

THE CLASSIC OWNERS MCC/INC CELEBRATES 50 YEARS

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 2013

Yes Miss, your renewal of your COMCC membership means your Classic Registration is all in order, but since this is 2017, I'm still going to nick you for not wearing a helmet.

RENEW YOUR COMCC MEMBERSHIP NOW!

CLASSIC COURIER
THE CLASSIC OWNERS MCC/INC

MARCH - MAY 2017

Immaculate Beeza checks in on fog book day.

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

CLASSIC COURIER
THE CLASSIC OWNERS MCC/INC
SEPTEMBER - NOVEMBER 2013

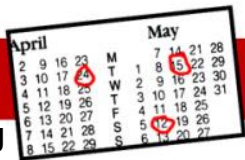
CLASSIC COURIER
THE CLASSIC OWNERS MCC/INC

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

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

CLASSIC COURIER
THE CLASSIC OWNERS MCC/INC
MARCH - MAY 2014

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/>

2 April *ATAJARA MCC COLLINGGROVE HILL CLIMB* details
www.atajara.org.au/Hillclimb or Chris 0484 060 777

9 April *Gawler to Barossa Vintage & Veteran Run* info Trevor Unsworth
08 8289 5010 or 0402 891 891

Rock & Roll Rendezvous Birdwood Mill entries close 31 March
rocknrollrendezvous.com.au or 8568 4022

28 May *2nd Coast to Coast* Hart's Mill to Glenelg Run entry info.
Rob Harris (Morris Club of SA) 0419 804 169
P.O. Box 372 Greenwith 5125 robsaddress@hotmail.com

MOPED RUN DATES

2 April : *Annual Moped Marathon* –

Start/finish Totness Inn Mt. Pleasant Meet 9.00am for 9.30am start .

4 June : *Strathalbyn Run* -

Start/finish Goodyear Tyre Depot Rankine St. Strath.

Meet 10.00am for 10.30am start.

6 August: *Williamstown Wander* -

Start/finish Williamstown Oval Meet 10.00am for 10.30am start.

8 October: *Mt. Barker Burble* -

Start/finish Lion's Club Car Park Flaxley Rd. Mt. Barker Meet 9.30am for 10.00am start.

3 December: *Adelaide Beach Run* -

Start/finish Birkenhead Tavern Port Adelaide. Meet 9.30am for 10.00am start.

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 10.00 am start

1st Wednesday of the month

3rd Tuesday of the month

Ride destination decided on the day

WEEKEND RUN DATES

Run Dates for this Quarter

5 March to Mannum

9 April Ride to Goolwa meet Caltex servo Top of Taps 9:30 for 10am.

30 April Ride to Strathalbyn meet Hazelwood Pk 9:30 for 10am.

28 May Ride to Yankalilla meet Caltex servo Top of Taps 9:30 for 10am.

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



GENERAL MEETING GUEST SPEAKERS

APRIL MEETING

Murray Johnson will speak to the club about the recent Sellicks Beach Races



DON'T GET NICKED

Membership Renewals

Support your club by renewing your membership now

- keep your Historic Rego valid
- avoid possible increase in fees next year
- avoid having to rejoin after 30th June
- avoid that endless queue at the June General Meeting

Pay at General Meetings or by post

Treasurer COMCC

PO Box 642 Plympton, South Australia 5038
(include a renewal form available at meetings or print from www.classicowners.org)

FROM THE CHAIR



Hi and a happy New Year to all,
The Christmas BBQ was again a great day, and I would like to thank all who helped on the day and organised the show. We are certainly lucky to have members who put in to make our functions a success.
The Courier (see page 7 and 8) and the website have published the proposed changes to the club's Constitution. Members will also be sent a copy with a preamble by mail. It is anticipated this will be sent in April and the meeting to vote on the changes will be held at the May meeting.
Our General meetings are being well attended, and we need to thank Barry Young for organising the speakers and presentations for the meetings. The rides are well attended, weather permitting. I would suggest members have a look at our website, Charles, Trevor and Geoff Woodberry have done wonders.
You may or may not be aware of changes being proposed by the Department of Transport re- Historic rego. (see pages 5 and 6). Very little will affect our members except some modifications will be allowed, and the rolling 30 year age qualification will be back. Your Secretary has replied that the COMCC welcomes the proposed changes.
Let's hope for another successful year. Regards **Bob Cole President**

EDITOR'S COMMENTS



The reports in this quarter's **Courier** show the club has made an excellent start to 2017. Mopeds, Mid-week and Weekend rides have all had good turnouts in spite of some unseasonal weather for the middle of summer.
Proposed changes to the conditions of Historic Registration are detailed in the letter from the Minister printed in this edition on pages 5 and 6. It all looks like good news for members with Historic Registration: less paper work and a boost to the value of your 1979-1987 bikes!
The Committee is putting forward for discussion several changes to the club's constitution to bring the document up to date. Members are encouraged to read over the proposed changes detailed on pages 7 and 8, in preparation for a vote at the May General Meeting.
Members are having success with advertising items for sale via the club website classicowners.org. Any ads placed in the magazine also go on the web.
There's plenty of good weather ahead, so don't forget photos or an article from your next ride for the **Courier**. **Trevor Jones Editor**

PROPOSED CHANGES TO HISTORIC REGISTRATION!

