

Enter to ride and display
or display your bike
only one month to go
Saturday 7th October 2017

Classics at Hart

MILL TO MILL RIDE
and Shine



HART'S MILL
PORT ADELAIDE

BIRDWOOD MILL
BIRDWOOD



**We are short of bikes representing
1900 to 1930 for the static display**

**CLASSIC
COURIER**



SEPTEMBER - NOVEMBER 2017

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

Statutory Declaration
- Membership Form
- Nomination Form
INSIDE

**CLASSIC
COURIER**

JUNE - AUGUST 2014

The Italians always did have fun with wheels

DUCATI

**CLASSIC
COURIER**

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 razzers!

**CLASSIC
COURIER**

MARCH - MAY 2015

MERRY CHRISTMAS

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

Statutory Declaration Form
- Membership Form
- Nomination Form
Download from 'FOBMS'
www.classicowners.org

**CLASSIC
COURIER**

JUNE

B.S.A.
MOTOR
BICYCLES

For Goodness sake
just plug in the GPS!

**CLASSIC
COURIER**

SEPT - NOV 2015

EVENTS CALENDAR



Check www.classicowners.org for updates or ring

Run / Event organiser

- 24 Sept Bay to Birdwood
- 26 Brenton Batt guest speaker– *Changes to Historic Rego General Meeting*
- 7 Oct COMCC 'Classics at Hart' Mill to Mill Ride
- 15 Ride to the Captain's Cottage Museum Murray Bridge
see opposite page
- 15 Strathalbyn Swap Meet Strathalbyn Harness Racing Club
Contact Dean 85521042 Mal 0422 078 127 Deidre 0422 078 127
- 3-5 Nov BSA National Rally Contact nixjr.28@gmail.com or
Rally Organiser 28 Scott St., SA 5214
- 5 Lions Bike Show Contact Fred Keal 0449 664 370
- 18 Annual Dinner *see page opposite*
- 3 Dec Toy Run NB doesn't clash with COMCC BBQ !

MOPED RUN DATES

- 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 10.00am start
- 1st Wednesday of the month
- 3rd Tuesday of the month *Ride destination decided on the day*

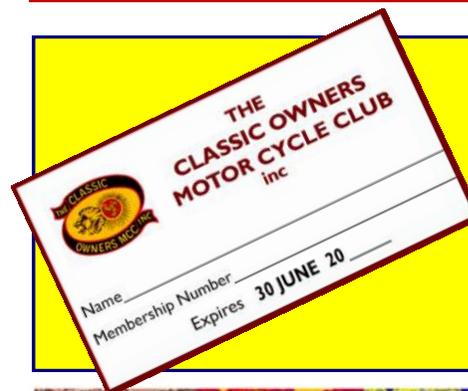
WEEKEND RUN DATES

- Weekend runs take place on the first Sunday after a General Meeting
- Start times and starting points vary with the ride.
- Alan will give details of the ride at the preceding general meeting or check on classicowners.org or contact Alan 0429 093 821.



GENERAL MEETING GUEST SPEAKERS

- Sept Brenton Batt *Changes to Historic Rego*
- Nov Film
- Dec No Meeting



Members wishing to renew their membership are requested to arrive at 7pm before the General Meeting so the paper work can be completed before the meeting.

Run to Captain's Cottage Museum Murray Bridge 15th October



Bob Finnie has organised another of his famous day runs on the 15th October to Murray Bridge to visit the Captain's Cottage Museum. For members not wishing to ride, there is the alternative of making the trip by bus (20 places are available). Bikes and bus will meet in the car park of the James A Nelson Centre Woodville Road at 9.30am before head off to Murray Bridge. **Cost of the day is \$20 per head (bike or bus);** this includes morning tea, lunch and entry to the museum. Register at General Meetings or contact Bob 0411 687 666. More info on the Museum

www.murraybridge.sa.gov.au/CaptainsCottageMuseum



ANNUAL DINNER

This year's annual dinner will be held at **CHARLIE'S DINER**
Corner Sturt and Brighton Rd.
7.00 pm 18 November

The venue is an 'all you can eat', cost is \$25 or \$22 pensioners
Register to attend at General Meetings or

Contact Barry 0419 858 871

FROM THE CHAIR



Hi All

Another membership year has gone. The revised conditional registration is in, and we have seen a rise in club membership. There have been a few changes in the committee. I would like to thank Ross Edwards for all his years as Secretary and welcome Charles Oliver to the position. The only other change we have is Alan Kernich to the position of Club Captain. Thanks to Ken Hartland for conducting the election of Club officers.

Congratulations to our two new Life Members: Bob Finnie and Lew Hylton. Bob and Lew have put many years of effort into our Club. They are well deserved awards. Lew was also named Clubman of the Year.

The big event for 2017 is being organised by Lew Hylton. The event is the 'Mill to Mill Ride and Shine' (more info on our website). Members, we need more of you to participate: bikes on the ride, static display, help on the day. Show that our Club is the club to be in.

Regards to All

Bob Cole

EDITOR'S COMMENTS



This edition of the Courier marks the beginning of my 6th year as editor and I hope the magazine continues to keep you in touch with what is going on in the COMCC as well as presenting interesting articles. The latter very much depends on material that is sent to me by the members, so keep it coming.

