

14th JUNE  
Log Book Day  
22nd JULY  
A.G.M.

Statutory Declaration  
Membership Form  
Nomination Form  
INSIDE

**CLASSIC COURIER**  
THE CLASSIC OWNERS MCC/INC  
JUNE - AUGUST 2014

The Italians always did have fun with wheels

**CLASSIC COURIER**  
THE CLASSIC OWNERS MCC/INC  
SEPTEMBER - NOVEMBER 2014

DON'T FORGET TO RENEW YOUR MEMBERSHIP

I renewed before 30th June

I forgot, I'm unregistered... I could get nicked by the rozzers!

**CLASSIC COURIER**  
THE CLASSIC OWNERS MCC/INC  
MARCH - MAY 2015

Countdown to  
*Classics at Hart*  
Ride & Shine  
2017

LOG BOOK DAY  
3rd JUNE

A.G.M  
25th JULY

**CLASSIC COURIER**  
THE CLASSIC OWNERS MCC/INC  
JUNE - AUGUST 2017

MERRY CHRISTMAS

13 JUNE  
LOG BOOK DAY  
28 JULY  
A.G.M.

Statutory Declaration Form  
Membership Form  
Nomination Form  
Download from 'FOHMS'  
[www.classicowners.org](http://www.classicowners.org)

**CLASSIC COURIER**  
THE CLASSIC OWNERS MCC/INC  
JUNE

**B.S.A**  
MOTOR BICYCLES

For Goodness sake just plug in the GPS!

**CLASSIC COURIER**  
THE CLASSIC OWNERS MCC/INC  
SEPT - NOV 2015

## EVENTS CALENDAR

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

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

### Run / Event organiser

- 25 July** COMCC Annual General Meeting  
**7 October** COMCC 'Classics at Hart' Mill to Mill Ride  
**15 October** 6.30am Strathalbyn Swap Meet Strathalbyn Harness Racing Club Contact Dean 85521042 Mal 0422 078 127 Deidre 0422 078 127  
**26 Sept** Brenton Batt Guest speaker- *Changes to Historic Re*  
**3 Dec** Toy Run NB doesn't clash with COMCC BBQ !

## MOPED RUN DATES

### 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 10.00am start

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

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

*Ride destination decided on the day*



### Your Membership Renewal is due 30 June

Pay at General Meetings or by post

Treasurer COMCC

PO Box 642 Plympton, South Australia 5038

include the renewal form on page 21 or

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

## WEEKEND RUN DATES

### Run Dates

**2 July** Birdwood meet Civic Park opposite Tea Tree Plaza S/C, Modbury 9:30am for 10am.

**27 August TBA**

(Charles will leave it up to the new club captain to select the route)

Charles will give route and destination details at the General Meeting

**STOP PRESS** Route maps now on [www.classicowners.org](http://www.classicowners.org)



### GENERAL MEETING GUEST SPEAKERS

**June** 'Classic Bike 4' David Byford's new film

**July** No speaker AGM

**August** SAPOL Marshalling Course

**Sept** Brenton Batt



*The long awaited and sensible revision of the Historic Regulation will come into force on the 1st July 2017.*

*- return to the rolling 30 year eligibility (1986 bikes will be eligible)*

*- no Stat. Decs. or 3year inspections.*

*Brenton Batt from the Transport Department will return to the COMCC at the September General Meeting will tell us the implications of the changes and answer questions about the new regs.*



# A.G.M

The COMCC Annual General Meeting will be held 25 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.

## FROM THE CHAIR



Hi All Members:

I would like to start this report by thanking all the members who helped draft the changes to our constitution. Special thanks to Graeme and Dianne Bradley, Ross Edwards and Rudi Vuurens who spent many hours drafting the changes. Those changes are now in the process of being implemented. Thanks also to all the members who attended and voted.

Lew Hylton has been working hard putting together the Mill to Mill Rally. He needs volunteers to assist him, anyone who would like to help please call him. (See pages 6-7 Contact details page 22)

Members should note that Conditional Registration will change on 01/07/17 official information about the changes will be available shortly.

Members with bikes on conditional rego. Log Book day is on 03/06/17.

Barry has organised a sausage sizzle.

Great to see Les Tapping back at meetings and the support he received from club members.