It seems at long last there are moves to revise the current Historic Registration regulations.

The Minister Stephen Mulligan was quoted in the Advertiser on the 19th December 2016, outlining proposed changes expected to take effect 1 July 2017.

The club received a letter (printed below) dated the 4th January 2017 from the Minister seeking feedback from the COMCC about the proposed changes. The committee at their January meeting directed the secretary to respond to the Minister endorsing the changes. The official relaxation of the rules around Historic Regulation and particularly the definition of an 'Historic vehicle' means it will be left to the individual club. President Bob Cole told the January General Meeting COMCC rules meant that our club will retain the right to only register machines that satisfy the aims of the club, after an initial inspection.

Dear The Classic Owners Motorcycle Club Inc South Australia
The State Government is removing red tape to allow more classic vehicle lovers to enjoy their hobby out on the road.
Widespread changes and simplification to the Conditional Registration scheme for Historic Vehicles, Prescribed Left Hand Drive Vehicles and Street Rod Vehicles (the scheme) are under consideration to remove restrictions currently preventing thousands of motoring club members to gain access to the limited 90 day registration scheme.
Under current laws, historic vehicles are not allowed to be modified from their original manufacturer's specification to any significant extent. Over time the scheme has allowed limited modifications and implemented a detailed code of practice, highlighting the endorsement of restricted modifications. However, many clubs continue to assess vehicles differently due to the scheme's complexity.
Even slight modifications, such as a CD player or air conditioner, and those that are period accessories for the era can keep them off the roads. The same restriction also prevents vehicles which have had safety upgrades, such as better braking systems. Left Hand Drive vehicles can also be prevented from being registered when modified, even on regular registration.
As a key stakeholder in this scheme, I seek your members' input on the following principles of revisions to the scheme:

1. Allow vehicles, modified from their original design, to enter the scheme. This change will provide flexibility to allow owners to improve the ride, handling and safety of these classic vehicles, as well as cosmetic enhancements. The registration scheme will no longer dictate the types of modifications permitted, merely remove this requirement altogether.
2. Move away from a fixed cut-off date of 1979 to a rolling 30-year vehicle age for eligibility to enter the scheme; for both right hand and left hand drive vehicles.

3. Make changes to the Code of Practice to decrease the necessity for motoring clubs to undertake vehicle inspections; reducing the administrative burden of the scheme. This would remove the need for both initial inspections upon scheme entry and all 3 yearly inspections. However, in all cases, there will remain the ability for the Registrar or motoring clubs to request vehicle inspections on an as-needed basis. This will enable clubs to uphold their constitutional values.
4. Remove the need for annual statutory declarations.
5. Reduce limitations which ban left-hand drive vehicles with safety improvements, such as updated braking systems. This will allow modifications to LHD vehicles and will treat them the same as RHD vehicles currently on the road.
6. Not introduce a registration component for the fees paid for vehicles to enter the scheme. It is expected the fees will remain consistent with the current \$90 annual cost which does not include a registration component but covers Compulsory Third Party insurance, the Emergency Services and Lifetime Support levies, and other administrative charges. These fees are generally reviewed in July each year.

The changes outlined above will aim to make the scheme more consistent with other schemes in place around Australia.

Vehicles with modifications such as major engine upgrades or major structural changes will still be required to undergo safety inspections and obtain relevant approvals from the Department of Planning, Transport and Infrastructure (DPTI) to gain access to the road network.

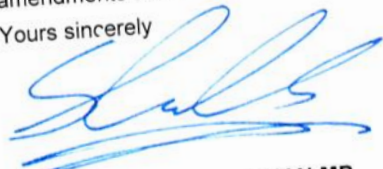
Information bulletins, issued by DPTI, currently exist defining the difference between a minor and a major modification which the majority of your members are aware of; as are the inspection and approval process via inspection centres such as Regency Park.

Following a consultation period, it is expected that legislative changes will be finalised to take effect from 1 July 2017.

I encourage your members to provide feedback to me on the proposed changes outlined in this letter, via your club, the Federation of Historic Motoring Clubs South Australia Incorporated, The Australian Street Rod Federation Incorporated (the Federations) or the Street Machine Association of South Australia (SMASA). Alternatively, feedback can be provided directly to the DPTI email address DPTI.RegistrationPolicy@sa.gov.au.

