I could keep this final edition for 2016 of the *Courier* down to 29 pages; but with all the activity over this quarter, it's another 32 pager. So I will have to press them in half under the mattress again before taking them to the post.

The highlight of the quarter has been the COMCC's incredibly successful 'Classics at Hart' display at the Port during the 'Festival of Vintage'. There are reports, photos and list of the machines on show to remind you of the weekend. Remember to check classicowners.org if you can, to see more shots from the day.

Our ride reports all feature photos in this edition, so thanks to the members who sent them in. And thanks to our regular report writers whose work has formed the back bone of the *Courier* over the year. You may not realise it, but a copy (digital these days) of every edition of the *Classic Courier* goes to the State Library Archives. So if you have appeared on these pages, you are recorded for posterity! All the more reason to write an article or take some photos for the *Courier*.

Merry Christmas and a Happy New Year to all members and their families.

Trevor Jones Editor

MOPEDS PLUS

Enquiries: Warren 8388 1770
Alan 8295 5097



Motorcycles

Alan Wallis 1985 Kawasaki 250cc
Mick Hayes 2005 Suzuki 400cc
Pud Freeman 2003 Kawasaki 500cc
David Saint 1966 Puch 250cc
Joe Betschart 1956 MZ 500cc
John Powell 1969 BSA 175 cc
Rob Smyth 1970 Motobecane 50cc
Chris Harris 1967 Yamaha 75cc
Graham Riley 1956 Vespa 125cc

Warren Duncan 2002 Honda 250cc
Alan Martin 2016 Elstar 400cc
Peter Arriola 1957 James 150cc
Roger O'Loughlin 1984 Suzuki 650
Tony Earnshaw 1972 Honda 250cc
Aron Davis 1967 BSA 175cc

**Moped
Step thru
Scooter**



*Charlie Brown
snapped the old
and new at the
Burble.*

*John Powell's
Brit Bantams and
Alan Martin's new
Chinese Elstar
(pictured on the
next page)*

Mt. Barker Burble - 9th October 2016

It was the end of a week of wind storms, heavy rains, and flooding throughout the hills. With more winds and rain forecast, riders set out from Mt. Barker anticipating anything but the best in riding conditions. The first leg across to Meadows was without incident, although strong gusty winds made it difficult particularly for the smaller bikes. After the comfort stop at the Meadows Bakery, the return trip to Mt. Barker proceeded in a similar fashion except that somehow or other on departure we lost our back-up car and trailer piloted by Charlie Brown. All was well again on arrival at Mt Barker, where we found Charlie there waiting for us.

After lunch the bikes went across to Woodside for the normal visit to

Melba's Chocolate Factory. At this point the wind had increased in intensity with the forecast change with rain obviously getting fairly close. This prompted a number of riders to opt for setting off for home. In the end five bikes completed the last leg back from Woodside to Mt. Barker via Nairne and the new Mt. Barker / Bald Hills Rd. interchange.

The rain held off and it is understood most bikes either got home, or at least close to home, before getting wet. Considering the conditions forecast, we had a good day.

Thanks to those who marshalled the corners during the day, to Tail End Charlie Alan Wallis, and to Charlie Brown for towing the back-up trailer - even though it was not required during the day.



NEXT RUN: Adelaide Beach Run - 4th December 2016

MEET: 9.30 for 10.00am start. Birkenhead Tavern, Pt. Adelaide
Over the bridge, right turn at lights – tavern on right

RUN: Port Adelaide/ Outer Harbour/Largs /Semaphore/Grange/ Henley Beach/ Glenelg and return. Riders may elect to lunch together at the tavern after the run. Please let Alan or Warren know beforehand so that numbers can be confirmed.

REMEMBER: These runs cater for the slower rider, back-up trailer always provided.

FIRST RUN OF THE NEW YEAR 5th February Goolwa

Complete 2017 Calendar on page 2

WEEKEND RUNS



Run to Strathalbyn Sunday 2nd October 2016

Maybe it was the previous night's switch to daylight saving, or the long weekend, or a Grand Final hangover, or the promise of more rain which resulted in only three, yes **3**, starters at Hazelwood Park. As it turned out, it was ideal weather for a bike ride. The original idea was to go to Cudlee Creek, but Plan B came into operation and we decided to avoid that area completely, following the storm mayhem earlier in the week.

El Presidente, Bob Cole was there on his 1983 Honda CB1100F, as was Darryl McWatters on a beautiful 1971 Honda CB750 K1 and yours truly on a Triumph 675. Dispensing with normal ride etiquette, i.e. marshalling, we headed up the track to the Mt Lofty summit and down through Sterling, Mylor, and Echunga before pulling up at the Meadows bakery.

