



Roaring Success...!

**CLASSIC
COURIER**



DECEMBER 2017 - FEBRUARY 2018

EVENTS CALENDAR



Check www.classicowners.org for updates or ring

Run / Event organiser

3 Dec Toy Run NB doesn't clash with COMCC BBQ !

10 COMCC Annual BBQ see opposite page
2018

20-21 Jan Milang Yesterday's Power Rally & Tractor Pull

Contact theseecretarymcmv@gmail.com or 8297 4715

11 Feb All British Day Echunga Rec. Grounds info www.allbritishday.com

Nov VJMC Wings, Wheels and Going Loco Tour 2018

A Grand Tour of New Zealand's finest transport museums

More info secretary@vjmc.org.au and TourWithVJMC@vjmc.org.au

MOPED RUN DATES

3 December: Adelaide Beach Run -

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

2018

4 February Goolwa

8 April Birdwood or Mt. Pleasant

3 June Strathalbyn

5 August Williamstown

7 October Mt. Barker

2 December Birkenhead

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.



**NO GENERAL or COMMITTEE MEETINGS
in December
NEXT General Meeting 23rd January 2018**

All Members Welcome to...

**COMCC
Christmas BBQ
Sunday
10 December
11.30 — 2pm**

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



NEW MEMBERS

A welcome to the club is extended to...

1086	Allan Drazil	AberfoylePark
1087	James Reynolds	Woodville West
1088	CampbellBlaney	Marleston
1089	Geoff Walsh	Middleton
1090	Mathew Smith	Semaphore
1091	Ciaran Carruthers	Paracombe
1092	Bronte Burnett	Leabrook
1093	Jeff Forrester	Hove
1094	Stuart Chapman	Craigmore
1095	Richard Hill	McLaren Vale

Welcome back

932 Leon Brussel O'Halloran Hill



FROM THE CHAIR



Hi All :

Another year is about to finish. The Club has had a busy 6 months. Thanks and congratulations go to Lew Hylton, Clayton Penley and their committee for running of the Mill to Mill event. I am told it was a great event. Congratulations also to Bob Finnie and his helpers for organising the Murray Bridge day. I think we should look at having more days like this one, as we now have a lot of older members who do not ride their bikes and this type of event includes them in the club's activities.

We have seen an increase in membership of about 20% due no doubt to the changes in Historic Rego. Our meetings are being well attended and your committee elected in July are doing a great job and I thank them and other helpers for their effort.

Just a few reminders: the Xmas BBQ December 10, if any of you could help on the day please contact Social Secretary Barry (details page 26). There will be no General Meeting in December as shown on Web page. Last but not least, on the behalf of the COMCC committee I would like to wish all members a Happy, Safe Xmas, and a Happy New Year. Best Wishes to all.

Bob Cole President

EDITOR'S COMMENTS



This has been a big quarter for the COMCC: Classics at Hart Mill to Mill, Ride to Captain's Cottage, Lions' Bike Show, Annual Dinner plus the regular ride calendar each month. I hope the articles in this *Courier* will be a reminder to those involved and will encourage other members to join in the club's events. If you have access to the internet, make sure you check out www.classicowners.org regularly. Charles keeps it up to date and the website, unlike the *Courier*, is not limited to 20+ pages so there are many more photos of the events. Check out the gallery of pictures of the Mill to Mill Ride under the 'Photos' tab on the site.

A Merry Christmas and a Happy New Year to all members and their families, and happy reading.

Trevor Jones Editor

MOPEDS PLUS

Enquiries: Warren 8388 1770
Alan 8295 5097



Mt. Barker Burble - 8th October 2017

Motorcycles

Alan Martin 2017 Yamaha 300cc

Alan Wallis 1950 Tilbrook 197cc

Malcolm Gray 1974 MZ 150cc

David Saint 1966 Puch 250cc

Peter Arrioli 1957 James 150cc

Robert Snell 2014 H-D 1698cc

Mick Hayes 2005 Suzuki 400cc

Joe Betschart 1956 Guzzi 750cc

Warren Duncan 2002 Honda 250c

Roger O'Loughlin '88 Suzuki 650cc

Moped

Rob Smyth 1970 Motobecane 50cc

Autobike

Ian Roddie 1947 Excelsior Autocycle 98cc

Ian Voysey 1948 Malvern Star 98cc

Scooter

Graham Riley 1960 Vespa scooter 125 cc

Fourteen stalwarts lined up at the start at Apex Park, Flaxley Rd., Mount Barker. Assembled were a variety of machines, equipment, and sewer pipes, because the Western Sewer Main for the town and the surrounding suburbs was under construction at that point. The contractor however honoured an arrangement put in place earlier in the week to leave enough room for our activities, and that worked well.