We are seeking all comment regarding the proposed changes to the conditional registration to be more flexible and accessible for historic vehicles by 2 February 2017, where amendments will be drafted for approval.

Yours sincerely



HON STEPHEN MULLIGHAN MP
MINISTER FOR TRANSPORT AND INFRASTRUCTURE
4 January 2017



Proposed changes to Club CONSTITUTION

The COMCC committee is proposing the following changes to the club's constitution to bring the document up to date. The main changes are:

- to the number of Life members able to be elected, to take into account the number of members now eligible.
- to streamline the way payments are made to take into account current forms of money transfer.
- the addition of electronic (e-mail) forms of contact to save postage costs.

Members are encouraged to consider these changes to be voted on at the General Meeting in May.

Classic Owners Motor Cycle Club: Changes to Constitution

Recent events have highlighted the need to review the Constitution, last submitted to the Office of Consumer and Business Affairs in September 2005.

The following amendments are proposed:

Clause 3.5.4. **Life.** Delete the second and third sentence

Life membership may be conferred only at an Annual General Meeting and must be passed by **special resolution**. Only one (1) member per year may be elected.

and replace with the following

Life membership may be proposed by any member using The Club Nomination Form and submitted to The Executive two months prior to the AGM for consideration. Life Membership may be conferred only at an Annual General Meeting.

Clause 3.7. **Admission to Membership.** Delete 3.7.1 - 3.7.4

3.7.1 Their application has been proposed and seconded by two (2) financial full members

3.7.2. Their application form is properly completed and presented to a General Meeting

3.7.3 Their application is approved by the committee and conferred on the applicant at the next General Meeting.

3.7.4 The appropriate fee and subscription are paid.

and replace with the following

~~3.7.1. The application form has been completed, nominated and seconded by two (2) financial members and appropriate fees paid.~~

3.7.2. The completed form is submitted to The Committee for consideration.

3.7.3. The approved applicant is presented to a General Meeting.

Clause 4. **SUBSCRIPTIONS.** Delete clause 4.3.1

4.3.1. Members who qualify as Commonwealth Concession Holders.

Clause 4. **SUBSCRIPTIONS.** Delete clause 4.3.1
~~4.3.1. Members who qualify as Commonwealth Concession Holders.~~
and replace with the following
4.3.1. Members possessing a concession card

Clause 5. **THE COMMITTEE.** Delete clause 5.1.2
5.1.2. The Executive is comprised of the President, the Vice President,
the Secretary and the Treasurer.
and replace with the following
5.1.2. **The Executive** is comprised of the President, Vice President, Secretary, Treasurer and the Machine Registrar.
Clause 5.2.5. **The Treasurer** Delete the second sentence
~~The treasurer receives all monies and issues receipts, banks all monies as soon as practicable, pays accounts by cheque signed by any two of the President, Secretary or Treasurer.~~
and replace with the following
The Treasurer receives all monies due to The Club, issues receipts, banks all monies as soon as practicable, pays accounts authorised by any two of the Treasurer, Secretary or President.

Clause 8. **MEETINGS.** Delete clauses 8.1 and 8.2
8.1 General Meetings are conducted monthly
8.2 Committee Meetings are conducted monthly or as required.
and replace with the following
~~8.1. General and Committee Meetings~~ are conducted monthly or as required.
And change all clause 8 numbers to accommodate the above amendments (8.3 becomes 8.2, 8.4 becomes 8.3, 8.5 to 8.4 8.6 to 8.5, 8.6.1 to 8.5.1 and 8.6.2 to 8.5.2.
Clause 8.4 (now 8.3) **A Special General Meeting**
In the fourth sentence after the word 'post' add the following:
' , email or as posted on The Club website'
Clause 11. **AMENDMENT OF CONSTITUTION**
11.1.2. Delete the words 'by post' and substitute with 'in writing.'
Clause 12. **DISSOLUTION.** Remove space after DI

If you want to read the complete Constitution and Rules of the COMCC they are available in full on the club website classicowners.org . If you don't have access to the internet contact a committee member.
Every member will receive notification by mail of the meeting in May to vote on changes to the constitution. This is a requirement of the constitution, that all members be notified by a letter.