The resident COMCC member Graeme Bradley was in attendance accompanied by fellow member, Warren Duncan. So we sat outside in the sun and chatted for a while before departing south down Bull Creek Rd. We turned off at Ashbourne Rd and into Strathalbyn where we enjoyed another coffee at Garage Motorcycles. I asked the proprietor whether she'd lost her 'Classics at Hart' poster before giving her both A3 and A4 replacements. I also mentioned that I had already provided her with a sponsor's link on our website.

The roads leaving Strathalbyn were dry but signs of previous flooding on the verges were evident. We headed north to Woodchester, through Callington and left onto the Old Princes Hwy through Kantomantoo, Nairne and eventually ended up in Lobethal after a crafty manoeuvre around a road block at Onkaparinga Valley Rd.

Bob continued north from Lobethal. Darryl and I decided to have yet another coffee at the Amberlight before heading south down Lobethal Rd. Strangely enough we were diverted onto Diversion Rd, as Lobethal Rd was closed down to Ashton. We timed our descent to the plain perfectly as we felt a few spots of rain while riding down Greenhill Rd and were home before the promised deluge.

Our next run would be the 30th October and I was hoping for a better turn out

Ride to Angaston Sunday 30th October 2016

There was a vastly improved turnout at the Balhannah Oval car park which was the starting point for this run. Riders were:- David Byford 73 Yamaha RD350, Phil Allen 66 Norton Special, Rosco's Honda Blackbird, Adrian How Suzuki 650, Joel Yates Yamaha XV650, Gary Priest Harley FXDC, Graham Riley Kawasaki 900 Vulcan, El Presidente Honda CB1100F, Roger O'Loughlin Suzuki GR650, Don Jennings BMW R100RT, Gail Yates Harley Superglide, Lyn Jennings Yamaha 250 Virago and myself on a 73 Suzuki



GT750. Please note the President/Secretary/Treasurer trifecta for this ride. Much discussion centred on the Scammels auction the previous day - the Black Shadow went for \$97k + 16% buyer's commission and the Laverda S3 a healthy \$22k. Gail was on her new bike which is even bigger and more powerful than partner Gary's, apparently.

Early on there was sunshine, but grey clouds were looming and the wind was picking up. First stop: the Cudlee Creek cafe via Swamp Rd to Lenswood; but getting there was interesting, as we had to divert from a road closure on Fox Creek Rd and ended up in Lobethal. At the cafe we met up with Julie and Marty Mace in 'Doug the Slug' the convertible Lexus.

El Presidente and David Byford bailed at this point leaving the rest of us to head north to Kersbrook. We regrouped in Williamstown and turned onto the Springton Rd. stopping at Springton to find out we'd lost a few riders. I'm not sure if they actually got lost or returned home, but all knew we were bound for Angaston, so we continued on. We experienced a gale force wind heading north to Angaston on Angus Valley Rd which caused us to ride at an an-

gle all the way. We pulled over for lunch at D&M's bakery in Angaston and it started to rain. Roger O'Loughlin was riding up and down the street on the green machine as we parked the bikes. He obviously didn't see us, our bikes and me waving at him; we lost him for the rest of the ride. Gary Priest caught up with the rest of the group at the bakery; he hadn't taken the Springton Rd turn-off earlier, as he didn't see a marshal posted there.

We ate some excellent pies, which come highly recommended to all you connoisseurs of the meat pie. After lunch we refuelled and turned left off the main road and headed towards Bethany. The wind was still blowing a gale and suddenly, to my left, I noticed a group of motorcycles on display. We quickly pulled over to take a look. It was the annual muster of the Yamaha XT & TT club. I'd never seen so many XT500s in one place before. I ran into fellow COMCC member Kim Miller, who'd won a couple of trophies for his bikes that day. You may remember his immaculate XT on display at 'Classics at Hart'.

The windy conditions didn't improve on the return trip through Rowland Flat, Lyndoch, Williamstown and Kersbrook, so we took the Chain of Ponds road descending into suburbia through a shower. We managed to avoid most of the rain during the day, but were blown all over the roads making the ride a bit of a wrestle.

Charles Oliver

Club Captain



NEXT RUN

18th December when we'll do the Murray Punt run again, but this time in reverse. Meet at the car park next to Keith Stephenson Park, Flaxley Rd. Mt Barker opp. Mt Barker High School at 9:30 for a 10am start.

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

This quarter's rides were interrupted by the continuing poor weather and all but the hard men stayed at home. November saw an improvement and we visited Mannum on the Wednesday and took the traditional ferry ride (see photos below), and Angaston for the Tuesday spin. Rosco's account of this day out follows.



*Thanks to Trevor McDonald
for the ferry shots*



Mid Week Ride Day Tuesday 15th November 2016

I intended to take my CB 750 Honda on this run and had started it the day before to make sure it was OK, which it was. 750s usually give trouble starting on four cylinders but settle down when they get hot and this was the case on the Monday. We started OK on Tuesday and I filled up with BP98 at the garage on Ayliffes Rd. Mike Ryan filled there too, which was lucky coz I couldn't start the 750 with the starter so he kick started it. With steel knees kick starting is a bit of a job.