Regards to all

**Bob Cole President**

## EDITOR'S COMMENTS



The end of the financial year is upon us, and 2017 is fast becoming middle aged. July brings the AGM and the club's election for next year's committee. All positions are vacated, and all members are encouraged to nominate for positions and contribute to the running of the club.

Winter is traditionally the time to hit the shed and the spanners rather than donning the leathers. Don't forget to check out the For Sale columns of the *Courier* and the club website [classicowners.org](http://classicowners.org). Charles has also updated the restoration tab with contacts for motorcycle - related services.

You may notice some of the dates listed in the *Courier* have passed by the time you receive your copy. It is hard to judge when you will receive your copy as Australia Post can take 5 days to deliver a normal piece of mail, so I optimistically leave the dates in. Pages 6-7 of this edition contain the first details of the COMCC big event for this 2017 'Classics at Hart' Mill to Mill Ride and Shine. This event looks to follow up on the outstanding success of last year's display at the Port. There is something for all members in the event as you have a choice of completing the Mill to Mill run or just displaying your bike(s) or doing both. So start tuning and polishing.

**Trevor Jones Editor**

## Guest Speakers at General Meetings

*Jeremy Burgess*



Members attending the February General Meeting were entertained by a talk by Jeremy Burgess, the highly successful grand prix and Moto GP engineer and team manager.

Jeremy traced his career from his early days in Adelaide in the 1970s racing and preparing his own bikes and competing in major events of the time like the 3 hour Production Race.

A move to the UK came at the end of 1980 and a job with the Suzuki GB team and Randy Mamola. Jeremy then described his move to Honda and the years with Australian riders Wayne Gardner, whom he credits with popularising the sport in Australia, and Mick Dohan. The talk was no catalogue of events; Jeremy recalled anecdotes about the riders, teams and times which gave us an insight into events we had probably only watched on TV. The period as Valentino Rossi's chief was the time Jeremy established formidable reputation, instrumental in the rider's seven 500 and Moto GP championships on Honda and the Yamaha. During this period electronics became crucial to success, and Jeremy described his role becoming the manager of a team of specialised technicians backing the rider.

Jeremy said his parting with Rossi was amicable, as he had decided not to commit to a long term contract as he was contemplating life after Moto GP. Jeremy's talk ended with questions from the floor, and his answers to members' questions provided some interesting observations. He was disappointed that entry into the world championship Moto 2 and 3 events was beginning to be increasingly difficult for talented Australian riders as riders were having to finance themselves places in teams. One member asked Jeremy if he did any consultancy. He replied 'Only in the front bar'. However he has not severed his links with motorcycling and is making appearances at classic motorcycle events and is intending to move from restoring classic cars to motorcycles. His message was to move on and embrace retirement.

Thanks to Barry Young for arranging Jeremy's visit.

**TJ**



You may have heard rumours about another 'Classics at Hart' event. I would like to confirm that the rumours are true, we are in the process of coordinating another event this year. The venue has been booked and the date set. The event will be a bit different to last year's 'Classics at Hart': 100 years of Motorcycling in South Australia.

The date is Saturday 7<sup>th</sup> October; the venue is Mundy Street Port Adelaide. We are hoping to involve the whole community of motorcycling enthusiasts, from all clubs, to promote motorcycle preservation and motorcycling in general.

We want to build on last year's event and include a 'Ride and Shine' with the static display of machines.

**Here is a brief outline of the event.**

The event will have three Categories of participation.

**Category 1 and 2 bikes participate in the Ride and the Display.**

**1.** Machines manufactured before 2000. These will be ridden from Harts Mill to The Birdwood Motorcycle Museum and back for display and judging, on the wharf by Harts Mill, Port Adelaide

**2.** Machines manufactured after 2000. These will be ridden from Harts Mill to The Birdwood Motorcycle Museum and back for display and judging, on Mundy Street, Port Adelaide.

**Category 3 bikes are Display only.**

Machines manufactured before 2000 will be displayed in Harts Mill Market Square, for the day, for viewing by the public and judging.

We are aware some of us are no longer able to ride the machines we love, or do not wish to be involved with a large group of machines on the road, or feel our machines may not keep up with a mixed group of machines of varying performance.

The bikes will gather at Harts Mill at 8.30 am with the riders of Category 1 machines to line up on the wharf at Mundy Street. The Category 2 machines will line up on Mundy Street.

Category 3 machines will be laid out for display in the Harts Mill Market Square, roughly in the year of manufacture, the same as we had for last year's undercover display. We will have refreshment stalls set up for participants and the public in this area all day.