MOPEDS PLUS Enquiries: Warren 8388 1770
Alan 8295 5097



Adelaide Beach Run 4th December 2016

Motorcycles

Alan Wallis 1985 Kawasaki 250cc	Warren Duncan 2002 Honda 250cc
Lew Hylton 1980 BMW 1000cc s/c	Kym Miller 1978 Suzuki 370cc
David Saint 1957 BMW 250cc	Peter Arriola 1957 James 150cc
Trevor & Susan Jones 1952 Matchless 500cc	
Joe Betschart 1986 MZ 500cc	Larry Clarke 1903 FN 149cc
John Powell 1962 BSA 175 cc	Aron Davis 1969 BSA 175cc
Rob Smyth 1970 Motobecane 50cc	moped
Graham Riley 1956 Vespa 125cc	scooter



The weather forecast for the day was a warm 30 degrees with a chance of a shower during the day. However on arrival at the start we were greeted by a dust storm and strong wind gusts. When the wind stopped the steady rain began and continued throughout the morning. Nevertheless 13 starters got underway on time, accompanied by Charlie Brown with car and trailer providing our traditional back- up service. To raise the general standard of the event Bob Finnie, who obviously had some better knowledge of the weather approaching, followed in the comfort of his 1977 Rolls Royce Sedan. Not far into the journey the wet weather took its toll on the magnificent little FN machine and belt-slip limited progress to the extent that it had to return to the start. The rest of the ride went well and there were no further machine failures. Most riders got fairly wet but the surprise of the day was that everyone finished the journey to Glenelg and return using the same route!

The marshalling of the route was excellent throughout and this no doubt played a significant part in this success. After changing rather damp apparel 13 riders attended a prearranged indoor table and enjoyed a very nice lunch in the Birkenhead Tavern before setting off for home. We thank those who marshalled the corners in the difficult conditions, Charlie Brown for his usual back-up service and Alan Wallis for keeping an eye out for any stragglers. With some sadness to finish off our Moped year we received the news during the morning that Robert (Pud) Freeman had been involved in a serious fall from his bike on the previous day. We acknowledge receipt of an apology for his non-attendance at the Beach Run. Pud usually attends these events and is a very willing marshal when help is required. We wish him a speedy recovery from his injuries. See you all next year.



Larry Clarke's beautiful 1903 149cc FN. The way it started the run, I'm sure it would have finished if the weather had not intervened.

I doubt the SA Tourist Bureau will be using this shot to promote Adelaide in summer.



Drying out in the Birkenhead

David Saint's tidy 1957 BMW 250cc

Warren Duncan writes...

Now just for an interesting bit of history. This whole Moped thing started when a group of crazy motorcyclists decided to have a big day out on auto-bikes and ride from Birdwood to the Barossa and back. The whole thing grew from there, and a lot of older and smaller bikes joined the group to watch the fun. This event was held in April each year and was called 'The Moped Marathon'.

Subsequently this group started conducting events every other month to satisfy the new appetite for this type of entertainment. But we kept the title 'The Moped Marathon' for our 2nd April run. About 16 years ago the original Moped fanatics applied to conduct their activities as part of the COMCC calendar.

Three years ago because of clashes with much larger events at Birdwood, we were forced to change to another location as a starting point for the marathon. The general theme is unchanged with almost the same distance covered in the day. We are made very welcome by the Totness Inn at Mount Pleasant where we have a very nice afternoon tea at the end of the day's proceedings.

Targa Hindmarsh - Sunday 5th February 2017

Participants

<i>Alan Wallis 1950 Tilbrook 197cc</i>	<i>David Saint 1978 Honda 500cc</i>
<i>Warren Duncan 2002 Honda 250 cc</i>	<i>Peter Arriola 1957 James 150cc</i>
<i>Paul Knapp 1957 Triumph 650cc</i>	<i>John Powell 1969 BSA 175cc</i>
<i>Rob Smyth 1970 Motobecane 50cc Moped</i>	<i>Ian Voysey 1947 Malvern Star 98cc Autobyk</i>

The weather forecast promising uncomfortably hot and humid conditions followed later in the day by heavy rain, obviously contributed to the low number of entries. However the rain did not eventuate at Goolwa until late evening and apart for some showers experienced by riders returning to the Adelaide area at the end of the event, no one got wet. As usual the coastal winds in the Goolwa area made things a bit interesting for the smaller machines.

Unfortunately apologies were received from Rob (Pud) Freeman, Roger O'Loughlin, and Don Jennings prior to the start. These three regulars are very reliable marshals at Moped events. However their absence was overcome with the help of Paul Knapp and David Saint who marshalled as required.

Ian Voysey's legendary Malvern Star Autobyk was the only casualty for the day. After an outstanding performance at its last Moped Plus appearance this machine was struck by the curse of the Goolwa overbridge incline, about half a kilometre from the start, and retired for the day!

The bikes followed the traditional routes to the Murray Mouth in the morning and after lunch to North Goolwa, Middleton, and back through Goolwa. For a bit of variety we stopped off at the barrage at Goolwa and took the walk out over the structure to the lock and watched the seals and water birds as they collected the fish tumbling over the weir, a very worthwhile variation.

Being clad in uncomfortable unventilated wet weather gear in anticipation of the rain was a bit of a pest but nevertheless it was a good day.