There is plenty of going on in the club in the next quarter, including the Classics at Hart Mill to Mill Ride and Shine and Bob Finnie's run to Captain's Cottage. Make sure the camera batteries are charged and your pencil is sharpened.

I would like to thank the regular report writers Charles and Warren for providing the cornerstone of the Courier, all contributors over the past year, and proof reader Susan.

Trevor Jones

Editor



A.G.M.

The Classic Owners Motor Cycle Club A.G.M took place on 25th July 2017 following the General meeting. Former President Ken Hartland took the chair. The previous year's minutes were read and accepted, and the President's report for 2016-17 appears on the opposite page. All positions were declared vacant, and nominations were called for. The majority of the positions were filled by the outgoing committee members but with a new face in the person of Alan Kernich as the Club Captain for 2017-18.

The only contested position was that of Vice President. The outgoing secretary Ross Edwards nominated along with Robert Freeman Jnr. The vote elected Ross to the position. Ross has subsequently resigned, and Robert as the other nominee has agreed to resume the position of Vice President. Life Membership was awarded to Bob Finnie and Lew Hylton, the latter also being awarded Clubman of the Year.

(Don't worry ladies you are also eligible for 'Clubman of the Year'! Ed)

MEMBERS ELECTED AS THE COMMITTEE 2017/18

<i>President:</i>	Bob Cole
<i>Vice President:</i>	Robert Freeman Jnr
<i>Secretary:</i>	Charles Oliver
<i>Treasurer:</i>	Graham Bradley
<i>Club Captain:</i>	Alan Kernich
<i>Federation Representative:</i>	Bob Cole
<i>Club Registrar:</i>	Bob Finnie
<i>Librarian:</i>	Lew Hylton
<i>Photo Librarian:</i>	David Byford
<i>Membership Secretary:</i>	Lew Hylton
<i>Social Secretary:</i>	Barry Young
<i>Website Administrator:</i>	Charles Oliver
<i>Magazine Editor:</i>	Trevor Jones
<i>Web Designer:</i>	Geoff Woodberry
<i>Welcoming Officer:</i>	Robert Freeman Jnr
<i>Regalia Officer:</i>	Angeline Finnie



UPDATE...Classics at Hart... Mill to Mill... UPDATE Classics

The planning for Mill to Mill is now pretty well in place. Sponsors have been arranged and the Charity nominated to benefit from a donation from the proceeds from the event will be the SAHMRI. The medical research

establishment is situated on North Tce alongside the new Royal Adelaide Hospital. SAHMRI conducts medical research into variety of areas more information is available at www.sahmri.org/who-we-are/ Sponsors have also been allocated for the trophies to be award to the participants

Category 1 Best Solo *Y Partners*
1900-99 Best Outfit *Hydrosteer*

Category 1 is for Pre 2000 machines participating in the Ride judged by nominated persons

Category 2 Best Solo *Shannons Insurance*
2000-17 Best Outfit *Meritor*

Category 2 is for Post 2000 machines participating in the Ride judged by nominated persons

1900s <i>Wright & Evans</i>	1950s <i>Send a Basket SA</i>
1910s <i>Pt Adelaide Enfield Council</i>	1960s <i>Hancock & Just</i>
1920s <i>The V & V MC of SA</i>	1970s <i>Adelaide Eye & Laser Centre</i>
1930s <i>Norton MC of SA</i>	1980s <i>Hydrosteer</i>
1940s <i>Jost Australia</i>	1990s <i>Wotherspoon Wealth</i>

Category 3 is for Pre 2000 machines on display all day at Hart's Mill. Judged by general public

Highest Fund Raising Exhibit COMCC

The final and vital component of the Mill to Mill Ride and Shine will be for as many bikes as possible to be in the ride and/or the display. The event should cater to all members: a round trip ride into the Hills via Birdwood; and for those preferring not to ride, a chance to show off your bike(s) at the Port all day. For members wishing to ride and show another bike(s), the Mill be available on Friday to drop off your bike from 9am (security is in place), leaving you free to ride another bike on the day. Everyone will be in with a chance for a trophy. Judging is not by specialists, but by judges looking for an eye catching bike.

So get those entries in either <http://classicowners.org/classics-at-hart/>

Members who would like to help with the organising on the day at Birdwood or the Port – Contact Lew or a Committee Member

CHANGES TO THE CONDITIONAL REGISTRATION SCHEME FOR HISTORIC, LEFT HAND DRIVE & STREET ROD VEHICLES

Below is a summary from the DTI outlining the main changes enacted in July. COMCC's own rules still apply, an extract from the club rules covering Eligibility follows this summary. Remember Brenton Batt from Motor Rego will be guest at the September General Meeting.