**Ride Etiquette**

The 'Classics at Hart' Mill to Mill Ride & Shine, is a social ride for all motorcycle enthusiasts with an emphasis on the appreciation and preservation of historic machines.

To ensure a safe enjoyable outing, the ride will be separated by Category. To ensure that this separation is maintained, the Police Historical Society will lead each group with one of their historic motor cars. These vehicles will be fitted with dash cams to record the registration numbers of anyone who breaks up the ride by passing the lead vehicle of their group.

Entrants breaking up the ride will not be allowed to continue as part of the ride and will be excluded from all future 'Classics at Hart' events.

Ride Marshals will also note any entrant that does not follow the Rules of Conduct of the ride listed below. Any action that is deemed to be outside these rules will also lead to the entrant being asked to leave the ride.

Vehicles will be subject to scrutiny by Ride Officials. If they are deemed to not satisfy Rule 1 they will not be able to participate. Note any entry fees or payments are non-refundable.

**CONDUCT OF THE RUN**

- 1** *Machines are to be roadworthy as required by the S.A. Road Traffic Act.*
- 2** *All entrants must follow all the road rules as required by the S.A. Road Traffic Act.*
- 3** *Suitable protective clothing must be worn.*
- 4** *The Club Captain, the Assistant Club Captain, or the nominated Run Leader will lead all riders for the duration of any Club Run and no member on the run will pass the leader without the leader's permission.*
- 5** *Wherever possible riders will ride as a group, however the group should not impede the progress of other road users.*

**Lew Hylton and the Mill to Mill Run Sub-Committee**

Keep up to date with the progress of the Mill to Mill Run on [classicowners.org](http://classicowners.org)

If you want to volunteer to be involved in the planning or running of the event, contact Lew or any committee member (directory page 22)



## 24 Moped Marathon – 2nd April 2017

### Motorcycles

Don Jennings 1982 BMW 1000cc	Joe Betschart 1986 MZ 500cc
David Saint 1957 BMW 250cc	Lyn Jennings 2005 Yamaha 250cc
Mick Hayes 2005 Suzuki 400cc	Ron Ritter 2011 Kawasaki 800cc
Paul Knapp 1967 Honda 125cc	Warren Duncan 2002 Honda 250cc
Peter Arriola 1957 James 150cc	Neville Gray 1967 Bridgestone 175cc
Roger O'Loughlin 1988 Suzuki 650cc	John Mikutta 1951 BSA 150cc
Ian Roddie 2009 Yamaha 1000cc	Chris Lorbeer 2006 Suzuki 500cc
Robert Snell 2012 Harley Davidson 1690cc	Mike Ryan 1968 Honda 450cc
	Alan Wallis 1950 Tilbrook 197cc
<b>Autobyk</b>	Ian Voysey 1948 Malvern Star 90cc
<b>Scooter</b>	Graham Riley 1960 Vespa 125cc
<b>Scooter</b>	Alan Martin 2006 Vespa 150cc

Riders fired up their machines just after 9.30am and commenced the first leg for the day (which was not without incident) down to Williamstown. First Allan Martin went to mount his Vespa scooter which had been trailed to the start, only to find he had left the key at home. He took a seat in Charlie's back up vehicle for the day. Next, the Malvern Star Autobyk which had put in a good performance in last year's Marathon reverted to its former misery and retired after about 5 kms. Finally, on arrival at Williamstown for a morning tea break, riders found the coffee shop closed. After a brief discussion (about motorcycles) the group left for Springton.

Following a regroup stop at Springton, the riders continued on through the Barossa to Angaston. The weather was fine but there was considerable tourist traffic, possibly because of a number of events staged that day in the area. These included the Barossa Air Show and a Hill climb at Collingrove.

With no slow bikes in the group, we arrived at Angaston a little early and took the opportunity to have an extended lunch break. This was fortunate as shops, particularly the bakery, had queues because a lot

of visitors were in town. The afternoon ride back to Mt Pleasant via Kyneton went without incident, and we pulled in to the Totness once again a little early because of the faster machines.

This was the third year that the Marathon has been based at Mt. Pleasant. We were again able to participate in a very pleasant afternoon tea with coffee biscuits and a freshly baked cake in the dining room of the pub. Fourteen members of the group enjoyed the refreshments and a relaxing chat for half an hour or so before setting out for home.