Our thanks go to the marshals and to John Mikutta for towing the back-up trailer with his car.

NEXT RUN: 24th Annual Moped Marathon – Sunday April 2nd 2017

MEET: 9.00 for 9.30am start. Rear car park, Totness Inn -- Mt. Pleasant

RUN: Morning - Mt Pleasant/Williamstown/Springton/Angaston (lunch)

Afternoon –Angaston//Kyneton/Eden Valley/Springton/Mt. Pleasant.

Total distance Approx. 115 km.

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

WEEKEND RUNS



Ride to Victor Harbor Sunday 27th November 2016

Gary Priest 1971 Honda CB750
Darryl McWaters 1971 Honda CB750
Ray Chappell 1976 Kawasaki Z650
Charles Oliver 1967 Triumph T120R
Graham Riley 2008 Kawasaki Vulcan
John Groeschel 1985 BMW R65
Peter Routley '94 Kawasaki ZZR1100
Kym Miller 2013 Triumph T100

Rosco 1971 Honda CB 750
Michael Ryan 1968 Honda CB450
Alan Kernich 1976 Triumph T140V
Gail Yates 2011 Harley Dyna
Trevor McDonald Moto Guzzi V7
David Saint 2001 BMW F650GS
Bernie Burton 1995 Suzuki 600
Ken & Lorna Hartland CAR

15 riders congregated at the Caltex Servo, Top of Taps on a perfect day for a ride to the agapanthus capital of the world. Plan B came into operation fairly quickly, as everyone reminded me that it was schoolies week and that Victor would be awash with excited teenagers. I heard on the radio earlier in the morning that the police were targeting middle-aged men flocking to Victor for the schoolies festivities, so not wanting to appear as a toolies day out, we changed our destination to Middleton.

First stop the Cottage Bakery in McLaren Vale. Heading south down Main South Rd, we turned left down Patalatinga Rd, onto Coxs Hill Rd and into Clarendon. As we hit the 50km speed limit, I watched my left hand air filter spinning down the road and into the bushes. I pulled over to pick up the pieces and the bike fell off the side stand. Luckily, it's a Triumph, so no damage was sustained. Running one carburettor open, I restarted and crawled past the unmarked police speed camera just ahead at the side of the road. We turned right at Bakers Gully Rd, down Blewitt Springs Rd and into McLaren Vale to the bakery where we discovered that we had picked up some extra riders from the Triumph Riders Club who were following 'some bloke with a backpack riding a Triumph'. A handful of our riders opted out at this stage, but we had picked up another rider who wanted to tag



along. Meanwhile, Alan Kernich had produced some string, so I could secure the air filter canister temporarily and ride fully filtered again. Leaving McLaren Vale we headed up Willunga Hill onto the Victor Harbor Rd and then right at Pages Flat Rd until almost Myponga where we headed south down Hindmarsh Tiers Rd. I'd never been down this road before and will certainly return, as there was no traffic at all on this section until we met up with the Victor Harbor Rd again at Hindmarsh Valley. Just before Victor we turned left to Middleton and past the police drug & alcohol unit, who were testing an L-plate motorcyclist and probably weren't bothered testing all our lot, so we were waived through and eventually pulled over for lunch at the bakery opposite the pub in Middleton. Our tail-end Charlies, Ken and Lorna, opted out at this point to visit Victor Harbor remembering their meeting 60+ years ago, ain't love a wonderful thing, and we lost Rosco – maybe he didn't like the planned route home(?). After lunch we cut across behind Goolwa airport, met up with the road to Strathalbyn and deviated along Bull Creek Rd regrouping at the Meadows servo on the main junction.



Christmas Murray Punt Run - Sunday Dec 18th 2016

We had another decent turnout for this run which started at the Lions Club car park in Mt Barker on a glorious Sunday morning. Roger O'Loughlin kindly volunteered to don the yellow jersey and act as tail-end Charlie. We set off and headed to Wellington via Langhorne Creek, where we stopped at the Courthouse Café right next to the ferry terminal for refreshments.