- Now known as Club Registration – a 90 day conditional registration scheme for Historic, Left Hand Drive and Street Rod Vehicles.
- Vehicles will no longer need to be inspected by clubs prior to approval (MR334) being granted, although individual clubs are free to impose their own inspection requirements.
- Vehicles not previously registered in SA (or previously SA registered vehicles not able to be located on historical records) may still need a departmental identity inspection prior to registration.
- Year of eligibility will be a rolling 30 year from 1 January of each year. For example, all vehicles built in 1987 will be eligible from 1 July 2017 when the changes take effect. Vehicles built in 1988 will become eligible on 1 January 2018.
- The year of eligibility will be calculated from the date of manufacture, not compliance. In instances where a year may be recorded incorrectly on the registration and licensing database, owners can have the vehicle's identification plate sighted at Service SA and have the year corrected. Where the vehicle is unregistered it will still need to be presented for a sighting of the identification plate by either Service SA or inspectors at Regency park or Lonsdale inspection stations. An unregistered vehicle permit may be required.
- Vehicles will be permitted to be modified and still be eligible to be registered on Club Registration. Modifications must be in line with the requirements in the [Road Traffic \(Miscellaneous\) Regulations 2014](#) particularly Regulation 53. Otherwise an exemption must be obtained from Vehicle Standards prior to registration. For further information see this [fact sheet](#) or visit www.sa.gov.au. Clubs are not required to confirm if modifications meet with the regulations or if an exemption has been issued, this is the responsibility of the vehicle owner. This includes Street Rod vehicles.
- Left hand drive (LHD) vehicles will be permitted to be modified and still be registered in SA. All LHD vehicles will still require a LHD exemption prior to registration, this document may need to include specific references to modifications if the vehicle is modified outside of the [Road Traffic \(Miscellaneous\) Regulations 2014](#) particularly Regulation 53. These same rules apply to general registration and Club Registration.
- Left Hand Drives already issued an exemption certificate and planning to make modifications (minor or major) will need to contact Vehicle Standards on 1300 882 248 to discuss. They will need a new exemption issued in either instance. Vehicle Standards will commence a program of identifying exemptions issued and re-issuing with different wording permitting minor modifications but this will take some time. Owners can approach Vehicle Standards in the interim.
- All authorised clubs will be permitted to approve any type of vehicle (Historic, LHD or Street Rod) for registration. This will be gazetted on the first Gazette notice after 1 July 2017 which will be 4 July 2017.

- All club authorised people will shortly receive a new certificate of authorisation and accompanying letter clearly explaining the change to their authorisation.
- New MR334 books will be available from 1 July 2017 with a revised declaration not including physical inspection of vehicles. These should be ordered in the normal fashion through clubs.
- The old MR334 books can still be used after 1 July 2017. Although the declaration states the vehicle has been inspected this is no longer a requirement from 1 July 2017. DPTI would prefer old books are replaced within three months of 1 July 2017.
- DPTI is happy for logbooks to be issued at the same time as MR334 forms and suggests the person issuing the logbook on behalf of the club completes all vehicle identifiers provided on MR334.
- Log books will still need to be replaced every three years. The log book will be re-designed in the coming months.
- There is no longer a requirement to stamp registration papers. This applies to first registration and subsequent renewals.
- A new Code of Practice will be published shortly (before 1 July 2017) and made available on www.sa.gov.au on the Historic, Left Hand Drive and Street Rod page. <https://www.sa.gov.au/topics/driving-and-transport/vehicles-and-registration/vehicle-registration/vehicle-types-and-specifications/historic-left-hand-drive-and-street-rod-vehicles>. At this stage there is no plan to widely distribute as a paper document, clubs are free to print a copy of the electronic version themselves if required.

THE CLASSIC OWNERS MOTOR CYCLE CLUB's own rules on eligibility for Historic Registration now called Club Registration are as follows-

4.3 Eligibility Criteria:

4.3.1 **Motorcycles** which may be approved by The Club's Registrar for Historic Registration must comply with The Club's Code of Practice and may have all or any of the following modifications:

- * Properly manufactured non-standard period parts if the replacement factory manufactured components are no longer available.
- * Modifications undertaken after the machine was first registered in order to;
 - Make the machine comply with local regulations
 - Improve the safety and durability of the machine;
- * Satisfactory non-standard period accessories fitted in lieu of the original accessories either because the standard accessories are not available, are of significantly lower quality, or have an unreasonably high purchase price;
- * Correctly fitted sidecars of appropriate design and size for the motorcycle.

4.2.3 **The Club's Policy**, which is to ensure that motorcycles approved for Historic Registration meet the spirit of the concessional scheme, shall be the basis in all cases for The Club Registrar's decision. That is:

- The performance of the machine is substantially the same as the original product.

- The riding and handling properties are at least as good as the original product.
- The braking and general safety performance is at least as good as the original product.
- The appearance is as far as practical the same as the original product.

OBITUARY



Wes Southgate



Many members who knew Wes Southgate will be sad to hear the news of his death in Melbourne in July.

Wes was a long standing and active member of the COMCC, Moped Run stalwart and a regular runner mid-week on his BMW or Moto-Guzzi.

NEW MEMBERS

A welcome to the club is extended to...