After meeting at Greenhill Road I managed to get a strong young bloke to kick start it and off we went, led by Richard Knott on his Yamaha Chook Chaser up through the hills heading towards Birdwood where he had announced that we would stop for morning tea. I naturally thought my Honda's battery would charge on this run and wasn't too worried about starting when we got there. However, as we approached Gumeracha the Honda started to misfire and this caused a lotta black smoke to issue from the exhausts and this progressively got worse until the motor ground to a halt, fortunately in the main street of Gumeracha.

By this time there were only Frans Keuning (tail end Charlie), and Mike Ryan behind me and they both stopped to see wot was wrong with the Honda. Fortunately Mike had his mobile dog and bone with him (I had conveniently left mine at home) and he was able to ring the RAA where a nice looking bird said a van would be there in an hour. So Frans went off to catch the mob and report Rosco's misadventure, as did Mike Ryan, while I explored the park next to the stopping point. Then Mike came back to keep me company and see if he could start the Honda, which he did via the kick starter and it ran pretty well, so we rang back the nice bird at the RAA and cancelled the van.

However, before I could get my gear on, the Honda stopped and defied all attempts to start it again. So we called the RAA again to get the van to attend. While this was happening Mike suggested we get a bite to eat at a cafe up the street, which was pretty steep. He left me coz I couldn't gallop up the hill at his pace, so I went back to the Honda and waited for him to arrive with lunch.

Eventually the RAA van arrived with a pretty rough looking character in it. He jump-started the Honda OK and did a few checks while it was running, but didn't tell us any details of his findings. But we did notice that when he revved the motor it didn't show any increase in voltage in the battery which was steady at about 8 volts. Hmmm! Anyhow he had it running and suggested he would follow me to Birdwood to Mark Mitchell's joint where he might be able to get me going. However, when he unhooked the jumper lead the Honda stopped and the RAA dickhead then announced that he had done all he could and I was on my own and took off!

As I mentioned previously, Mike Ryan was still hovering about and he

then rang Mark Mitchell to see if he had a battery for a 750 Honda and if so, could he bring it over to Gumeracha? He had a battery all right but was alone in his shop and couldn't leave it. Mike went into Birdwood for me and brought back a near new fully charged battery that was the right size for the Honda. We duly installed it and the Honda started and ran perfectly! We had of course deduced that the Honda's alternator wasn't working and reckoned that if I'd got to Gumeracha without it I'd be able to get home alright, coz we wouldn't be going through all the country that Richard Knott had led us before. Mike lives close to me so he followed me right up to the start of the road works at Darlington in case anything went wrong, so he could be sure I got home OK.

Since then I rang Mark Mitchell to discuss the battery. It seems it was out of one of his race bikes and he didn't need it until next week, but was prepared to sell it to me for wot he paid for it, so we've settled on a good deal for both parties! Well done, Mark!

All I've got to do now is to get Betta Bikes to fix the alternator and check whatever else may be wrong in time for the next Club run.

Meanwhile I've learned that you don't call the RAA roadside assistance for a motorcycle. They're absolutely bloody hopeless!

I think you struck the patrolman whose girl friend ran off with a motorcyclist Rosco. I've had to call on the RAA several times in the last few years and they have called a recovery vehicle to take my bike home. ED

WHO HELPED HIMSELF?

Apparently, there are riders amongst us whose financial situation is such that to buy a new head lamp would prove to be an undue hardship. One of these gentry soon solved the problem, however, by attending the recent grass-track meeting at Stokenchurch and appropriating mine! Should he miss the side cutters which he lost in the process, he can reclaim them by applying - in person of course - to the chairman of the Oxford Ixion club. Incidentally, what is the use of paying a to a car park attendant? I thought that their job was to prevent interference with machines left in the park.

"Disgusted" Oxford Oxon

LET'S HAVE A GO!

As a rider in competitions since 1906, I should like to be one of the first to support Dennis Hardwicke's suggestion of a trial for the veteran motorcyclists. Might I suggest an event for the 'over 60s'? Apart from short periods during the war I have been riding regularly for some 49 years, and have in regular solo use a machine which I constructed myself in 1926. Let's have some backing from the old-timers and decide if, when and where such a trial could be held.

C.S. Burney Haslemere Surrey

*Thanks to Barry Young for passing on these snippets from
'Motor Cycling' 31 June 1950*





< Bike delivery Friday



^No sit down tea breaks on Friday

< Display takes shape Friday



< Gary Johanson opens 'Classics at Hart'.
V Door opening

v Lew shows Gary & Stephen around



'Classics at Hart' got off to a good start in sunny but blustery weather at 10 am on Saturday the 15th October. Port Adelaide Mayor and COMCC Patron Gary Johanson, and Stephen Mullighan MP Minister for Transport made short speeches and raised the front roller door for the first of the 4,000 visitors to enter Harts Mill.