Charles Oliver 1967 Triumph T120R

Gary Priest '71 Honda CB750

Phil Reeves '74 Moto Guzzi 850GT

Bob Cole '09 Suzuki Bandit 1200

Ray Chappell '92 Kawasaki 1100 Zephyr

Gail Yates '11 Harley Dyna

Rosco 2008 Honda Blackbird

Alan & Jenny Kernich '85 BMW R80

Roger O'Loughlin '94 Suzuki GR650

Geoff Pascoe '12 Bimota TESI 3D

Victor Poulton Honda CTX

David Saint '12 BMW R1200RT

Mick Hayes '16 Suzuki Savage 650

Wayne Williams '08 Yamaha XVS650A

Lou Peilschmidt '98 Yamaha Virago 1100



Over on the east bank we met up with Ray Chappell and Lou Peilschmidt who had been camping in the Coorong. We then headed to the Jervois ferry where we crossed back over to the west bank and continued into Murray Bridge over the bridge and along Burdett Rd to the Mannum ferry. After crossing to the west bank, we stopped for an excellent lunch at the Pretoria Hotel. The hotel was very popular that day with many patrons lunching outside with Harleys abundant in the car park as well as on T-shirts inside. Several riders opted to refuel before leaving Mannum and a few bailed out and returned home. Eventually, we headed north to the Purnong ferry and crossed to the east bank and continued to Walker Flat. A few kilometres out, I went onto reserve and after some spluttering the left pot cut out and I limped into Walker Flat looking to fill up. Would you believe it, there was a notice on the general store saying that the proprietors had gone on holiday at 10am that morning and would return sometime in January! Alan Kernich gave me 3 stubbies of fuel to be getting on with as I searched for petrol. Luckily there was another small store open a couple of kms down the road

and a few of us took the opportunity to fill up. Off we went to Mt Pleasant and onto Birdwood, where a few riders turned south to return home. The rest of us headed down the Gorge Rd and pulled over at the Kangaroo Creek lookout for a final break. Alan Kernich was concerned that he might run out of fuel, so I repaid his earlier favour by decanting a couple of stubbies of fuel to keep him going. That Hahn Super Dry bottle came in handy.



From the start at Mt Barker to the end at Gorge Rd was 250kms+, so it was a fair ride especially if you then add on the extra distance getting to the start and returning home again. There are a couple of more photos published on the website – [see under menu Photographs/Club Runs.](#)



Sunday 29th January 2017

A dozen riders were congregated at Hazelwood Park eager to get started before the day got too hot. The ride's scheduled start was an hour earlier than usual in anticipation. Two riders brought out their air-cooled historic bikes, three were riding 80s wannabees (soon-to-bees?) and the rest of us were on an assortment of modern machinery. Kim's trophy winning TT500 was probably the pick of the bunch. In attendance were:

<i>Gary Priest 1971 Honda CB750</i>	<i>Kim Miller 1977 Yamaha TT500</i>
<i>Charles Oliver 2015 Triumph 675</i>	<i>David Saint Yamaha FZ6R</i>
<i>Don Jennings Suzuki Bandit 1250</i>	<i>Rosco 2008 Honda Blackbird 1100</i>
<i>Gail Yates '11 Harley Dynaglide 1800</i>	<i>Roger O'Loughlin 1984 Suzuki GR650</i>
<i>Eric Clapham 1982 Honda CX500</i>	<i>Tony Mitchell 1987 Honda XBR500</i>
<i>Graham Riley Yamaha V-twin 900</i>	<i>Wayne Williams '08 Yamaha V-twin XVS650</i>

Heading up the track, we turned left at Woods Hill Rd, through Ashton then a right at Pound Rd and Burdett Rd eventually joining up with Lobethal Rd just before Camelot Castle. Pulling over at the junction, I learnt that the Harley went down on the turn into Pound Rd. Thankfully the rider was unscathed and minimal damage to the bike was sustained.

We continued along Lobethal Rd then turned left at Coldstore Rd, Lenswood eventually joining Cudlee Creek Rd and onto the Cudlee Creek cafe where Babette's feast beckoned. Mein hostess didn't disappoint resplendent in animal print and purveyor of arguably the finest egg & bacon roll in the hills.

As we prepared to saddle up, Gary demonstrated his method for keeping cool when he removed a sopping wet quilted vest from a plastic bag, wrung it out and then donned said vest under his webbed motorcycle jacket for the remainder of the ride.

Leaving the cafe we took Gorge Rd, turned right at Tippet Rd and headed towards Kersbrook. Before which, we turned right at Checker Hill Rd through Forreaston and then a right turn onto the Springton Rd just before Williamstown. At Springton a couple of riders refuelled and we stopped again shortly afterwards in Mt Pleasant where a couple of other riders called in to stock up with pasties at the bakery.

Continuing left towards Tungkillo, we rode through Mt Torrens and into Lobethal where the ride dispersed after a final stop at the Amberlight Cafe around 12:30pm. Before departing, Gail took out her summer jacket which was a super light webbed affair with armour at the elbow and shoulders; she also had a wet quilted vest underneath. I tried on the vest and can imagine that it would be very effective under a webbed jacket until it dries out, however long that takes.

We all agreed that the early start was vindicated considering the heat and

everyone was happy to have half the day to do whatever it is that people do when they're not riding motorbikes. Sorry, there were no photographs taken during the ride.

Our next run is on Sunday March 5th, which is the Sunday following the February general meeting, when we will head to Mannum meeting at 9:30 for a 10am start at Civic Park, North East Rd opp. the shopping centre in Modbury. All makes and years of bikes welcome.