Our thanks go to Roger "O" and Mick Hayes for marshalling the corners, and to Charlie Brown and Pud Freeman who crewed the backup vehicle, and of course to Alan Wallis our tail-end Charlie.

**NEXT RUN:** Strathalbyn Run -Sunday June 4th 2017

**MEET:** 10.00am for 10.30am start at the Goodyear Tyre Depot Rankine St. Strathalbyn

**RUN:** am Strathalbyn/Milang/ Finnis/Clayton Bay. Lunch - pm Milang/Langhorne's Crk. / Strathalbyn.

( lunch available at Sails Rest. Clayton Bay)

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



Could be just the thing for moped runs, combined scooter and back up vehicle

# Sellicks Beach Historic Motorcycle Races

Wintery weather greeted competitors and spectators on the weekend of 18 and 19 February 2017 at Sellicks Beach, south of Adelaide. Thousands of spectators lined the barricade set up between the high tide mark and the fenced conservation dune area just inland. A cool and blustery southerly wind was holding up a higher than normal tide, and the start of racing was delayed for about one and a half hours until there was enough useable beach.

After a flypast of vintage biplanes and a grand parade of the 100 odd solo and 8 sidecar outfits which ranged in age from 1924 to 1962, the racing began at about 11am. There were different fields for capacity and age groups, and each entrant had 2 scratch rounds and a handicap event on each of the 2 days; 50 events in all. These were run over 3 laps for the smaller machines and 4 laps for the larger capacity bikes. The course was run clockwise up and down the beach between 2 oil drums placed 1/2 mile apart (approx 800m). An astounding variety of manufacturers were represented, including Norton, BSA, Triumph, Velocette, Harley Davidson, Levis, OEC, Matchless, Ariel, Zundapp, Indian, Honda, Royal Enfield, James, DKW, Adler, ESO, Douglas, Villiers, Bultaco, AJS, Jap and Jawa – a real feast of historic bikes.

Most races were hotly contested although there were a few disappointing moments with breakdowns. The most embarrassing was when a bike completely lost its rear wheel and there was nowhere to hide! The Period 2 (1920 – 1942) unlimited class was perhaps the most spectacular with hand gear changes and the booming noise of the big side valve Harleys providing plenty of entertainment.

Standout performers included Wayne Wallis (Honda 125) and Trevor Henderson (Bultaco 125) in the tiddlers class. Jarrad Smiley got his Rickman ESO 500 going really well late on the Sunday and was much faster than the others in the Period 3 350-500cc final scratch race, winning by 20 seconds. Kym Davey (250 Honda) was far too strong in the Period 3 125-250cc class, easily winning all his scratch races. The honours were shared in the hotly contested Period 3 250-350cc class with Lloyd Davis (350 Manx Norton) and Terry Hutchinson (350 BSA) each winning 2 of the 4 scratch races. Dan Gleeson (600 Norton) and Joe Ahearn (750 Triumph) had close battles over both days in the Period 3 (1946 – 1962) Unlimited Class. Although both suffered some reliability problems, the spoils were shared. In the sidecars, Mark and Kelly Schuppan on their 650 ESO had a very successful weekend, winning all 4 of their scratch races and one of their 2 handicap events. 50 races in all over 2 days – what a weekend!

**Alan Kernich**

All race results are available at <https://speedhive.mylaps.com/Events/1361987>



# Cuba: The Buena Vista Motorcycle Club



Trusty Ural with a full complement of passengers



No surprise to find a 'red style' Jawa in Cuba



Undercover Cossack sportster ?



The way of the future? An electric bike



Stylish MZ

Everybody has seen pictures the old brightly painted 1950s Yank Tanks posed in travel posters of Havana, and I wondered if there was a corresponding fleet of 1950s Indian Chiefs and Harley Knucklehead motorcycles. A recent trip to Cuba gave me the opportunity to find out. The old Chevs and Fords are far from being a small number or confined the role of tourist taxis. Those old bangers are everywhere throughout the whole country loaded with passengers and providing rides for the locals in a country short personal transport. My first question about the old cars was how, with a crippling trade embargo being enforced by the US for nearly 60 years, did the Cubans get hold of spare parts. The answer was that local ingenuity installed anything with a crankshaft under the bonnet. Many a Chev chugged along with a Russian diesel truck engine providing the grunt.