The story behind the exhibition began with Lew Hylton's idea for the club to mount a major exhibition at the old Harts Mill as part of Port Adelaide's Museum open days - the Festival of Vintage. This was not to be a traditional 'show and shine' but a museum standard exhibition of motorcycles with accompanying historical displays.

The major hurdle was to secure the Harts Mill flour shed. Lew and a newly formed subcommittee met with Gary Johanson and Stephen Mullighan and gained their support. This led to 'Classics at Hart', as the display was christened, to be incorporated into the 'Festival of Vintage' weekend, gaining financial support and publicity from the Port Adelaide Enfield Council and sponsorship from Shannons Insurance.

The theme was to be '100 Years of Motorcycling in South Australia', so a representative selection of machines had to be assembled. COMCC club members were well placed to provide bikes representing the second half of the century, but sourcing bikes from the earlier decades would require help. Lew successfully approached owners, through their clubs, notably the Vintage & Veteran, to participate in 'Classics at Hart'. In addition to the display of motorcycles and in line with our proposal to the council, the exhibition had to include displays telling the story of motorcycling in SA. COMCC members Alan Wallis and Barry Young were able to provide displays of the Tilbrook motorcycle and the Ace Café respectively. A rich source of photographs and reminiscences came from the Facebook page established by Lew after an appeal in the 'Sunday Mail'.

COMCC members started to become involved in the middle of the year, nominating bikes for the display and spreading the word with posters. Rudy Vuurens amassed a valuable selection of prizes from local businesses for the charity raffle to be run during 'Classics at Hart'.

In September the call went out to members to assist in the setting up and running of the exhibition over the weekend. The subcommittee was soon reassured that there would be enough volunteers to cover the set up and supervision, including a security presence in the venue over night to supplement the council's security patrols.

Thursday saw the areas of the flour shed marked out in sequence 1900 to 2000 and the historical displays assembled in preparation for the arrival of the bikes the following day. Bikes began arriving early on Friday, many owners riding their machines straight into the flour shed. Large plastic drip sheets were quickly placed under certain marques! Trailers and vans deliv-



1912 Triumph 500cc



1967 Bridgestone 175



1968 Bultaco 250cc



1983 Ducati Pantah SL 500cc



650 Triumph Speedway outfit



Alan Wallis and the Tilbrook display



Shane Gaghan's Speed Record bike



1937 BSA 1000cc outfit



1935 Ariel 500cc



Band with bikes



Lew talks with Barry



Ace Café display with 250cc BSA Gold Star and Lambretta



Visitor in to the historic displays

ered many of the machines, some owners making multiple trips. Many hands were available to help with the unloading and manoeuvring the bikes into position. By late afternoon, the exhibition was ready for opening Saturday morning.

Saturday saw a continuous stream of 2000 visitors throughout the day. All areas of the exhibition attracted interest, from the historic photographs to the speedway racers. Few visitors didn't contribute the gold coin donation and most bought raffle tickets in aid of the Palliative Care Council and SCO-SA. Surprisingly Sunday's rainy weather didn't dampen the enthusiasm of the visitors to the exhibition, and another 2000 attended.

Monday was the day bikes were collected and the venue given a final clean up. By mid-afternoon the burglar alarm was set and the roller door came down on 'Classics at Hart' for 2016.

By all measures the display was an outstanding success: the quality of the bikes displayed, the number of people attending, the money raised both for the club and charity, a great promotion for the Classic Owners Motor Cycle Club. **ED**

Members of the following clubs participated in 'Classics at Hart'

Classic & Custom Japanese MC
Street Machine Association of SA
Norton Motorcycle Club of SA
Classic Owners Motor Cycle Club
Vintage and Veteran MCC
Lambretta Club of Australia

Peterborough Motorcycle Museum
SA Vintage Speedway Association
Historic Motor Vehicles Club
SA Police Historic Society
BSA Club

Club Captain and Website Editor Charles Oliver's impressions of 'Classics at Hart' on classicowners.org and are reprinted below

Just before the display opened on the Saturday, there was a queue forming at the entrance door. Many visitors turned up by bike so there was quite a gathering of machines outside in Mundy Street. Harley Davidsons abounded, as well as some early Triumphs.

Inside the shed people were everywhere. I'd missed the opening address by the VIPs, but did catch Barry Young and Ken Hartland on the stage reminiscing over days gone by, when being caught by the police for speeding was more of a sport than it is today.

Bikes on display ranged from 1903 through to modern machines. In retrospect, we were a bit light on bikes from the last 20 years of the millennium, which was a shame, as I think many of our members could have nominated bikes from this era. Much of the interest was for the veterans and thanks to the V&V members and all the other exhibitors for providing their machines.

