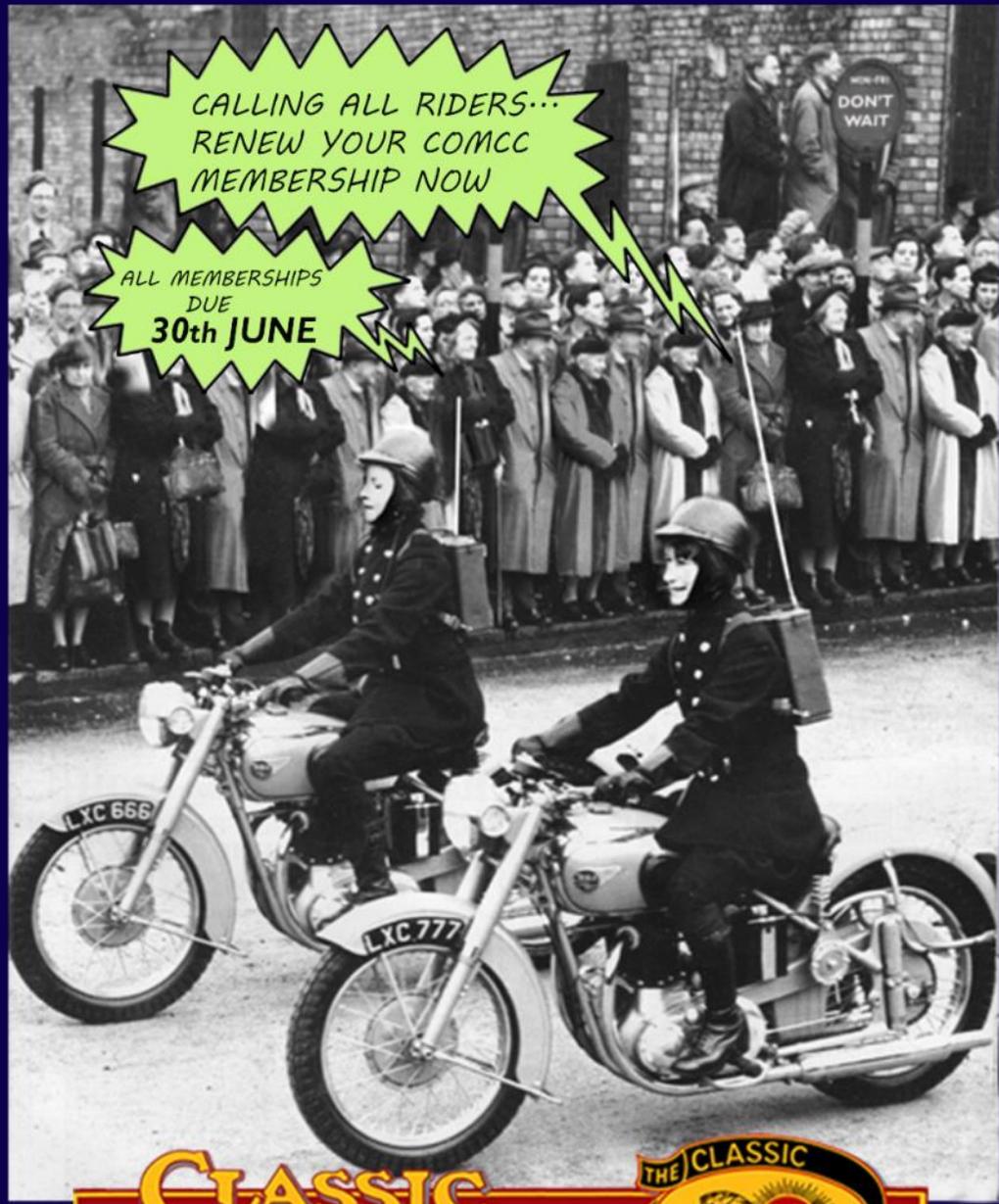


14th JUNE
Log Book Day
22nd JULY
A.G.M.

Statutory Declaration
 Membership Form
 Nomination Form
 INSIDE

CLASSIC COURIER
 THE CLASSIC OWNERS MCCI INC
 JUNE - AUGUST 2014



CALLING ALL RIDERS...
 RENEW YOUR COMCC
 MEMBERSHIP NOW

ALL MEMBERSHIPS
 DUE
30th JUNE

CLASSIC COURIER

MARCH - MAY 2018

The Italians always did have fun with wheels

DUCATI

CLASSIC COURIER
 THE CLASSIC OWNERS MCCI INC
 SEPTEMBER - NOVEMBER 2014

DON'T FORGET TO RENEW YOUR MEMBERSHIP

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

I renewed before 30th June

CLASSIC COURIER
 THE CLASSIC OWNERS MCCI INC
 MARCH - MAY 2015

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

CLASSIC COURIER
 THE CLASSIC OWNERS MCCI INC
 DECEMBER 2014

B.S.A. MOTOR BICYCLES

For Goodness sake just plug in the GPS!