The motorcycle fleet was large, a bit of mobile museum, but from

the other side in the cold war, the USSR. If you enjoy the ring-a-ding of a MZ 2 stroke single or are nostalgic for the blue haze following a Jawa, you won't be disappointed. The popularity of 2 strokes extends to late model Jawas and even 125 Suzukis; most of the scooters are also strokers. The larger capacity is covered



Cuban style café racers





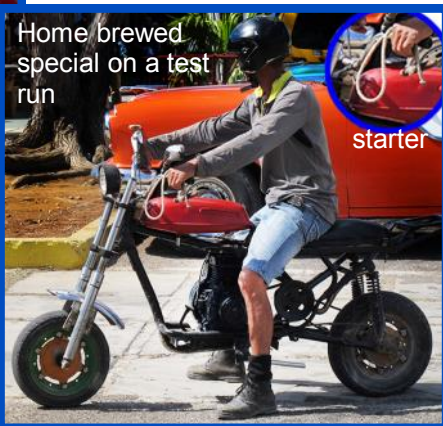
Impressing the ladies with an MZ stoker



A long way from Plumstead



Rozzers at rest



Home brewed special on a test run

starter



School Run



Electric scooter

by the trusty Ural, usually with a side car attached. The modern bikes mostly appear to be of Chinese origin: Mondial (using a cheeky copy of the Matchless tank badge!), Jialing, Houoniao, and the electric AVA Jaguar. Cuban motorcyclists like motorcyclists everywhere indulge in customising their machines. Most examples I saw were in the café racer style rather than the chopper.

Motoring is expensive for locals with relatively high petrol prices and prohibitive new car costs. One joke was: a Cuban won the lottery and had to decide whether to buy an apartment in Miami or a new Peugeot. The result is most vehicles including motorcycles double as taxis for the locals. This means most riders carry a spare helmet and can be flagged down for a lift. We tourists were warned not to as "Those guys ride like crazy". TJ

## 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

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

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

Ride destination decided on each day



I was absent for the April runs this quarter being on a fact finding mission investigating rum cocktails, cigars, and motorcycles in Cuba (see pp12-14). I managed to squeeze in the last run in May despite predictions of rain. A dozen rides turned up at Hazelwood Park sharing a similar optimism about the weather, but I did note a number of water proof trousers. Wietse led the run, with Graham filling fluoro jacket at the back. There was a sprinkling of classics in the pack, Rob's Triumph 500 twin taking out the oldest, but including a Honda 400, Honda CX650, and a café racer Honda 500 single. Honda may surpass BMW as the bike of choice for the midweek runs at this rate!

An uneventful if sometimes bumpy ride found us at the Lobethal Bakery for the morning tea stop.

Heading east, the lunch stop was the Palmer Pub. The publican, although manning the bar by himself, managed to provide lunch for everyone, and the ride continued to Murray Bridge.

From there the riders started to peel off for home as the clouds threatened, but half a dozen of us still finished the day with the traditional ride down the Bull Creek Road and a last chat in Meadows before heading for home.





## WEEKEND RUNS

### Mannum Sunday 5th March 2017



Another perfect sunny Adelaide day ensured ideal conditions for a pleasant ride to Mannum and lunch by the river. A dozen riders met at Civic Park opposite Tea Tree Plaza – several Hinckley and Meriden Triumphs, a brace of Harleys and CB750s, a Norton, an ex-police BMW, a V-star and a water bottle. Darryl McWaters kindly volunteered to don the yellow vest and performed the tail-end Charlie duties. It was indeed a pleasant

ride up North East Rd, through Chain of Ponds, along the recently re-opened stretch between the Kersbrook turn-off and Gumeracha, through Birdwood and stopping at the Mt Pleasant Bakery.

Members should note that the pies were up to their usual high standard. We left Mt Pleasant and headed east down Angas Valley Rd, winding our way through and over the hills and then down onto the flat where we turned right at Ridley Rd which joins up with the Mannum Rd and then down into Mannum. It was a bit early for lunch, so I took the ride onto the ferry and over to the east bank. The plan was to ride up to Purnong and take the ferry back and return to Mannum from the north in time for lunch at the Pretoria.