1052	Robert Mildred	Parkside	1069	Greg Kessel	Mt Osmond
1053	Anthony Mitchell	Christies Beach	1070	Simon Ridley	Kensington Park
1054	John Suggate	Morphett Vale	1071	Richard Olds	Fulham Gdns
1055	Peter Bowen	Largs North	1072	Kenneth Knolder	Ridgehaven
1056	David Blaby	Largs North	1073	David Beard	Glenelg North
1057	Ian Roddie	Macdonald Park	1074	Darren Routley	Plympton Park
1058	Clayton Penley	Cuddley Creek	1075	Peter Burton	Plympton Park
1059	John Arthur Gray	Hallett Cove	1076	Eric Clapham	Royal Park
1060	Robert Gill	Brahma Lodge	1077	Ian Grivell	Mt. Compass
1061	Colin Buckett	Evanston Park	1078	Sam Harris	Mile End
1062	Mike Grobstisch	Hope Valley	1079	James Campbell-Martin	Pasadena
1063	John Kempton	Parkholme			
1064	Pascal Nigon	Cowandilla	1080	Kym Griffiths	Williamstown
1065	Boyd Heyman	Morphett Vale	1081	Gregory Smith	Virginia
1066	Tony Voogt	Macclesfield	1082	Simon Partridge	Seaton
1067	Charlie Piro	Modbury North	1083	John Povey	Hamley Bridge
1068	Craig Oswald	Kersbrook			



Strathalbyn Run 4th June 2017

Motorcycles

Alan Wallis 1950 Tilbrook 197cc	Kym Miller 1978 Yamaha 500cc
Don Jennings 1982 B.M.W. 1000cc	Joe Betschart 2012 Guzzi 750cc
David Saint 1966 Puch 250cc	Tony Metchell 1987 Honda 500cc
Peter Arrioli 1957 James 150cc	Roger O'Loughlin '88 Suzuki 650cc
Robert Snell 2014 H-D 1698cc	Paul Knapp 1967 Honda 125cc

Moped	Rob Smyth 1970 Motobecane 50cc
Autobike	Ian Roddie 1947 Excelsior Autocycle 98cc
Scooter	Alan Martin 2006 Vespa scooter 250cc
Scooter	Graham Riley 1956 Vespa scooter 125 cc

The annual Strathalbyn to Clayton Bay run starting from the tyre depot in Rankine Street was uncharacteristic in as much as was not raining and the weather was mild and sunny. An added bonus for riders on the smaller machines was there were no strong winds.

Unfortunately our normal leader Warren Duncan was struck down with a malady a few days before and was advised not to attempt a motorcycle ride under any conditions, so Roger O'Loughlin agreed to accept the task and lead the fourteen riders on machines ranging from 50cc to 1698cc.

While machines were being unloaded prior to the start, a green hardtop M.G.BGT drove into the parking area and out stepped a well rugged up Warren Duncan who had found enough voice to brief the riders on proceedings before driving back home to resume his convalescence.

The first stop was Milang for morning tea and then to Clayton via the road to Finniss for lunch at the 'Sails at Clayton Bay' where an area had already been set aside for the Club. There was even live entertainment, with a pleasant female singer whose talent attracted Roger, who is always on the lookout for such acts to embellish the country shows he is involved in.

The return trip was via Langhorne Creek. Just prior to departure, disaster was avoided when Rob Smyth's Motobecane developed a severe carbuncle on the front tyre. Timely application of a Duct Tape bandage repaired the damage fit for the return journey.

The oldest machine was a 1947 Excelsior auto bike with the motor completely restored by recent new member Ian Roddie. It never missed a beat. Being initially designed to transport midwives around the streets of British cities, it travelled at a steady speed of between 28 to 32 kph for the 107 kilo-

metre journey.

Charlie Brown and Robert Freeman Snr crewed the reassuring back up car and trailer without incident until about 300 metres from Rankine Street on return. The auto bike gave a loud bang and puff of smoke, a sign of a fouled spark plug or lack of fuel. Rather than find the fault, it was loaded on the trailer to complete the trip.



Rob Smyth's unruly tyre is brought under control with a length of Duct tape-'the complete tool kit'.

Warren may have been able to join the run in the cosy sidecar of this Vespa outfit



Williamstown Wander 6th August 2017

Participants

Graham Riley	1960	Vespa	125cc	Scooter
David Saint	1973	BMW	600cc	M/C
Warren Duncan	2002	Nissan	4200cc	4X4

Traditionally, Moped Plus events operate regardless of the weather. However early in the morning of the 6th of August reports were received that very severe conditions would develop in the area covered by the proposed route for the day such that motorcycling may not be safe. The authorities

were predicting gale-force winds, heavy rain, thunderstorms and hail throughout the area during the day. Some roads were already closed due to flooding.

An Executive decision was therefore made to create history and cancel the ride. Alan Wallis agreed to make as many phone calls as possible to suggest possible starters should stay home and dry. Warren Duncan left promptly by vehicle for the meeting point to intercept any starters not aware of the cancellation.

On arrival at the Williamstown meeting point, he found a fairly cold and wet Graham Riley keeping company with a vintage log jinker in a shed across the road with his Vespa. Shortly thereafter, David Saint arrived on his BMW. Heavy showers persisted. Once the advertised starting time of 10.30am expired, the three agreed that it would be wise to seek a warm dry spot before heading south. The Totness Inn in Mt.Pleasant was only about 20min's ride away. On arrival, John the barman offered us a spot in front of a magnificent slow combustion stove at the back of the bar. We made good use of the coffee machine nearby and spent about an hour and a half in these very comfortable surroundings.