The first leg for the day took us out through Echunga to Meadows for the usual Meadows Bakery refreshment stop, then a return to Mount Barker via Macclesfield.

Several riders opted to retire at this stage after a 1.25 hr. lunch stop. The remainder set out for Woodside via Balhannah to visit Melba's Chocolate factory. After collecting a few sweet purchases the riders called it a day and all but six retired, the remainder returning to Mount Barker via Nairne and the Bald Hills Road interchange.

With the exception of Ian Roddie's Excelsior autobike which is still settling down after an extensive overhaul, all bikes ran well throughout the day. The Excelsior gradually lost power during the morning run and had to be loaded on the back-up trailer for the return to Mount Barker. Ian then loaded it on board his motorhome which transported the bike to the start, and after the lunch break followed the run up to Woodside in this vehicle.

A quick scan of the entry list for this event illustrates the variety of makes of machines which turn out for these runs. Out of the 14 entries Suzuki is the only make duplicated, thus the 12 remaining machines are all different makes! Note also that engine capacities vary from 50cc for the smallest to 1690cc for the largest. Throughout the day Roger O'Loughlin and Mick Hayes marshalled the corners and kept everyone on track. Our thanks go to them for this assistance, to Alan Wallis for his tail-end Charlie duties and to Robert (Pud) Freeman and Charlie Brown for manning the back-up vehicle. REMEMBER: These runs cater for the slower rider, backup trailer always provided.

NEXT RIDE SEE PAGE 1

COMCC visits the

CAPTAIN'S COTTAGE MUSEUM

This was another Bob Finnie club tour similar to the outing we did to Old Taillem Town a couple of years back. This time a mini bus was hired and there were about a dozen bikes ready for a start at the Woodville club rooms. Some members wheeled out their historic machines, others brought newer bikes along : Alan Kernich (BMW R80), Jenny Kernich (Honda 400-4), David Saint (Suzuki GT750), Roger O'Loughlin (Suzuki GN650), Kym Miller (Yamaha XT500), Lew & Rhonda Hylton (BMW R100 outfit), Ray Chappel (Kawasaki Zephyr), Charles Oliver (BSA A10), Ian Roddie (Yamaha FZ1) and Bob Finnie & Clayton Penley (Harley-Davidsons). I believe the bus was full – Alan Wallis and wife, Barry Young, Les Tapping, Charlie Brown were among the passengers.

Bob and Evangeline had done us all proud by providing morning tea, lunch and refreshments. A big thank you to Bob and especially Evangeline, who'd, spent two days cooking biscuits and cakes and preparing cold rolls for lunch.

For the trip up we decided to take the freeway, in order to get there in time for morning tea. Near Monarto we pulled into the truck stop to find Wayne Williams and Graham Riley waiting on their cruisers. Shortly afterwards the bus pulled in, so we arrived at Murray Bridge in one large group.

The museum had a lot of early farm machinery in one shed. In another several small engines and vehicles together with some large kerosene engines which were used to pump water into and out of the River Murray. Amongst other machinery were some early telephone exchange hardware, old kerosene fridges or meat safes and blacksmith equipment. Compared with Taillem, this one probably had a lot less social history exhibits but a lot more static engines, several of which seemed to be in working order.

As we sat down for lunch, David Byford and Mick Hayes turned up after visiting a disappointing swap meet in Strathalbyn. Disappointing from a motorcycle point of view, as most of it was geared towards cars.

Bob Finnie had promised a trip to the new racetrack site being constructed near Taillem Bend after the museum visit. However most of the bike riders were more intent on visiting the motocross track near Monarto to watch the Murray Williams Sidecar Cup meeting. We went our separate ways and enjoyed about 40 minutes of sidecar action before returning down the old highway to Littlehampton via Balhannah and down Greenhill Rd. Special thanks to our bus driver Alan Brock—excellent job and to Bob for organising the day.