Highlights were everywhere and I was particularly taken by the BSA G14 V-twin outfit and the Black Shadow on which the owner had ridden to and from the display (most bikes were trailered to the venue). Early BSA, AJS, Matchless, Ariel and Harleys were prominent as well as a fine display of Tilbrooks and other fascinating Australian makes such as a Lewis, Elliot and Bluebird. There were plenty of other striking bikes from the modern era too including: 305cc Honda Dream, Triumph T110, BSA Road Rocket, Suzuki GT750, '69 W2 Kawasaki outfit, an immaculate Honda CB750, Laverda Jota and a Suzuki VX800 to name a few. Scooters were present too including Lambretta, Vespa and Rabbit.

Next door was land speedster Shane Gaghan's GSX-R turbo, a number of Murray Johnston's racers, AJS racers, early board trackers, a JAP speedway outfit and a trio of other speedway outfits with Triumph and Yamaha engines. Barry Young created an Ace Cafe display including some nice BSA cafe racers and memorabilia from the period. There was a popular display of early photographs showing South Australian motorcycling history including many personal photos from families who lived in the Port Adelaide area. Sunday was wet and windy which kept most of the bike riders away; however there was a steady stream of visitors all day thanks to the buses which were continuously driving the Port Adelaide museum circuit. In fact, we had more visitors on Sunday despite the foul weather. Freeman the Younger and Evangeline were doing a roaring trade with the club regalia, as were the many people who sold raffle tickets and collected gold coin donations at the door.

Well done to Lew for organising the display and all the exhibitors and helpers who were on hand over the four days ensuring the event was a success.

More photos can be seen on the website classicowners.org in the 'Classics at Hart' menu under photographs

Lew, thank you for your time and effort in the organisation of this event. We realize it was a daunting exercise and the number of motorcycle on display and the numbers of the public who visited the display indicated that the exercise was worth every bit of heartache and stress it gave you and your team.

'Smoke Signal' magazine of THE VETERAN & VINTAGE MOTORCYCLE CLUB OF SOUTH AUSTRALIA November 2016

We would certainly love to be involved if you hold the event again in the future. Once again congratulations on a magnificent event.

Regards,
Ron

(Ron Monck **SA Police Historical Society** from e-mail to Lew Hylton)

Bikes displayed at 'Classics at Hart'

1900-1909

| | | | | |
|-------------------|--------------|----------|------|------|
| Columbia | | | 1903 | solo |
| California | | | 1903 | solo |
| Sphinx | tricar | | 1904 | tri |
| Triumph | belt drive | 500 | 1909 | solo |
| Lewis | water cooled | 3 1/2 hp | 1909 | solo |

1910-1919

| | | | | |
|-----------------|------------------|---------|------|------|
| FN | 4 cylinder | 1000 | 1910 | solo |
| Triumph | TT Triumph | 500 | 1912 | solo |
| BSA | 500 Model A | 500 | 1913 | solo |
| BSA | 557 | 557 | 1914 | solo |
| AJS | Military Model D | 61/2 hp | 1918 | solo |
| Swastika | Jap | 600 | 1918 | solo |

1920-1929

| | | | | |
|------------------------|----------------|------|------|------|
| Lennox | Lennox | | 1920 | solo |
| Blue Bird | Blue Bird | 1000 | 1920 | solo |
| France | racer | 350 | 1921 | solo |
| Elliot | Payneham | 500 | 1923 | solo |
| Humber | Model A Sports | 350 | 1923 | solo |
| New Imperial | M1 | 300 | 1925 | solo |
| Norton | 16H | 500 | 1925 | solo |
| Norton | 16H | 500 | 1926 | solo |
| BSA | S.V. | 500 | 1926 | solo |
| Harley Davidson | | 1000 | 1927 | solo |
| Harley Davidson | J Model | 1000 | 1927 | solo |
| BSA | OHV 35 | 350 | 1927 | solo |
| Velocette | KCRSS | 350 | 1928 | solo |
| AJS | M105R | 500 | 1929 | solo |
| Raleigh | 500 OHV | 500 | 1929 | solo |

1930-1939

| | | | | |
|----------------------|--------|-----|------|------|
| Rudge | 500 TT | 500 | 1932 | solo |
| BSA | W35/8 | 500 | 1935 | solo |
| Royal Enfield | 250 | 250 | 1935 | solo |

| | | | | |
|----------------------|--------------|------|------|--------|
| BSA | G14 "V twin" | 1000 | 1937 | outfit |
| Royal Enfield | 225 | 225 | 1937 | solo |
| Velocette | GTP | 250 | 1939 | solo |

1940-1949

| | | | | |
|------------------------|-----------------|------|------|--------|
| Matchless | G3 | 350 | 1940 | solo |
| Harley Davidson | WLA | 1000 | 1942 | solo |
| Acme | 125 | 125 | 1946 | solo |
| Matchless | G80S | 500 | 1947 | solo |
| J.A.P. | Speedway outfit | 1000 | 1948 | outfit |
| Ariel | Red Hunter | 500 | 1948 | outfit |
| Whizzer | Moped | 138 | 1948 | solo |
| Malvern Star | Autocycle | | 1948 | solo |
| BSA | Bantam D1 | 125 | 1949 | solo |