Just before midday, the weather appeared to ease and all left for home. Although there were showers for most of the journey, the strong winds had eased. According to press and TV reports, the worst of the storm weather front of this period passed through between 2.30 and 4 pm . This was noticeable back in Adelaide and apparently as far north as the Barossa Valley, where we were heading. In retrospect a bit of a disappointing day, but a good decision and at least a pleasant outing for 3 people.

NEXT RUN: Mount Barker Burble --
8th October 2017 (Note 2nd Sunday in October)

MEET: 9.30 for 10am start @Lions Club Car park – Mt.Barker, RHS
off Mt. Barker to Flaxley Rd.

RUN: Morning - Mt. Barker/ Echunga/ Meadows Bakery
/Macclesfield / Mt.Barker Lunch at Mt. Barker
Afternoon –Mt.Barker/Littlehampton//Balhannah/Oakbank/
Woodside/Nairne/ Littlehampton/Mt.Barker (40kms a.m.) -- (40 kms p.m.)

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



Classic Motorcycle Mecca Invercargill N.Z.

Another great motorcycle museum to add to your bucket list and it doesn't involve travelling half way around the world. Classic Motorcycle Mecca is housed in Invercargill in the South Island of

New Zealand and, according to Guy Martin, "It's as good a collection as you'll ever see in England. Yeah it's amazing...brilliant."

I visited the museum in June (take some very warm clothes if you go at that time of year) and found it conveniently located in the main street of Invercargill in a former department store. Entry to the two floors is through a café featuring several display bikes.

The collection was assembled some years ago by American collector Tom Sturgess and originally housed in Nelson in the north of the South Island. Due to Tom's ill health, the original museum had to close and the complete collection of bikes was acquired by the Richardson family and transferred to Invercargill to complement their existing 'Transport World' museum. The bikes on show are mainly British and American machines from the beginning of the 20th Century to the 1970s, with a sprinkling of Italian and German. That said, you find groupings of bikes- the largest collection of Brough Superior in the south hemisphere, display stands of scooters, British off-road bikes from the 1950s, US spec BSA models of the 1960s, Indian and Harley-Davidson from all eras, classic era racers, a display devoted to John Britten and his bikes, and the biggest display of sidecars I've ever seen. From WW1 era basketwork side cars to a sleek Moto Guzzi with a Longhi chair.

The presentation is superb. As you will notice from the photos there are no rope barriers so you are free to walk around the bikes. Attention to detail caused a few smiles: con-rods serving as stair rail supports, lengths of chain fashioned into door handles and the lavatories are worth a visit whether you need to go or not.

The custodian of the collection, Dave Roberts, has been with the collection since its foundation and knows the bikes inside out. He is on hand and more than happy to chat about the bikes.

I spent the best part of a day at Motorcycle Mecca with a break for lunch in the café, but as they say 'there's more'. A short walk from the Mecca is E Hayes Hardware which contains its own bike collection, featuring two Burt Munro specials; the famous fastest Indian and his 'other bike' a Velocette MSS 650 record breaker. Examples in this collection range from a Smiths Motor wheel moped to a flat 6 cylinder Corvair powered tourer.

Finally if you have gone all the way to Invercargill, 'Transport World' is



1913 Henderson

1925 Norton 16H Supersport sidecar



Selection of Brit hairdryers



1950's Triumphs



1952 Moto-Guzzi Falcone Sport and sidecar



1959 BMW R69 600cc with 'Camel' tank



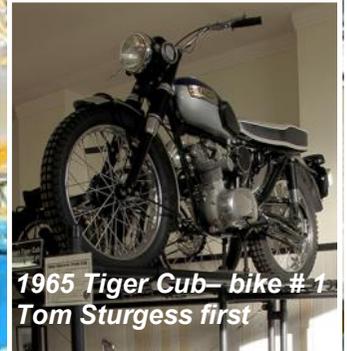
Early American



Rare 1931 AJS 498cc V-twin

definitely worth a visit. The museum is about 5 minutes' drive from the city centre and is a vast collection of trucks plus vintage cars and shed loads of tools memorabilia and many, many period petrol pumps, presented with the same attention to detail as the Motorcycle Mecca (and even more imaginative lavatories). I'm not a big fan of trucks, especially on twisty roads, but I did enjoy seeing the old Bedfords, Thornycrofts, and Albions again. Planning a holiday? The Burt Munro Festival of Speed in Invercargill is **8-11 February 2018**. If you are passing through Christchurch, former road racer Mike Pero has a collection of Japanese Classics from the 70s, 80s and 90s near the airport (didn't get to that one). Add in the aircraft museums in Omaka, and Wanaka and you have an itinerary!