Charles Oliver



Bikes lined up outside the museum



Some of the action at the motocross

Classics at Hart MILL TO MILL RIDE and Shine



Early morning showers and a large oil deposit at the entrance to Mundy St, courtesy of the pizza truck, didn't deter entrants and spectators from attending the latest Classics at Hart event in Port Adelaide. There was a good selection of veteran and vintage bikes in the static display in the flour shed and outside at the end of Mundy St by the wharf, as well as a swelling number of starters for the ride to Birdwood Mill. Food vendors were set up outside as well as sponsors Hancock and Just and Shannons. Two representatives from our charity beneficiary SAMHRI attended along with our very own Professor David Saint who was on hand providing information for interested patrons.

Apart from Brough, Scott, MV Augusta, Panther and Ural we had most of the other manufacturers covered. There were more BSAs than Triumphs, several early Harleys and Indians and an array of racing and competition bikes including a wall of death Tilbrook. There were scooters, an autocycle and even a Swiss made three wheeler circa 1910. Many additional entrants on the day contributed to the increased ride numbers and led to an impressive variety of machines on the day.

MC Bob Freeman started proceedings introducing Port Adelaide Mayor and COMCC patron Gary Johanson and State MP for Port Adelaide Susan Close. Gary was delighted to see such a healthy crowd gathered for the event. He in turn introduced the event organiser Lew Hylton to address the crowd. On the order 'start your engines' the sound bouncing off the Flour

Shed and the opposite TAFE building was deafening to the point that it was difficult to hear your own bike running. Led by two SA Police historic cars, riders were funnelled out of Mundy St onto St. Vincent St., heading off along Grand Junction Rd, North East Rd and Chain of Ponds. I found myself surrounded by 70s and 80s Ducatis for most of the way. Everyone behaved themselves, so we all arrived without incident at the back of the Birdwood Motor Museum and parked on the grass.

The CFS did a fantastic job providing burgers, sausages and bottled water for all the riders. We should also thank Bob Chantrell and his crew for marshalling at Birdwood and Wayne Williams who followed with a car and trailer should anyone need to be rescued.

Our two judges Malcolm from the CFS and Deb from the Museum circulated among the bikes and eventually had made their decision: a 1930s BSA Sloper outfit and a Vincent Black Shadow caught their eye among the pre-2000 bikes. A Honda CB1000RR in Repsol trim plus Clayton Penley's Harley/sidecar/trailer combination won for the post-2000 bikes. An excellent choice made by the judges who were quite overwhelmed with the huge variety and quality of bikes present.

The return journey was a bit more of a spirited affair as we deviated towards Kersbrook and One Tree Hill and along the Salisbury Freeway back to Port Adelaide. On our return the band were performing on the flatbed truck and most of the bikes were outside on display by the wharf in the sunshine.

I think the ride component of the event went really well with no incidents of note. I'm not sure how they fared crowd-wise at the Port while the ride was on, but when we returned later in the afternoon it was quite hot for some of the volunteers looking after the bikes. Proceedings gradually wound up late in the afternoon. Good weather and many late entrants helped make the event a success. Thanks to Lew Hylton, Clayton Penley, all the volunteers who helped out on the previous set up day, on the Saturday and all the entrants for ensuring a terrific day.

Charles Oliver



Bob Chantrell's Impressions of the Day at Birdwood

I would like to thank our marshals for their service with a smile on the day. Some of them were press ganged in the last few days and just got on with it without question; I found them very obliging- business with a smile. I have been absent from club activities for a number of years so many of you don't know me. I was not as early as I intended, due to lack of paperwork and a small hail storm. Not great but as I found out, no one is indispensable. The team we put together was already at work, BBQ crew setting up and the main gate manned, even if the person attending was not sure why, but very impressive and I was thankful. We had first aid on call via a handheld radio which put us in direct contact with the ever obliging Mill staff, but help was not required, thanks to all. By the time the Police cars and the cavalcade arrived all was in order, food ready, and wood available for under the stands. Lovingly referred to as loaves and toast? A fantastic living display of about 150 motorcycles, the result of many hours spent in sheds while under restoration. Many, many dollars put back into circulation while the 'ghosts in the machines' were brought back to life. Many old friends and new ones made. Once again, thank you to all the marshals and other helpers and the weather, that made this great meal stop an event of its own.