1950-1959

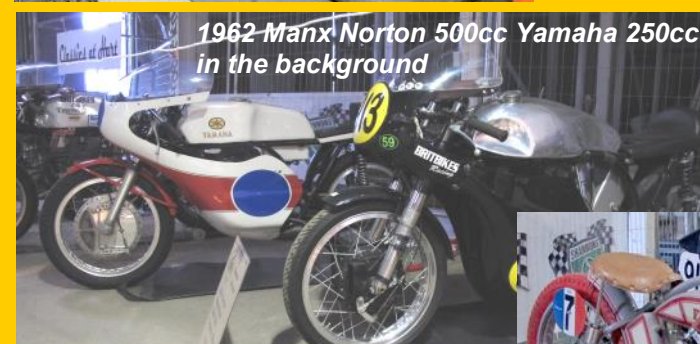
| | | | | |
|-------------------|-----------------------|------|------|--------|
| Tilbrook | No.8 | 200 | 1950 | S/Car |
| Tilbrook | No.5 | 125 | 1950 | solo |
| Tilbrook | No.20 | 125 | 1950 | solo |
| Tilbrook | racer | 125 | 1950 | solo |
| BSA | D1 Bantam | 122 | 1950 | solo |
| Ambassador | Popular | 197 | 1950 | solo |
| Gloria | Moped | 50 | 1951 | solo |
| BSA | Bantam | 125 | 1951 | solo |
| AJS | Export Model 20 Twin | 500 | 1951 | solo |
| Norton | ES2 = Dusting Sidecar | 500 | 1951 | Outfit |
| Tilbrook | Rotary Valve Racer | | 1952 | solo |
| Ariel | NH | 350 | 1952 | solo |
| Matchless | G80S | 500 | 1952 | solo |
| BSA | B31 | 350 | 1953 | solo |
| Tilbrook | | 197 | 1953 | solo |
| AJS | 10R Project | 500 | 1954 | solo |
| Vincent | Black Shadow Series C | 1000 | 1954 | solo |
| James | K7 Captian | 197 | 1954 | solo |
| James | Cotswold | 225 | 1955 | solo |
| Excelsior | Auto-Byk | 98cc | 1955 | solo |
| AJS | 18CS | 500 | 1955 | solo |



1932 Works Rudge TT 500cc



1954 James 197cc K7 Scrambler



1962 Manx Norton 500cc Yamaha 250cc
in the background



1960 Fuji S60 1 B 200cc



1921 France Racer 350cc



1904 Sphinx Tri-car

Editor's Pick

| | | | | |
|------------------|-----------------|-----|------|--------|
| AJS | 18CS | 500 | 1955 | solo |
| Triumph | TRC | 650 | 1955 | outfit |
| Maico | Maicoletta | 250 | 1956 | solo |
| BSA | Road Rocket 650 | 650 | 1956 | solo |
| Vespa | VN2T | 125 | 1956 | solo |
| BSA | Gold Star | 500 | 1956 | solo |
| Tilbrook | Prototype | 200 | 1956 | solo |
| BSA | Gold Star | 250 | 1956 | solo |
| BSA | Bantam Major | 150 | 1956 | solo |
| Lambretta | LD150 | 150 | 1957 | solo |
| Triumph | Tiger Cub | 200 | 1958 | solo |
| Matchless | G80S | 500 | 1958 | solo |
| Velocette | LE MK3 | 192 | 1958 | solo |
| Triumph | Tiger 110 | 650 | 1959 | solo |

1960-1969

| | | | | |
|--------------------|------------------|-----|------|------|
| Lambretta | Li150 | 150 | 1960 | solo |
| Fuji | S601B | 200 | 1960 | solo |
| Fuji | s601B | 200 | 1960 | solo |
| Vespa | VNB | 125 | 1961 | solo |
| Lambretta | TV175 | 175 | 1961 | solo |
| Honda | CB72 Racer | 250 | 1961 | solo |
| BSA | A10 | 650 | 1962 | solo |
| BSA | Rocket Gold Star | 650 | 1963 | solo |
| Honda | Cub 50 | 50 | 1964 | solo |
| Honda | C77 Dream | 305 | 1964 | solo |
| Puch | SG250 | 250 | 1966 | solo |
| BSA | A65 Thunder Bolt | 650 | 1966 | solo |
| Fuji | S601C | 200 | 1966 | solo |
| Honda | SS125A | 125 | 1967 | solo |
| Triumph | T120R | 649 | 1967 | solo |
| Honda | CL90 | 150 | 1967 | solo |
| Ducati | 250 Mk3 | 250 | 1967 | solo |
| Bridgestone | twin | 175 | 1967 | solo |
| Bultaco | Metrella | 250 | 1968 | solo |
| Honda | CB175 | 175 | 1968 | solo |



End of Event BBQ at Hart's Mill

On Saturday the 19th of November a group of exhibitors from 'Classics at Hart' met on the waterfront outside the old Hart's Mill for a celebratory BBQ. The group enjoyed a lunch in the shade on a perfect day. A small selection of bikes rolled up including the Club Captain's newly acquired BSA Road Rocket 650, Rudi's V7 Moto-Guzzi ('Classics at Hart' exhibit) and the Editor's recently refurbished Triumph 350cc.