CLASSIC COURIER
 THE CLASSIC OWNERS MCCI INC
 SEPT - NOV 2015

EVENTS CALENDAR

April							May						
2	9	16	23	M	7	14	21	28	1	8	15	22	29
3	10	17	24	T	2	9	16	23	30	10	17	24	31
4	11	18	25	W	3	10	17	24	11	18	25	31	
5	12	19	26	T	4	11	18	25	12	19	26	31	
6	13	20	27	F	5	12	19	26	13	20	27	31	
7	14	21	28	S	6	13	20	27	14	21	28	31	
8	15	22	29	S	7	14	21	28	15	22	29	31	

Check www.classicowners.org for updates or ring

Run / Event organiser

- 24 March Film Night 'Porridge' (see facing page)
- 16 June Log Book Day 9am-1pm sausage sizzle
- 24 July COMCC A.G.M.
- 21 Oct Trip to Jamestown Air Show *details to be confirmed*
- 26 Oct Kenny Blake Festival Strathalbyn
- 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

- Contact **Warren 8388 1770 Alan 8295 5097**
- 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 convenient Sunday after the General Meeting Contact Alan 0429 093 821.
- 4 March Ride to Birdwood meet Foodland Magill Rd.
9.30 for 10am start.
 - 7 April Ride to Second Valley meet Caltex Servo Top of Taps.
9.30 for 10am start.
 - 27 May Ride to Angaston meet Hawthorn Cres. Hazelwood Park
9.30 for 10am start.
 - 1 July Ride to Mannum (+punts) meet Foodland Magill Rd.
9.30 for 10am start.



GENERAL MEETING GUEST SPEAKERS

- March Motorcycle Mecca Museum slide show
- April Penrite Oils representative—
slippery questions about oil can be given to Barry Young
at the next General Meeting.

*****Film Night*****

PORRIDGE

Starring **RONNIE BARKER** and **RICHARD BECKINSALE**

7.15pm 24th March

Tea, Coffee & Supper provided

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

Run to the Jamestown Air Show 21 Oct



Bob Finnie is planning a repeat of his popular 2015 run to the Jamestown Air Show in October. The trip is in the planning stage at the moment and a combined bus and bike run is envisaged. Let Bob know if you are interested in participating at the General Meeting or contact on 0411 687 666



**IMPORTANT NOTICE
FOR MEMBERS
WITH HISTORIC
REGISTRATION**

Membership Renewals

30 June

Log Book Day

16 June

DON'T RIDE UNREGISTERED

FROM THE CHAIR



Hi and a Happy New Year to all members and their families
Firstly I would like thank all who helped at the Christmas BBQ - another great day with near perfect weather.
The new Club Registration (Historic Registration), regulations has led to an increase in our membership with a number of new bikes going onto Club Rego. Bob Finnie has been kept busy. I thank him and his assistants for their patience and help to our new and old members.
Thanks to Lew and his helpers, the web site is being worked on to make it easier for members to update and pay subs. Lew will give a briefing when it is ready to roll out.
The committee will be looking for club activities for the year; input from the members would be welcome.
Lastly I would advise members to look at the proposed changes to the Motorcycle Learners Licence. The proposal is a reaction to the large increase of motorcycle deaths in 2017; it may be the start of more to come. (See pages 5-6 and classicowners.org)
I would urge all members to be careful and ride safely and be aware that often other motorists do not give us much consideration.

Regards **Bob Cole President**

EDITOR'S COMMENTS



This is the first Courier for 2018, and it has some interesting contributions from members this month.
The 'From the Archive' on pages 12 and 13 fell out of a slip cover of cuttings given to me when I took over the magazine. As they dated from 1988, it seemed a good time to feature them 30 years on. It has prompted me to look through the 'Courier' back numbers for similar material for future editions.
One element sadly lacking from the old magazines is photographs. We are very fortunate now to be able to reproduce photographs easily and cheaply. This leads me to give a plug to take some photos on the next run you go on. Send them to me magazine@classicowners.org or Charles secretary@classicowners.org for the website. You could be featured in 30 years on a 'From the Archive' page.

Trevor Jones Editor

PROPOSED MOTORCYCLE LICENCE CHANGES- THE INTRODUCTION OF A GRADED LICENCE FOR LEARNERS

Have you heard of the proposed changes to motorcycling licences as put forward by Adelaide University's Centre for Automotive Safety Research for the Transport Department?