**Presentation of the Trophies
28 Nov 2017**

Trophy winners received their awards and a cheque for \$2,500 was donated to SAHMRI for medical research



TROPHY LIST

TROPHY SPONSOR

Category 1	Best Solo Pre-2000	Y Partners
<i>Bruce Colwell</i>	1954 Vincent Black Shadow 1000cc	
Category 1	Best Outfit Pre-2000	Hydrosteer
<i>Robert Dick</i>	BSA Sloper 500cc	
Category 2	Best Solo Post-2000	Shannons Insurance
<i>Jason Hill</i>	2007 Honda CBR1000RR Repsol 1000cc	
Category 2	Best Outfit Post-2000	Meritor
<i>Clayton Penley</i>	1994 Harley Davidson FLSTC EVO 1340cc	
Category 3	Most Popular 1900s	Wright & Evans
<i>Richard Govan</i>	1905 Coventry Challenge 488cc	
	Most Popular 1910s	Pt Adelaide Enfield Co.
<i>Brian 'Nip' Kuerschner</i>	1912 Triumph Model TT 500cc	
	Most Popular 1920s	V&V MC SA
<i>Peter Allen</i>	1926 Rudge 4 Valve 500cc	
	Most Popular 1930s	Norton MC SA
<i>Ray Tobin</i>	1935 Harley Davidson VLD 1200cc	
	Most Popular 1940s	Jost Australia
<i>Phil Jenner</i>	1948 Indian Chief 1200cc	
	Most Popular 1950s	Send a Basket SA
<i>Barry Young</i>	1958 Triumph Tiger Cub 200cc	
	Most Popular 1960s	Hancock & Just
<i>Steve Kerr</i>	1964 Honda Dream C77 305cc	
	Most Popular 1970s	Adelaide Eye & Laser Centre
<i>Simon David</i>	1971 Kawasaki H1A 500cc	
	Most Popular 1980s	Hydrosteer
<i>Wayne Hale</i>	1982 Suzuki Katana 750cc	
	Most Popular 1990s	Wotherspoon Wealth
<i>Colin Behn</i>	1990 JCM 239cc Trials	
	Highest Fundraising Exhibit	COMCC
<i>Simon David</i>	1971 Kawasaki H1A 500cc	

**Classic Owners would like to thank sponsors for their generous support of Classics at Hart .
Support our sponsors**

Birdwood Mill



V.P. Bob Freeman and
Pt. Adelaide Enfield
Mayor Gary Johanson



Mill to Mill committee Chairman
Lew Hylton and MP Susan Close



Rob's Cammy AJ



Hart's starters



Static display outside Hart's Mill



Ducatis at Birdwood Mill



WEEKEND RUNS



Sunday 27th August Ride to Mannum

In spite of wintery conditions once again, there was an enthusiastic turnout for the August Sunday club run to Mannum.

Fifteen starters met at the Magill Foodland carpark for the 10am start.

Ross Edwards '07 Honda Blackbird

Graham Riley '08 Kawasaki Vulcan

Ed Lowrey '78 Triumph T140E 750

Kym Griffiths Suzuki GSX 1400

Graig McDonald Yamaha XJR 1300

Joel Yates '11 Harley FXDC 1600

Gary Priest '71 Honda CB750

Gail Priest '11 Harley

Ian Roddie Yamaha FZ

Clayton Purley '94 Harley 1340

Charles Oliver '15 Triumph 675

Tony Mitchell '01 Triumph Bonneville

Kym Miller '13 Triumph Bonneville

Colin Buckett Harley S40 Boulevard

Alan Kernich '76 Triumph T140V750

(Sorry if I missed anyone; three historic bikes and plenty of cruisers)

A cold drizzly ride to Cudlee Creek via Norton Summit, Ashton, Lenswood, Lobethal, Gumeracha and Chain of Ponds. The long way round I know, but we are doing this for enjoyment – not efficiency! This section was uneventful apart from coming across a motorcyclist who had had a fall near Basket Range, leaving a puddle of oil on the apex of an already wet and slippery corner. Thankfully he was OK and was able to warn oncoming vehicles of the danger. Wayne Williams on his Yamaha met us at the Cudlee Creek Cafe which was, as usual, welcoming and warm with hot coffee and snacks. Following our short break it was off again via Chain of Ponds, Kersbrook, Birdwood, Mount Torrens, Tungkillo and on to the Pretoria Hotel at Mannum. A slight hiccup near Forresteron but quickly rectified with a strategic U-turn. A few riders dropped out either by plan or due to incompatibility with the weather conditions. Thankfully the weather progressively cleared as we headed east, but it was still cold. Ah well – it is the middle of winter after all. The hotel was crowded, possibly due to the televised “Fight of the Century” and the following AFL Crows game. The dozen or so remaining troops enjoyed a good meal. Several more people went their own way after lunch. In order to get home in time for the previously mentioned football game perhaps?