Graeme & Bob work the grill



Beeza
Guzzi
Trumpy
Yammy
Kwaka

| | | | | |
|-------------------|-------------------------|--------|------|--------|
| Jawa | Speedway | 600 | 1969 | solo |
| Kawasaki | W1 | 650 | 1969 | outfit |
| Suzuki | T250 | 250 | 1969 | solo |
| Triumph | TRC | 650 | 1969 | outfit |
| 1970-1979 | | | | |
| Motobi | Imperiale Sport | 125 | 1970 | solo |
| Motobecane | H40VLC Moped | 50 | 1970 | solo |
| Kawasaki | H1 500 | 500 | 1970 | solo |
| Triumph | Tiger 650 | 650 | 1971 | solo |
| Honda | 750 Four | 750 | 1971 | solo |
| Suzuki | GT500 | 500 | 1971 | solo |
| Suzuki | Stinger | 125 | 1971 | solo |
| Lambretta | GP | 230 | 1972 | solo |
| Ducati | 450 Sport | 450 | 1972 | solo |
| Suzuki | GT750K | 738 | 1973 | solo |
| Suzuki | SP370 | 370 | 1973 | solo |
| Honda | Benly | 110 | 1973 | solo |
| Kawasaki | KX125 | 125 | 1973 | solo |
| Yamaha | DT125 | 125 | 1973 | solo |
| Moto Guzzi | V-7 Sport | 750 | 1973 | solo |
| Honda | CB750 | 750 | 1974 | solo |
| Norton | Commando | 850 | 1974 | solo |
| MV Augusta | Sport | 175 | 1974 | solo |
| MV Augusta | GT | 175 | 1974 | solo |
| Moto Guzzi | GT850 | 850 | 1974 | solo |
| Jawa | 559 | 250 | 1974 | solo |
| Jawa | One Wheel Trailer | PAV-41 | 1974 | |
| Honda | 750 Four Police Special | 750 | 1974 | solo |
| Triumph | T160 Trident | 750 | 1975 | solo |
| Moto Guzzi | 750 | 750 | 1975 | solo |
| Yamaha | RD350B | 350 | 1975 | solo |
| Ducati | 900 SS | 900 | 1976 | solo |
| BMW | R100 | 1000 | 1977 | outfit |
| Suzuki | GS750 | 750 | 1977 | solo |

| | | | | |
|----------------|--------------------|------|------|--------|
| Triumph | T140 | 750 | 1977 | solo |
| Honda | PA 50 Camino Moped | 50 | 1977 | solo |
| Honda | CX500 | 500 | 1978 | solo |
| Yamaha | 500XT | 500 | 1978 | solo |
| Yamaha | XS 1045 | 1045 | 1978 | Outfit |
| Honda | CBX1000 | 1000 | 1978 | solo |
| Triumph | Bonneville | 750 | 1979 | solo |

1980-1989

| | | | | |
|----------------|-----------------------|------|------|-------|
| BMW | R100 | 1000 | 1980 | S/car |
| BMW | R100RS | 1000 | 1981 | solo |
| Honda | Police Special CB750K | 750 | 1982 | solo |
| Honda | CB1100F | 1100 | 1982 | solo |
| Ducati | Pantah SL | 500 | 1983 | solo |
| Laverda | Jota | 1000 | 1984 | solo |
| Suzuki | Suzuki GSX750SE | 750 | 1984 | solo |

1990-2000

| | | | | |
|------------------------|----------|------|------|--------|
| BMW | K100RS | 1000 | 1992 | solo |
| Suzuki | VX800 | 800 | 1993 | solo |
| Harley-Davidson | Heritage | 1200 | 1994 | outfit |
| Jawa | Soeedway | 500 | 1996 | solo |
| Harley-Davidson | V-Rod | 1200 | 2000 | solo |

Other Exhibits

| | | | | |
|-----------------|-------------------------|-----|------|--|
| Tilbrook | Spare Race motor | | | |
| AJS | Model 18 cut away motor | 500 | 1951 | |



1953 Velocette LE Mk 3
dreams of a drag race
with a 1971 Kawaski H1
500

NEW MEMBERS



A welcome to the club is extended to...