Cruising towards Purnong, at and around the speed limit, a strange noise emanated from the right hand pot of my two-stroke triple and smoke billowed over David Saint's nice white BMW which followed. I slowed down and limped onto the Purnong Ferry and pulled over on the other side of the river. The plug was well oiled and damage to the engine had undoubtedly already been sustained, the consensus of all those in the know was, that it was pretty well stuffed. Theories abounded – blown crankshaft oil seal, holed piston, broken rings etc etc. The trouble was, we were miles from anywhere, so figuring that most of the damage had already been done, the rest of the ride gave me a head start as I slowly nursed the bike back into Mannum. By this time, the

base gasket on the right



Unfortunately for Charles the Suzuki standard tool kit does not contain a spare crankshaft

had well and truly blown, and oil was all over the timing cover.

I made a phone call to a motorcycle recovery service, as recommended recently by our Hon. Sec. and was quoted \$660 to recover it, but he said he might know someone who would do it for \$550. I politely declined and in response to this gentleman's fanciful quote and his questionable cheaper option, I have removed his business from our website links and filed it under 'for rich blokes with \$30k motorcycles only'.

As it turned out Gary Priest's sister lives in Mannum, so after a good lunch at the pub and a phone call he arranged for me to store the bike there until I could recover it. Gary then offered me his Honda CB750 for the return ride while he rode Gail's Harley with her as pillion. We returned down the Mannum Rd, through Tungillo, Mt Torrens and into Lobethal, riders peeling off home at intervals on the way. My thanks go to Gary for arranging storage of the bike, helping me get home and recovering it.

### Milang, Sunday 9th April 2017

As expected, the promised inclement weather kept numbers down for this ride. Seven riders met at the starting point Top of Taps. It was good to see the 'historics' outnumbering the moderns 4 to 3.

Riders were :- Charles Oliver 1959 BSA A10, Darryl McWaters 1971 Honda CB750, Alan Kernich 1974

Triumph T140V, David Saint 1978 Honda CX500, Graham Riley Yamaha Vulcan 900, Wayne Williams Yamaha XVS650 and Rosco Honda Blackbird. We headed south down Main South Rd, left at Panalatinga Rd and across Coxs Hill / Piggott Ranges Rd and turned right through Clarendon & Kangarilla before eventually stopping at the Meadows Bakery. Strangely, we were their only customers, the roads were also fairly quiet and no rain so far. After the bakery we headed south along Bull Creek Rd and turned right at the Alexandrina Rd T-junction. At the canoe tree, before Currency Creek, we turned left following the road to Clayton Bay. After traversing a series of kinks in the road with floodways across them, Graham and I stopped at a turning to wait for the remainder to catch up. 5-10 minutes later David arrived with the news that Darryl had high-sided his Honda at the approach to one of the floodways. Thankfully, bike and rider had sustained minimal damage and at this point he returned home.

The remaining half dozen riders continued onto Clayton Bay and then north to Milang where we pulled over at the Milang Bakery. The wind was picking up and the skies looked ominous, but I think everyone was prepared for

Meadows Bakery– how many Michelin Stars?



possible showers. After pies/pasties from the bakery, we headed to Strathalbyn and then Paris Creek Rd where showers with strong winds blew across the road. We followed the line of cars along Paris Creek Rd and into Meadows where we regrouped at the servo before all heading home in different directions.

### Strathalbyn Sunday 30<sup>th</sup> April 2017

As I hit the road to Hazelwood Park, I thought what a perfect day for a bike ride - dry roads, 20 degrees and overcast. Ten other riders obviously had the same idea. We were a bit light on the older bikes apart from Phil Allen 66 Norton Special, David Saint 76 Yamaha RD400 and Alan Kernich BMW R80 which is 32 years old and is, or shortly will be, regarded as an older bike. Also present were :- Alan Wallis Kawasaki 250, Graham Riley Kawasaki 900 v-twin, Louis Peilschmidt Honda VF750C, Campbell Blaney Kawasaki KLR700, Tom Robson Kawasaki W650, Wayne Williams Yamaha XVS650, Rosco Honda Blackbird and myself on a Triumph 675 triple.