The remaining five intrepid travellers then took the ferry across the Murray for a quick run to down to Murray Bridge and then turned for home along the Old Mount Barker Road. A few more people peeled off at various convenient

points along the way leaving only yours truly and one other to complete the full circuit back to our starting point via Littlehampton, Balhannah and Summertown. It was only after seeing the evening news that we learned of yet another bike fatality that afternoon, only a few kilometers from our route (*it was actually a lot closer, Bald Hills Rd off the Blakiston roundabout which we went through. Charles*).

A reminder to all – enjoy yourself but please ride safely!



Yankalilla, Sunday 29th October 2017

In spite of a very threatening weather forecast with damaging winds and showers, hail and thunderstorms to follow[#], five historic and nine other bikes and riders turned out for the October run down the Fleurieu Peninsula to Cape Jervis.

Historic bikes

Ed Lowrey '75 BMW R90S 900cc

John Suggate '74 Honda C750K5 750cc

Darryl McWaters '72 Kawasaki Z1 900cc

Phil Allen '66 Featherbed Commando 750cc

Alan Kernich '85 BMW R80 800cc

Modern classics

David Saint '10 Yamaha FZ600 600cc

Wayne Williams '08 Yamaha XVS650

Charles Oliver '15 Triumph Triple 675cc

Lory Lkiass '16 Skyteam Ace 125cc

Martin Blindell '17 Royal Enfield 500cc

Louis Peilschmidt '98 Honda VF750C

Campbell Blaney '01 H-D FXST 1450cc

Trevor Jones '01 Triumph Bonnie 790cc

Jeff Forrester '01 Triumph Bonnie(790cc)

Heading out from the Caltex servo at the top of Tapleys Hill, we turned off down Panalatinga Road. For those who had trouble keeping track of the route, here is a list of roads covered until a refreshment stop at McLaren Flat:

Panalatinga Rd, Coxs Hill Rd, Piggot Range Rd, Easton Rd (I almost missed that one!), Grants Gully Rd, Kangarilla Rd, Bakers Gully Rd, McLaren Flat Rd.

After coffee and bites we headed off through the back blocks of the Willunga vineyards towards Willunga and the Willunga Hill (I love it!). Then riding via Pages Flat Road to the Myponga Reservoir Road. It was very windy at the top of the ridge heading down into Carrickalinga and Normanville, sunshine

all the way. Turning right onto Main South Rd we had a brief 'comfort stop' at Delamere before finally arriving at Cape Jervis.

A bit of a chat, and an interesting view of the Sea Link Ferry coming in to the harbour in a 25 knot cross wind before executing a 270 degree donut with only a few metres to spare. A neat job (I think the helmsperson may have executed that manoeuvre before).

Off to lunch then at Yankalilla Bakery via Delamere and Torrens Vale. Everybody arrived safely in spite of some road debris and flying objects. It was still sunny but some dark clouds in the south west.

After lunch in cooler conditions, various small groups headed off for home while the remaining half a dozen or so enjoyed a brisk ride to Meadows before splitting up to head for their various destinations. The perseverance award must go to Lory whose 125 Sky Ace must have required a lot of encouragement under not the most ideal of conditions. Quite a long ride for some, mine being a total of 290 km all up. Most future rides will be somewhat shorter, 200 to 250 km seems most desirable. If anyone has a particular route/destination they would like considered please let me know.

The much maligned weather forecast was completely correct with warm temperatures, damaging winds and bush fires during the day. Heavy showers and thunderstorms with hail followed in due course overnight.

Alan Kernich, Club Captain



Skilful manoeuvre by the Sealink ferry



At Cape Jervis lookout



Lions' Bike Show Macclesfield

A group of COMCC riders participated in the inaugural Lions' Bike show last month. The main group rode to the venue from Hazelwood Park and were joined by others at the venue. The Lions put on a good show. Bike clubs circled the oval with plenty of interesting machinery to see, together will some trade tents. We had a dozen



Thanks to member Wayne Williams who transported the club flags to and fro by car.



plus bikes on display (depending when you counted through the day) mostly from the 1950s and 1960s. I had an enjoyable day and look forward to next year's event and my free sausage. TJ



Read Charles Oliver's report and see more photos on classicowners.org

VELO 500cc TWIN ? !