Websites www.transportworld.nz www.burtmunrochallenge.co.nz/



WEEKEND RUNS



Ride to Yankalilla, Sunday 28th May 2017

Would-be riders obviously felt that the weather wasn't to their liking and stayed away from this run. Granted, conditions did look fairly bleak early in the morning: but four brave souls met at the Caltex servo, Top of Taps. *Ian Roddie* was so eager that he turned up 30 mins early on his *Yamaha FZ1*, *David Saint* arrived on a *Suzuki V-Strom*, *Alan Kernich* on his 1974 *Triumph T140V* and yours truly on a 1959 *BSA A10 Super Rocket*.



Wet and windy conditions at the start of the run

We followed my normal route (South Rd, Panalatinga Rd, Coxs Hill Rd etc) to Clarendon and turned right at Bakers Gully Rd through Blewitt Springs and stopped at the Cottage Bakery, McLaren Vale, for refreshments. Conditions had improved considerably by the time we departed the bakery, blue skies with clouds prevailed, and even a spot of sunshine. We headed up Willunga Hill onto Victor Harbor Rd and then right at Pages Flat Rd, where we deviated around the Myponga Reservoir, through Carrickalinga and along the coast road to Normanville.

At this point, the two leading British bikes, one fire engine red with chrome, the other surmounted by a rider sporting a bright yellow fluoro jacket (see photo), turned right towards Delamere. How the following two bikes



didn't notice this manoeuvre is one of life's great mysteries. Alan and I pulled over at Delamere and I remarked to him 'we've lost them, haven't we'. We decided to carry on, as everyone was aware we were headed for Yankalilla and I'm sure I uttered the word 'Delamere' earlier on. Only the local wildlife was witness to the symphonic sounds of two British twins hammering down Range Rd towards Victor. We turned left at Parawa Rd through Torrens Vale and headed back to Yankalilla via Inman Valley Rd.

At the Yankalilla bakery, I received a message that David and Ian were enjoying pasties at Delamere. They had correctly surmised that we had headed that way, and we eventually met up again in Yankalilla. Reunited, we returned through Myponga, Pages Flat Rd and back to Willunga Hill. This time I turned left at *another* Range Rd, which I'd never travelled before; and we wound our way down the hill through some tight bends into the McLaren Flat area. From there, we met up with the Kangarilla road and returned home along Chandlers Hill Rd through Flagstaff Hill.



John Mikutta's Suzuki T500

Ride to Birdwood, Sunday 2nd July 2017

A magnificent turnout, certainly compared with our last ride, and equally magnificent weather boded well for the ride to Birdwood. Eighteen starters assembled at a cut-down Civic Park carpark in Modbury. The toilet block is being renovated, and cyclone fencing took over most of the area.

For the first time in two years, the historic bikes outnumbered the moderns 11 to 7! They included : Gary Priest 70 Honda CB750, Allan Morris 73 Triumph T150, Kym Miller 78 Yamaha XT500, Tony Mitchell 87 Honda XBR500, John Mikutta 71 Suzuki T500, Rob Smyth 68 Honda CB250, Neville Gray 77 Honda 550K, Ed Lowrey 79 Triumph T140E, David Saint 76 Suzuki GT750, John Suggate 74 Honda CB750K5, and I rode a 67 Triumph T120R. On the moderns :- Wayne Williams Yamaha XVS650, Ian Roddie Yamaha FZ1, Gail Priest (nee Yates) Harley-Davidson FXDC, Louis Peilschmidt Honda VF750C, Mick Hayes Suzuki 650, Clayton Penley Harley Davidson EVO 1340, and Trevor Jones Triumph Bonneville.



Neville Gray's shiny Honda CB550

The law was laid down from the start: no shortcuts to our first destination The Throttle Shed at One Tree Hill. Heading through Chain of Ponds we turned left to Kersbrook and then left again in Kersbrook itself towards Black Top Rd and One Tree Hill to the Throttle Shed cafe.

After refreshments we started down Humbug Scrub Rd with the intention of heading to Williamstown; but for some reason I turned left at Yettie Rd instead of right. Part way down the road I did a U-turn and signalled the oncoming bikes to follow. All good, we travelled through Williamstown and then onto the Springton Rd eventually stopping in Springton while 3 riders filled up at the local pumps.

We then headed south to Mt Pleasant but turned off left on Angas Valley Rd, which is the road to Walker Flat. A couple of our riders remarked how riding on this section of road, up and over the hills, through the trees and then down past the rocks onto the flat was an uplifting experience. They were right; it's a great stretch of road. We turned first right on the flat through Milendella and headed to Palmer, Tungkillo and Mt Torrens where we turned right to Birdwood. We pulled over at the last cafe/bakery as you head west out of Birdwood.

We had an extended lunch outside enjoying the sunshine and conversation. Some riders returned home from the bakery, the rest headed through the Gorge peeling off here and there towards their homes. That only left me to complete the planned ride by heading up Montacute Rd, across the ridge to Ashton and finally descending into town down Greenhill Rd and home.

Overall this was quite a fast ride, as most of it was on 100kph roads – might as well travel on them before they lower the speed limits. It was also my first ride along Humbug Scrub Rd which is very scenic, but some of the bends tighten up on the unsuspecting rider. It was also encouraging to see many members riding their older bikes.

Charles Oliver Club Captain

(Thanks Charles for the great reports during your term as Club Captain. Ed.)