Up the track we went to Summertown and turned right through Piccadilly and then Stirling before turning onto Sturt Valley Rd. We continued through Ironbank and Cherry Gardens eventually winding our way to Clarendon. About this time I learnt that Alan was experiencing electrical problems with his Kawasaki and a couple of riders had stopped to help him out. The remainder of the ride continued to the Meadows Bakery. I then received a call from Alan saying that he had subsequently started the bike, but had decided to call it a day as there was clearly an electrical problem somewhere. Now, who do you think we ran into at the bakery? Yes, fellow COMCC members Graeme Bradley and Warren Duncan. We chatted for some time before Rosco informed us that he considered the prescribed route as not being 'Blackbird friendly'. I was contemplating the meaning of this as well as noting he was riding a 160bhp+ rocket, which is capable of insane speeds, through the Adelaide Hills on a Sunday morning. Leaving Meadows we rode through Macclesfield and into Strathalbyn and then immediately out again on the Paris Creek Rd. There was no traffic along this road, but I managed to keep at and around the speed limit, as this a favourite haunt for the now covert boys in blue. At the end of Paris Creek Rd we turned left onto Bull Creek Rd to Ashbourne and then left towards Strathalbyn on the Ashbourne Rd. In my opinion this is 40kms of the finest motorcycling roads in the state and includes one of the few, fast diminishing 100kph sections of roads in and around the Adelaide hills. We pulled over in the main street of Strathalbyn for lunch and ended up in

two groups at different cafes. We lost the smaller group of three riders after lunch or they may have decided to head home early. The rest of us continued on the 'cruiser friendly' route towards Callington before heading to Littlehampton along the Old Princes Highway through Kanmantoo and Nairne. We turned right onto Junction Rd, which I can now confirm has a reduced speed limit of 80kph (previously 100) all the way to Balhannah. This straight road must be considered to be some kind of an accident black spot or the government is in desperate need of motorist's cash. At this point the ride petered out as riders headed home in various directions.

**Charles Oliver Club Captain**

**Next Ride see page 3**

**FOR SALE & WANTED**

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

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

### Gardner Bearings

Unit 2 134 Port Wakefield Rd.,  
Cavan

Has a stock of English bearings and chains to suit Imperial sizes. They can offer a discount and in some cases deliver orders.

Ian Gardner    **8260 7555**    **0417 832 378**  
[ian.g@gardnerbearings.com.au](mailto:ian.g@gardnerbearings.com.au)

**FOR SALE**  
**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**  
**Moto Guzzi 1972 850 Eldorado**  
Restoration started, much spent.  
Complete but needs assembly.

Needs to be registered-US import  
Have the required paper work  
Eng. No. 053477  
\$8,500  
Philippe Reeves                      **8346 3726**  
**Collection of old Honda Parts**  
Portion of a Deceased Estate  
Mostly Honda C90-Honda Dream +  
Seller would prefer to dispose of the parts as a job lot.  
Offers welcome  
**Motorcycle Storage**  
Large steel frame shed 6m x 6m x 2.4m  
2 sliding doors, 2 windows +door.

Attached lean-to steel frame 4.2 x5.3  
 Enclosed storage area.  
 Both buildings in good condition and suitable for re-erection. Buildings located at Woodside.  
 Buyer to dismantle and remove.  
 Available approx. mid May 2017  
 Any reasonable offer.

Warren Duncan **83881770**

'80 Yamaha SR250H Owner's Manual – \$10  
 Clutch/brake lever (alloy?) make (?) – \$5  
 Steering club lock with 2 keys (slide out style) – \$10

Chrome muffler for Royal Enfield 500cc single 2007 – \$40  
 Air filter (used) for 500cc with carby – \$5

Material toolbag with Royal Enfield logo – \$5  
 Royal Enfield 350cc owner's manual 2005 – \$10

Clymer Manual for BMW motorcycles R50, R50S, R60, R69S, R26' R27 with supplement- \$50  
 BMW oil filter (Hi Flo)– \$10  
 Rubber footpegs (for R65) worn -\$5

**Nissan Pulsar 1992**  
 No rego. Can be registered or wrecked. Car is in Fair/Poor condition. Open to offers. VLP 564.  
John Groeschel **0437 688 099**  
**8370 6136**

**1974 Vespa Super**  
 Original Italian scooter new paint, clutch, tyres, seals, rubbers, hand grips, badges and chrome leg shield trim. Everything works and is in good running order.  
 Reg TGD 466 \$3,500  
Barry **0419 858 871**

**Yamaha Enduro DT1 125cc** 1980 6 speed mono in very good condition. Very original 34,000 kms. TFR-012 no rego. \$1950 ono.