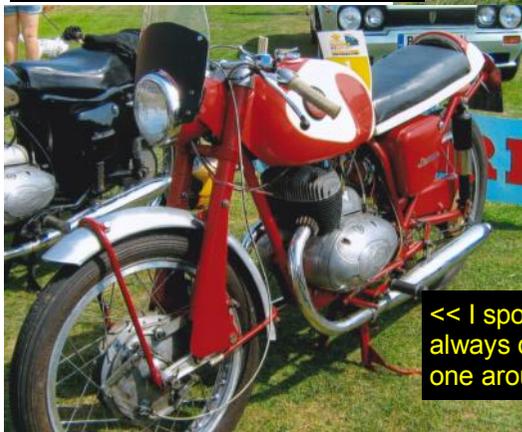


On my recent trip to the UK in September, I visited a car/bike show in Folkestone Kent. I spotted this Velocette and I thought, "I didn't know they made a twin!" Whilst I was looking at it, a chap came over. He introduced himself as Colin Peters and told me that



he had built it out of two 250 KSS engines and from start to getting it on the road took about 20 years. Colin bought the parts in the 1940s and 1950s and installed the engine in a MAC frame. He has done a fantastic job don't you think?

<< I spotted this Norman B.4. A bike I have always coveted and still do. If you have a spare one around let me know.



Bike night at Weston super - Mare every Thursday.

Barry Young



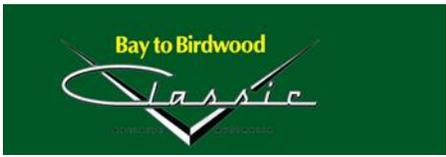
MID-WEEK RUNS

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 the day



Mid-week riders turned out in numbers this quarter as the weather began to improve as we head into summer. We had the unexpected (by me anyway) treat of seeing the veteran bikes involved in the National Rally based in Tanunda, refuelling in Birdwood. Our last run in November to Middleton began with 20 riders despite the predicted 34 degrees. The mid-weekers are keen, and despite the photographic evidence below do spend more time riding than in bakeries! TJ





As is usual with the Bay to Birdwood Classic, the weather usually looked a bit suspect at the start. On this year's run fine and sunny at West Beach - the Adelaide Hills shrouded in mist or perhaps

rain. This didn't worry me as I was doing the run in comfort in a VW Beetle. Bikes are really a bit of a support act to this run, the main attraction being the cars, the two-wheeled turnout numbered a modest 50 entrants in the programme (total entry about 1700). That said there were some very tasty examples of machines from the 1956 to 1979 period and about eight riders rode with the COMCC badge.

The bikes left early avoiding the showers of rain we in cars caught on AN-ZAC Highway about an hour later. But that was the end of the bad weather and it was sunny for the rest of the day.

The route out of the city always seems a little bit different, and this year was via West Terrace and Grote St. before heading to Lower Northeast Road. The one-way through the hills is always a treat.

There were no bikes entered for the concours class but three entered the preservation category: a Fuji Rabbit Touring, a Yamaha TT500 and COMCC member Chris Knight's BMW R100RS.

Congratulations to Chris who made it through to the final judging with his BM, well-preserved, but showing honest wear and tear. He lost out to a car that looked like it had been in a garage since 1966. I think that must be a hard category to judge.

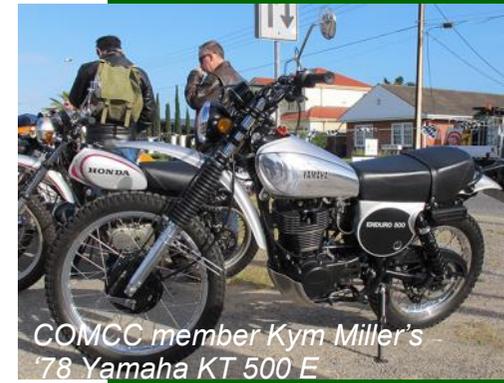
We took advantage of our free Birdwood Mill entry and had a look at the display commemorating the closing of the GMH plant, and an example of an early Australian effort to produce a low emission vehicle- a clockwork car.



COMCC member Christopher Knight in the finalists circle in the Preservation Category



Rabbit scooter



COMCC member Kym Miller's '78 Yamaha KT 500 E



COMCC member Ron Ritter's '71 Yamaha R5



Ducati 900 ss



COMCC member Ken Clark's '73 Kawasaki Z1



PETROL CAN BE DANGEROUS

Cleaning parts with fuel can be dangerous- a man was severely burnt when the petrol he was using ignited due to static electricity.