Sunday 30th July 2017

The COMCC run to Mannum got off to a rather inauspicious start with only 3 participants turning up by the advertised starting time. Whether it was the date (the last Sunday of the month rather than the usual first Sunday) or the threatening weather, this was a rather disappointing turnout on a day, that although cool, was by no means wet. In attendance were Charles Oliver (1967 Triumph T120R), Ed Lowrey (1978 Triumph T140E) and yours truly, Alan Kernich (1976 Triumph T140V). A trio of Triumphs. Also along was Wayne Williams in his KIA 4WD and 3 bike trailer, very fortuitously as it turned out.

Real motorcyclists ride Triumphs

– a disappointing turn out for Alan Kernich's debut ride as Club Captain. Off we went at 10am; but by the time we reached Lenswood (about 25km), the call came through that Charles' bike had conked. Yes, I know what all the critics will say about British engineering; but in this case we can blame "On The Run". After studying the spark plugs (ghostly white), and checking the ignition, we discovered that the stuff in the tank not only had water in it but also had an unusually faint odour. Trailer to the fore! We then made a bee line to the Cudlee Creek Cafe by the shortest route.

After coffee and nibbles and chats to other bike enthusiasts, we decided to call the whole thing off and headed homeward. Not a famous ride but quite enjoyable nonetheless (except possibly for Charles).

Alan Kernich Club Captain

NEXT RUN SEE PAGE 2

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



Parking Area Strath

This must rate as the worst winter for mid-week runs in recent memory. Rain washed out the whole of July for most riders, but rumour has it two or three hard men turned out and braved the conditions.

Back in June it started well with a popular run to Middleton and the debut of Martin's new 500Royal Enfield. August began well with 20 plus bikes on an overcast day with chance of rain. The numbers indicate people were keen to make the most of one of the better days. Richard kept the ride a bit shorter than usual. After lunch at Strath, we were able to head home in case the rain came through, which it did at 7pm.



Coastal Lookout

The last time the weather did the mid-weekers a favour in this past quarter.



Strath again



Alan's Honda 400 4 (the photo missing from the last edition)



My desire is to become a mechanical man, perhaps not as the title would suggest, but one who can confidently handle sockets, spanners, screwdrivers and the like. This aspiration has come upon me in later life. Motorbikes have always loomed large in my life; but as a younger, greener person I was content to hand the problem over to somebody more schooled in the mysteries of mechanical arts. Of course, now no longer working, paying someone is less of an option. I am pleased to say, dear reader, that I am now truly desirous of being capable of understanding the workings of my own bikes. The chickens have come home to roost: I should have been more attentive while my mates were swapping exhausts, lowering the suspension and fixing claxon horns. I knew these were essential modifications if we wanted to impress the ladies and I was certainly interested in that, but my attention somehow wandered.

I should have been more attentive when different handlebars were being fitted or the timing fettled and leaking fuel taps were remedied. No breast beating is going to fix this, and I am happy to report I now know the difference between M5 or M6 bolts and what .8 or 1mm threads are. I now know lots of things, far too many to boast of here; but I have to say there is an awful lot to know. The other problem is having just the mechanical skills to accomplish what I know, when the known won't do what I want. It looks easy enough on YouTube but in reality isn't.

I can take some comfort in my learning skills – I am getting quite handy at removing stubborn bolts, bolts that have previously been attended to by what we, in the mechanical trade, call butchers. My Honda CB 350 twin, that so far has survived the perils of the ocean (from Utah) and the truck trip from Melbourne, might also survive my attempts to see her up and running. When I bought the bike, I imagined all I would have to do to get it running was to put in a new battery, top up the tank and away I would go. Certainly that was how I pictured it - just exactly what did the man mean when he said it would be a Winter project for me?

Reality is a harsh task master and reality has set in. How hard is it to put in some new oil? It turned out, very. The sump plug wouldn't budge no matter what descriptive words I called it. Finally it relinquished its grip under Mike's persuasive long extension bar and much sweating. Lesson one. The next problem was the circlip holding in the oil filter: mine was in several pieces. My education is proceeding thanks to fellow club members' gentle guidance. Barry has welded my split exhaust and battery holder, and Mike has spent quite some time helping and instructing me. He has journeyed to my place

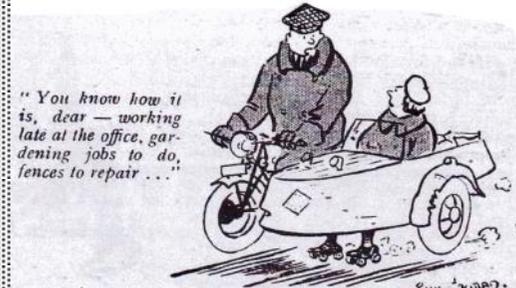
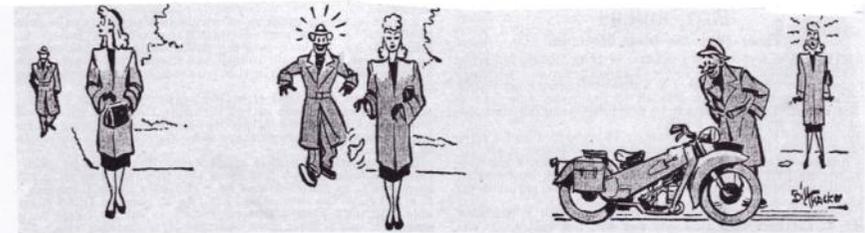
bearing special tools and with these has refitted the newly cleaned centrifugal oil filter, and his only reward being his own satisfaction. I can inform the reader my own efforts are quite impressive. I had the wheels reshod with new rubber and fitted both back on the bike myself, which I must say entailed a bit of juggling. My cleaning skills are much improved, not to mention my ability to paint bits – bits such as the crankcase covers. Rerouting cables and attaching said articles is yet another of my new skills.