**1992 FSM Niki 650cc**  
 40,000 kms sun roof recent brake work done. Runs well. VJF-847  
 \$3,750 ono  
Don **0434 893 119**

**2001 Ducati ST4**  
 Good condition, cam belts replaced. Tyres as new. Registered 13/05/17 \$8500, negotiable  
 Rego YYF861,  
Ken Hartland **0457264822**

**Harley Fat Boy 2005**  
 15th Anniversary Fat Boy 1450cc, Rich Sunglo Blue One Owner from new 2239kms, alarm, teardrop mirrors, extractor exhaust+original pipes  
 Genuine reason for selling, \$25,000 ono. Rego: YYU-887  
Clayton **0402 357 102**

**1993 SUZUKI VX800**, beautiful bike 800cc, V-Twin, water cooled, shaft drive, very carefully maintained, very reliable, nothing needs doing, new trickle charger & 4 post battery, 52500kms + original bars & mirrors. Rare Collectable bike. \$7500 ono. Reg THY-939.  
Paul Furner **0451024859**

**'54 BSA B31 / B33 rolling frame A**  
 great start to a classic racer or cafe racer. Frame number CB31 56658 (~1954 – the best of the BSA singles?), suit 350cc or 500cc. Looks straight and undamaged. Price is \$3500  
Stuart **0422 910 536**

**Wanted**  
 8" twin leading shoe front brake from Triumph/BSA.  
Charles **0466 863 932**



THE CLASSIC OWNERS MOTOR CYCLE CLUB INC

Est 1962

PO Box 642 Plympton SA 5038 [www.classicowners.org](http://www.classicowners.org)

**MEMBERSHIP RENEWAL FORM 2017-18**

Please complete and submit to either the Treasurer or Secretary

Full Name \_\_\_\_\_ Membership No \_\_\_\_\_

Address \_\_\_\_\_ Post Code \_\_\_\_\_

Telephone \_\_\_\_\_ Mobile \_\_\_\_\_

E-mail \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

**SUBSCRIPTIONS AND FEES**

Full Membership \$30 or Pensioner Member \$25

Family membership included in fee

Printed Magazine and postage \$10

Joining Fee \$10

**TOTAL**

DATE PAID \_\_\_\_\_ Receipt No. \_\_\_\_\_

## Classic Owners Motor Cycle Club



PO Box 642 Plympton, South Australia 5038

[www.classicowners.org](http://www.classicowners.org) e-mail: [info@classicowners.org](mailto:info@classicowners.org)

### OFFICE BEARERS 2016- 2017

**PATRON:** Gary Johanson

**President** Bob Cole 8337 7065 [president@classicowners.org](mailto:president@classicowners.org)

**Vice President** Robert Freeman jnr 0412 716 353

[merchandise@classicowners.org](mailto:merchandise@classicowners.org)

**Secretary** Ross Edwards 8296 0640 [secretary@classicowners.org](mailto:secretary@classicowners.org)

**Treasurer** Graham Riley [treasurer@classicowners.org](mailto:treasurer@classicowners.org)

**Club Captain** Charles Oliver 0466 863 932 [editor@classicowners.org](mailto: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](mailto:lewronda@adam.com.au)

**Photographer** David Byford

**Federation Rep** Robert Pud Freeman

### MAGAZINE & WEBPAGE

**Mag Editor** Trevor Jones 8298 7545 [magazine@classicowners.org](mailto:magazine@classicowners.org)

**Web Editor** Charles Oliver [editor@classicowners.org](mailto:editor@classicowners.org)

**Web Designer** 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](mailto: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** 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**

## HISTORIC REGISTRATION REGULATIONS

Regulations around Historic Registration change in July 2017. Check below, contact machine registrars if in doubt.

### 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. The vehicle must be inspected by a machine examiner, after which a log book will be issued. Historic registration is not transferable upon the sale of the vehicle.

-Some modifications to historic vehicle are allowed for safety reasons – check with the machine registrar.

-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 this 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 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 8298 7545 [magazine@classicowners.org](mailto:magazine@classicowners.org) or Charles Oliver [editor@classicowners.org](mailto: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 be 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 COURIER



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

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



## CLASSIC COURIER

is published 4 times a Year

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

## DEADLINE FOR

Sept—Nov 2017  
General Meeting last week  
in August

If you have changed your contact details  
**e-mail**  
**address**  
**phone**  
please send an e-mail to  
[Lew Hylton lewronda@adam.com.au](mailto:Lew Hylton lewronda@adam.com.au)