Static builds up in the body and nylon clothing when you move about inside a vehicle and no doubt you have experienced a spark or two when alighting from a vehicle.

As a precaution when filling a car with petrol, it is recommended that you touch the body of the vehicle with your hand before releasing the filler cap. This will discharge any static electricity built up in your clothing and reduce the risk of fire.

Recently a match head broke away as I was lighting a gas stove and landed on the synthetic sleeve of a jacket I was wearing. Before my very eyes the jacket ignited and burnt a hole 25mm wide within seconds. Luckily I tamped it out smartly. We have all heard horrific stories of synthetic material melting into the skin of fire victims, yet most clothing today contains synthetic materials.

Speaking of petrol, modern fuels are carcinogenic as well as having quite a lot of other nasties. Do not use petrol in this day and age to clean anything. Back in the sixties, as a young man, I joined the RRA and worked as a patrol on the road.

Fuel systems were a lot simpler then. However, fuel was often not as clean as it could be and water was often present, especially if the service station stocks got low. There was always water in the bottom of their tanks even though they denied it vehemently.

To overcome the resulting problems for motorists, Patrols were encouraged to make a suck bottle. This consisted of a coffee jar with two pipes soldered onto the lid onto which rubber tubes were attached. The idea was to attach one tube to the car's petrol pipe and the other to your mouth and blow or suck as the situation required. This of course was not very pleasant and would be frowned upon today. However the clear glass jar enabled you to see if the petrol was contaminated with water, diesel fuel, dirt or something worse. As an example, I once had a client who put a gallon of printer's ink by mistake into the fuel tank of his car. Would you believe it was right outside the government printing office, then situated immediately behind Government House on North Terrace.

All was not lost when it came to solving such fuel problems. A colleague and a good friend came up with the idea of using a screen-door closer. The internal spring was removed and a nipple and a rubber hose attached to one and a handle to the other. This made an ideal suction pump and eliminated the need for the dreaded suck bottle and the petrol fumes which were more often than not inhaled. Hot engines, petrol leaks, electric wires and

batteries all add up to a potential fire risk. Most patrols experienced a fire or three whilst on the job. Quick action by the patrol usually saved the day as we were taught to be well aware of the problem. If a car caught fire we were expected to pay for the extinguisher refill. That's how it was in those days! Before WD40 was invented it was common practise to squirt the contents of the now banned carbon tetrachloride fire extinguishers onto wet engines when they would not start. This worked a treat. However, the extinguishers were then almost empty, the illogical thing to do was to fill them with water and my word, didn't that raise a fuss with management!

As with a fat fire at home, never use water or a hose to put out a petrol fire. It just feeds it with oxygen making the fire worse and most times will not extinguish the fire.

John Jones edited from 'The Bulletin' June 2017

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

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

2006 Honda CBF250 single.

12,900 kms Reg until Jan 2018.

Rego YZI 557 **\$2,500**

diannebradley@bigpond.com or

Graeme 8276 2928

1983 Suzuki GP 125

new piston & barrel.

Rego TGF 913

\$2,000 neg.

Jim 0413 006 725

Yamaha 1968 YR2 350 Twin

in perfect mechanical condition

original unrestored, recent work on carbs and timing

Rego YZG-786

\$4750 o.n.o

Neville 0416 050 189

Collection for sale

<http://www.eurospares.com/greg.html>

<http://www.youtube.com/user/grannyjumast>

<http://www.facebook.com/greg.summerton>

<http://www.facebook.com/greg.summerton>

Greg Summerton

8263 9018

422 580 642

Wanted

12 inch rim for a

1960 Zundapp Bella.

Trevor Veitch 0427 817 058

84/85 Honda XL250R Owner's Manual

Louis Peilschmidt 0419

840460.

AutoCycle 98cc any make

Barry Young 0419 858 871

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

MAGAZINE & WEBPAGE

Mag Editor Trevor Jones 8298 7545 magazine@classicowners.org

Web Editor Charles Oliver secretary@classicowners.org

Club Regalia Angeline Finnie

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 2017-18

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

March—May 2018
General Meeting last week
in February

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

please send an e-mail to

Lew Hylton classicsathart@classicowners.org