I know that all those bits and pieces will come together to form a living, breathing entity capable of transporting me over the horizon and far away. I know this; but looking at my carburetors, which are at the moment in several pieces soaking in cleaner, it's sometimes hard to imagine.

The days are longer and Spring is a promise – it would be nice to think the Honda and I will be joining the midweek runs.

David Byford

FROM THE ARCHIVE



Barry Young has discovered what made us laugh in the 1950s

FOR SALE & WANTED

Check
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

FOR SALE

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 carburetor - \$5

Material toolbag with Royal Enfield logo - \$5

Royal Enfield 350cc owner's manual 2005 - \$10

24

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**

1972 Triumph Daytona

Rego No. TIX-102 very nice and original carefully stored + most of a spare engine & manuals and books \$11,000

June Bridges **8322 6756**

1971 HG Kingswood.

Expressions of Interest welcome.

Contact Graeme Bradley
diannebradley@bigpond.com

Wanted

8" twin leading shoe front brake from Triumph/BSA.

Charles **0466 863 932**

12 inch rim for a 1960 Zundapp Bella.

Trevor Veitch **0427 817 058**

From 'The Motor Cycle' 1952

It seems pedal power is not a new phenomenon, I wonder what 'Disgusted A7' would make of the 1 and 1.5 metre rule?

NO LIGHTS

Police Action Was Not Forthcoming

THE other night, while riding home at about 11 p.m. along one of our main roads, I saw ahead a pedal cyclist with no front or rear lights. He passed a patrolling police sergeant, who looked at the cyclist and then looked away again without, apparently, turning a hair. A little farther on, the cyclist turned into a side road. No wonder the accident rate remains high. **DISGUSTED A7.**
Birmingham.

Cycle Rear Lighting

LAST week the Parliamentary Secretary to the Ministry of Transport, Mr. Gurney Braithwaite, M.P., received a deputation from the National Committee on Cycling, who placed before him objections to the provision of the Road Transport Lighting (Cycles) Act of 1945 that cyclists should be compelled to carry a rear light, a red reflector and a white patch. The deputation explained its objections to the compulsory red light and pressed that cyclists should be permitted to make the choice between a red light and reflector with a white patch. The basis of the cyclists' objections is that it is the duty of every road user to drive within the limits of his lights rather than to rely on rear lighting of other vehicles. Mr. Braithwaite promised to convey the views of the deputation to the Minister.

QUOTING an Italian source, the British Road Federation provides enlightening figures about road expenditure. On the basis of expenditure per head of population, the position is: U.S.A., £10 2s; Portugal, £4 8s; Sweden, £2 12s; Norway, £2 11s; Great Britain, £1 9s; Italy, 12s; Turkey, 8s 6d. When one realizes the influence

of inadequate and badly maintained roads on accidents and the economic health of a country, these figures make one feel in a despairing mood about dear old G.B. And the pill is even more bitter when we know that motor taxation brings in about £250 million a year while the Government allocation to roads is a measly £30 million. The last figure represents 12s a head of the population. The balance of 17s a head is provided by ratepayers, so on this proportion vehicle owners pay twice!

Classic Owners Motor Cycle Club



PO Box 642 Plympton, South Australia 5038

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

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 Charles Oliver 0466 863 932 secretary@classicowners.org

Treasurer Graham Riley treasurer@classicowners.org

Club Captain Alan Kernich 0429 093 821

Social Sec Barry Young 0419 858 871

Member Sec & Librarian

Lew Hylton 8449 7470 / 0488 800 857 classicsathart@classicowners.org

Photographer David Byford

Federation Rep Bob Cole 8337 7065 president@classicowners.org

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Web Editor Charles Oliver editor@classicowners.org

Web Designer Geoff Woodberry

CLUB (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

CLUB REGISTRATION REGULATIONS

Note change of name– Historic Registration is now ‘Club Registration’ Regulations Regarding Financial Membership and Club Registration

- Club Registration of a vehicle is conditional on the owner being a financial member of a registered car or motorcycle club. COMCC requires the vehicle must be inspected by a machine examiner, after which a log book will be issued. Club Registration is not transferable upon the sale of the vehicle.

- Vehicles must be 30 years old (eg a bike manufactured in 1987 is eligible July 2017) 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 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 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 Club registered 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 The Federation of Historic Motoring Clubs 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 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.



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

Dec 2017— Feb 2018
General Meeting last week
in November

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

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