In brief here are the proposals:-

raising the minimum riding age from 16 to 18 years

forcing 50cc scooter/moped riders to hold a full R licence. Currently they require a car licence

riders on L plates for at least 6 months and increasing R-date licences (equivalent of P plates) from 1 to 2 years

imposing a curfew on learners from midnight to 5am and a total ban on drugs/alcohol

enforcing the wearing of high visibility clothing

introducing 'on road' licence testing and a new 'hazard perception' test.

Other changes such as not using phones, not being allowed to tow trailers and not being allowed a pillion passenger have also been put forward.

The 36-page review, entitled *Recommendations for a Graduated Licencing System for Motorcyclists in South Australia*, rules out mandatory protective clothing; but it urges other measures such as improved infrastructure spending, better vehicle technology, training, and police enforcement. There seem to be no proposals for advanced training.

The report is on this website

<https://yoursay.sa.gov.au/decisions/mc-licensing/>

(Unfortunately, the period for completing the online survey had elapsed by the publication of this edition of the *Courier- ED*)

Secretary Charles Oliver posted the above item along with his Opinion Piece on <http://classicowners.org/reviews/#learner>

More information is also on the M.R.A. website

http://www.mrasa.asn.au/Inc_GLSchanges.shtml

I had a look at the '**Fact Sheet- Motorcyclists involved in Road crashes in South Australia**' and was left wondering why Learner riders are the target of new rules.

The graphs printed on the next page indicate other motorcyclists are responsible for the lion's share of the serious crashes and fatalities and the logical approach would be to introduce programmes that target the older riders. It should also be considered 42% of crashes involve other vehicles. This topic was discussed at the February General meeting and several speakers made the point that the targeting of young motorcyclists by increasing the age for qualification for a motorcycle licence and the longer probationary period were an attempt to discourage young people from taking up motorcycling. **TJ**

Figure 4: Percentage of motorcycle rider serious casualties by age group, South Australia, 2012-2016

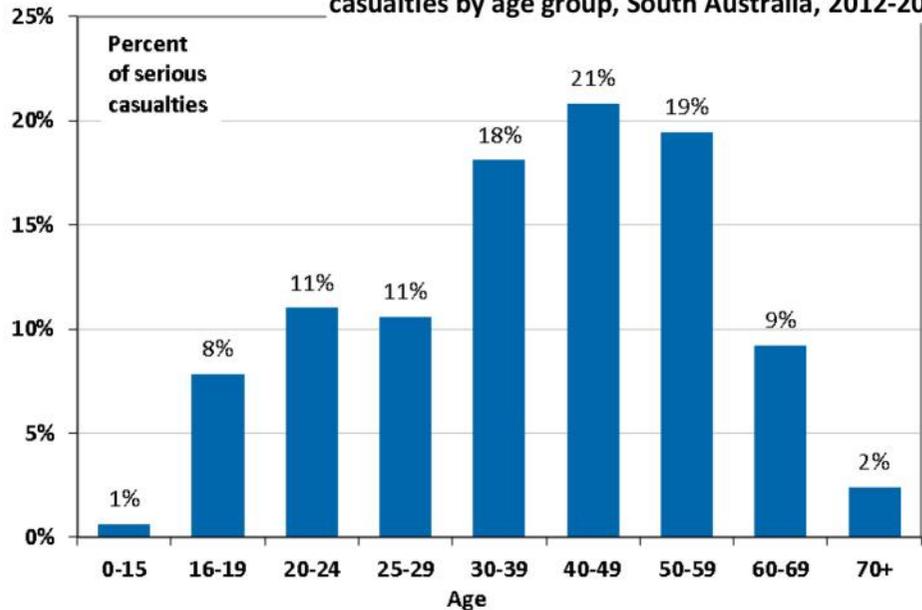


Table 5: Licence type – motorcycle operators involved in fatal crashes, South Australia, 2012-2016

Licence Type	Riders involved in fatal crashes	%
Licensed		
Learner's permit	4	7%
R-Date licence (LAMS restricted)	1	2%
Full R (rider) licence	43	73%
Probationary licence	0	0%
Unlicensed		
Expired, Disqualified or Suspended motorbike licence	2	3%
Not appropriate licence	7	12%
Never held a licence	2	3%
Total (Known)	59	100%

'Fact Sheet– Motorcyclists Involved in Road Crashes in South Australia' <https://yoursay.sa.gov.au/decisions/mc-licensing/>