| | | | | |
|------|-----------|-------------|-------------------|------|
| 1036 | Paul | Turner | Highgate | 5063 |
| 1037 | Johnathon | Treen | Rosewater | 5013 |
| 1038 | Louis | Peilschmidt | Mile End | 5031 |
| 1039 | Leon | Pitman | Coromandel Valley | 5051 |
| 1040 | Warren | Taylor | Oakden | 5086 |
| 1041 | Michael | Grigg | Parkside | 5063 |
| 1042 | Andreas | Roedlach | Sellick's Beach | 5174 |
| 1043 | Mark | Worgen | Semaphore | 5019 |
| 1044 | Steven | Taylor | Thebarton | 5081 |

CLUB MERCHANDISE

T-shirt \$25
Windcheaters \$35

see Bob at the
General Meetings to
place your order

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

Extra Large

Ladies Tshirts available in

Small

Medium

Large



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

Suzuki front brake master cylinder. Recently restored Suit early 70s Suzuki single disc front brakes-eg **GT125, 185, 250, 380, 500 & 550 etc** Requires a 14mm piston kit.. \$50.

Charles **0466 863 932.**

BSA Gold Star 500cc DBD34

Ex Stan Ayres '62 motor in '57 frame with all spares \$32,000

Paul Klopf **0422 042 291**

Pair of Dunlop TT100s 4.10 x 19

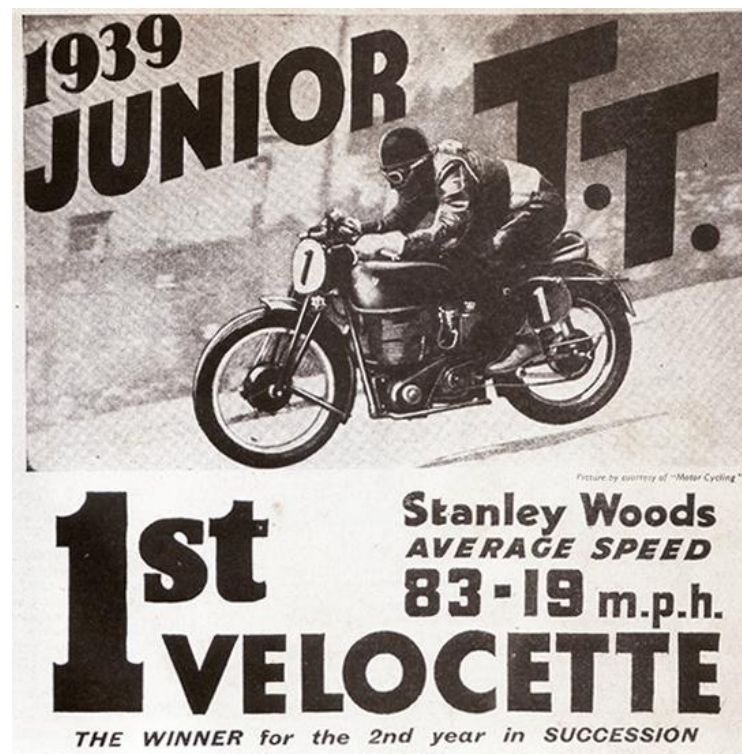
one near new, the other not so new, but has plenty of tread left.
\$40 the pair.

0466 863 932

WANTED

Auto-cycle to restore

Brian **0459 673 602**



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 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 8298 7545 magazine@classicowners.org or

Charles Oliver editor@classicowners.org

-submit ads in writing at general meetings

-post ads to PO Box 642 Plympton, South Australia 5038.

Ads placed on the website will 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

PO Box 642 Plympton, South Australia 5038

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



OFFICE BEARERS 2015- 2016

PATRON: Gary Johanson

President Bob Cole 8337 7065 president@classicowners.org

Vice President Robert Freeman jnr 0412 716 353

merchandise@classicowners.org

Secretary Ross Edwards 8296 0640 secretary@classicowners.org

Treasurer Graham Riley treasurer@classicowners.org

Club Captain Charles Oliver 0466 863 932 editor@classicowners.org

Deputy Captain Martin Mace 0423 332 410

Social Sec Barry Young 0419 858 871

Member Sec & Librarian

Lew Hylton 8449 7470 / 0488 800 857 lewronda@adam.com.au

Photographer David Byford

Federation Rep Robert Pud Freeman

MAGAZINE & WEBPAGE

Mag Editor Trevor Jones 8298 7545 magazine@classicowners.org

Web Editor Geoff Woodberry

HISTORIC REGISTRATION

Machine Registrar Bob Finnie 0411 687 666

South Rob Williams 8277 8374

North Charlie Brown 8248 6064 or 0401 742 117

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 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 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



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

www.classicowners.org



CLASSIC
COURIER

is published 4 times a Year

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

DEADLINE FOR

March – May 2017
General Meeting last week
in February

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

*please send an e-mail to
Lew Hylton lewronda@adam.com.au*