Charles Oliver, Club Captain.

MID-WEEK RUNS

Meet at Hazelwood Park, Hawthorn Cres.

Hazelwood Park - all types and makes of motorcycles welcome

Meet at 9.30am for a 10.00am start

1st Wednesday of the month

3rd Tuesday of the month

Ride destination decided on each day

The mid-weekers began the year in fine style with a healthy 20 riders plus for the January Wednesday run. The 40 plus prediction kept me indoors for the Tuesday ride but some hardy souls turned out, Trevor McDonald's photographic evidence is on the right.

2016 finished with a bit of trouble for Alan Kernich's Triumph and his account follows.

A lucky escape

During the recent mid-week return run from Milang, the gang stopped at Meadows to regroup. Someone who had already stopped pointed to the rear end of my Triumph and said words to the effect that "It seems to have developed an oil leak!" And how, there was a large puddle underneath, and the whole rear end was covered in oil thrown up by the chain and wheel. No wonder the thing felt a little vague around the last few corners. No further progress that day.



Alan's 1976 Triumph T140V Bonneville.

After waiting for my friend Ed to return with his ute and my trailer, we carted it home.

The problem was (as expected) a split oil return hose. That's right. Older machines tended to have oil tanks separate from the engine. Mine had literally pumped its oil out onto the road.

On draining the oil tank, I was amazed and very relieved to find that there was still about 150cc of oil left. Just enough to prevent a complete disaster. The lesson from all this is that not replacing 40 year old oil hoses is not wise, and I should have known better. Ah well, it was due for an oil change in any case.



The vital remaining 150cc of oil

The villain of the piece, cracked oil pipe



COMCC 2016 CHRISTMAS BBQ



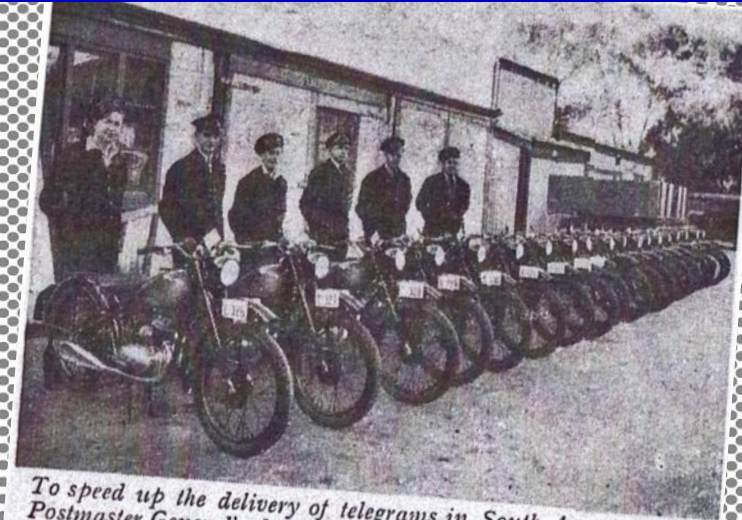
COMCC photographer David Byford snapped members at the 2016 Xmas BBQ.
It can't be too long before Bob and Rosco team up for M.K.R.



FROM THE ARCHIVE



Barry Young found these gems from 1951 editions of the 'Motor Cycle'.
How fast was the delivery if a Beeza Bantam could '...speed up delivery...'?



To speed up the delivery of telegrams in South Australia, the Postmaster General's department has purchased 125 c.c. B.S.A. Bantams. This batch goes to suburban post offices



Who said the English are not interested in food? This Kent signpost shows that we have even named some of our villages after tasty snacks

HERE is the log of a journey from Yorkshire to Surrey and back last Easter as detailed by a reader: (a) Broken high tension lead—two minutes to fix; (b) Broken exhaust valve-spring at Colsterworth—one hour from stopping to continuing journey, including tow to garage, finding and replacing spring; (c) Broken piston at Baldock—bedded down two nights by motor cycling enthusiast, got fixed up Easter Saturday by purchasing reconditioned piston and cylinder at well-known London firm; (d) Arrived at Croydon 1.15 p.m. Sunday, left at 11.45 p.m. Return Journey: (e) Battery went dud in London, lights gradually fading; (f) Hit wall at Woolmer Green, buckled wheel, bent front fork and damaged sidecar—bruised my leg, wife and child unhurt; bedded down by Hatfield police, got fixed up by a motor cycle engineer who lent me the front wheel out of his own outfit to get me home; (g) Timing slipped at Biggleswade, fixed up by me after being given cover from rain for two hours and being given a meal by the people; (h) Lights completely gone; parked on grass verge until daylight; (i) Timing slipped again; two and a half hours to rectify; no further trouble. I am asked to thank the various people who so kindly "helped me (the rider) and my wife and child have an enjoyable Easter." Note the word enjoyable! Some folk are absolutely irrepressible.

2016 M.R.A. TOY RUN

Sunday the 11th December would have to qualify as perfect motorcycling weather, and no doubt it brought out the crowd attending the 38th Annual Toy Run. The starting grid of the V8 track was full an hour before the start and bikes had snaked around the bend and doubled the numbers by the start at 11 o'clock.

A stroll around the assembled bikes and I guessed just about every registered cruiser in Adelaide was lined up with a bunch of toys strapped on for the ride to Callington. Classics were represented by some very nicely kept examples of Japanese 70s and 80s bikes. This year's mount 'de jour' along with the postie bike was the monkey bike. A posse of pretty trick looking customers were lined up at the start. I later passed them on the freeway at more like gorilla speed.

I bumped into John near the start line, taking his BMW 650 on the Toy Run and Paul on his 1200 BMW at the end of the straight. It was beginning to look like the 'Classic Owners BMW Club' a.k.a the Mid-week Run, but later I saw Kym at Callington on his Triumph Bonneville, so combined with my Bonnie it was evened out.

If you don't have a monkey bike, decoration is the way to go. There was hardly a bike on the run whose owner hadn't visited 'Cheap as Chips' to stock up on tinsel and Santa clobber. In one slightly eerie case a singing reindeer head had been strapped to the headlight of a bike. After last year's disappointing break down, I can report the Bonneville behaved itself perfectly and we enjoyed a great ride.

The TV reported 6,000 riders and most were carrying more than one toy. That amounts to a lot of toys in a good cause.

TJ



Big Ted was exhausted before we left



Café Racer Maggot



A nudge in the ribs on a fast corner would be a worry



This bike should be standard Aust. Post issue



Troop of Monkey Bikes



Café Racer Honda Four

NEW MEMBERS

A welcome to the club is extended to...



1049 Jennifer Kernich	Campbeltown	5074
1050 Richard Weber	Kensington Park	5068
1051 Wayne Williams	Crafer's West	5152
1052 Anthony Mildrid	Parkside	5063
1053 Anthony Mitchell	Christies Beach	5165
1054 John Suggate	Morphett Vale	5162

CLUB MERCHANDISE

Mod or Rocker ?



COMCC has
the gear
Hats.....\$10
T-shirts.....\$20

MENS sizes
medium 2XL
large 3XL
extra large

LADIES sizes
small
medium
large

ON SALE
AT
GENERAL MEETINGS

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

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

Parts for BMW R90S

or any 1975, 6 or 7 series BMW
- Barrels & Pistons suitable for
honing or first rebore
- New stainless brake lines x2
- Under tank brake master
cylinder suitable for rebuild
- Bikini faring
Best offers

Detlev 0437 918 221

Side car chassis, springs, wheel
and mudguard. Barn find. Last
fitted 49 Ariel Square 4.
Ian 8277 2920

Lathe Myford (metal) YA760
19mm spindle, 15" centre, 10" swing
3/4 hp motor. Lathe removed from
stand.

Rob Williams 0448 682 974

BV20L Jepson (AUST)

Automatic Feed Metal Lathe
Bore 20mm, Swing 200mm,
Distance between Centres 500mm,
3 & 4 jaw chuck, 2x Steady Support,
Face plate, Metal Bench,
Length 1800mm Width 600mm
\$1150

Terry 0416 836 077

Moto Guzzi 1972 850 Eldorado
Restoration started, much spent.



HONDA

Collection of old Honda Parts

Portion of a Deceased Estate
Mostly Honda C90-Honda Dream
etc.

Seller would prefer to dispose
of the parts as a job lot.

Offers welcome

Warren Duncan (08) 83881770

Complete but needs assembly.
Needs to be registered-US import
Have the required paper work
Eng. No. 053477
\$8,500

Philippe Reeves 8346 3726

TRIUMPH STOCK. TRIUMPH STOCK.

I hold the only Stock of 1908
TRIUMPHS in the North of
England.

Others require 2/3 months' delivery.
PRICE £48 : 0 : 0 NETT.
**Big Stock of Second-hand Motor
Bicycles at clearance prices.**

ALL ACCESSORIES IN STOCK.
ERIC S. MYERS,
"No Worry Depot,"
—BRADFORD.—

HISTORIC REGISTRATION REGULATIONS

Regulations around Historic Registration will change in July 2017, most of the below will apply but check with the Registrar

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 3 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 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



OFFICE BEARERS 2016- 2017

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

ch.brown@bigpond.com

CLUB MEMBERSHIP FEES 2017

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



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

www.classicowners.org



CLASSIC
COURIER

is published 4 times a Year

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

DEADLINE FOR

June– August 2017
General Meeting last week
in May

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

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