MOPEDS PLUS

Enquiries: Warren 8388 1770
Alan 8295 5097



Adelaide Beach Run — 3rd December 2017

Motorcycles

- | | | | |
|---------------------------|---------------------|---------------|---------------------|
| Alan Wallis | 1950 Tilbrook 197cc | John Powell | 1989 BSA 175cc |
| R. Ryan | 1960 BMW 600cc | Mick Hayes | 2005 Suzuki 400cc |
| Ken Hartland | 1980 BMW 650cc | Joe Betschart | 1972 Kreidler 50cc |
| David Saint | 1966 Puch 250cc | Paul David | 1953 BSA 350cc |
| Peter Arrioli | 1957 James 150cc | John & Monica | 1951 BSA 500cc |
| Louis Peilschmidt | 1984 Honda 250cc | Wayne Lawson | 1964 Triumph 650cc |
| Ron Ritter | 1974 Yamaha 350 | Ray Chappel | 1976 Kawasaki 650cc |
| Neil & Fiona Sommers-Cain | 1974 Honda 750cc | Barrie Young | 2007 Yamaha 250cc |

Outfit

- | | |
|-------------------------|-------------------------------|
| Bob & Evangeline Finnie | 1964 Yamaha 650cc |
| Rob Smyth | 1970 Motobecane 50cc |
| Ian Roddie | 1947 Excelsior Autocycle 98cc |
| Richard & Ronda Nappa | 1995 Honda 1500cc |
| Robert & Robin Tucker | 2013 Spyder 990cc |

In spite of ominous rain clouds that prompted those who were not already wearing wet weather gear to follow suit, we had an overcast but pleasant run to Glenelg and back to Birkenhead. Unfortunately our normal tour leader Warren Duncan was unable to attend this final Moped Plus event for 2017 due to a debilitating arm problem, but he had already made arrangements for our group to be accommodated for lunch at the Birkenhead Tavern.

Mick Hayes volunteered to be ride leader and did a crash course in studying the route directions that Warren had previously prepared. Apart from a slight deviation in both directions, no rider was lost. Several regular Moped riders did an excellent job of corner marshalling on what was a particularly busy day for events along Military Road.

The first obstacle was the first visit of one of the latest mighty cruise liners to Outer Harbour with a taxi-like rank of commuter buses queued to take passengers on trips to tourist spots in and around Adelaide. This coupled with virtually thousands of spectator vehicles meant that some of our group were separated by traffic control directing the traffic opposite the berth and again at speed restrictions for another event further down towards Henley Beach. Incredibly everyone arrived at Glenelg for the customary regroup and chance for spectators to view the array of machines ranging from 1941 to 2016.

The return trip was uneventful and the fifteen who had indicated they would

stay for lunch were comfortably seated in the main dining area and enjoyed a convivial meal in a pleasant atmosphere. Due to Charlie Brown being recently hospitalized he was unable to offer his services as back up trailer prime mover provider but we were fortunate in having Wayne Williams volunteer to take over this task that was made easier with him also supplying the trailer. He had a lonely trip because no one required his services.

Targa Hindmarsh — Sunday 4th February 2018

Motorcycles

Alan Wallis	1950 Tilbrook 197cc	David Saint	1957 BMW 250cc
Warren Duncan	2012 Honda 400cc	Peter Arriola	1957 James 150cc
Robert Snell	2012 Harley 1690cc	Joe Betschart	1986 MZ 500cc
Mick Hayes	2004 Suzuki 400cc	Jason Hayes	2008 KTM 530cc
Roger O'Loughlin	1988 Suzuki 650cc		
Graham Riley & Sharon Cooper !	1960 Vespa 125cc		Scooter
Rob Smyth	1970 Motobecane 50cc		Moped
Ian Voysey	1947 Malvern Star	Ian Roddie	1947 Excelsior 98cc

Autobyk

We have always said, if you have an interest in a variety of motorcycles from the Classic era, you need to come along (either as a spectator or a participant) to a Moped run and enjoy the day. It was all there on the Targa Hindmarsh Moped run on the 4th of Feb 2018. There were Autobyks, Excelsior and Malvern Star, Trail Bikes, make names like Harley Davidson, Tilbrook, MZ, James, a 125cc Vespa scooter – riding two/up, and a Motobecane 50cc Moped, together with a handful of later model machines! The morning run was to the Murray Mouth and return, and the afternoon journey to North Goolwa, Goolwa Airport, Middleton, and return, all accomplished without any difficulty.

At the airport David Saint organised a hangar visit, with commentary delivered by the airport owner. On display were an Italian jet trainer, an Australian designed and built WW2 fighter plane called the Boomerang, a rare French designed helicopter, and a quite remarkable 2/3 scale Supermarine Spitfire. The latter has an Australian (QLD) built 12 cylinder engine. All of these aircraft fly regularly at demonstrations and air shows, etc. For the morning and afternoon runs Roger O'Loughlin, with Mick



Rob and Alan check out the 2/3 scale Spitfire

and Jason Hayes, provided excellent marshalling for the route. Thanks also go to Alan Wallis who, as usual, cared for tail-end Charlie duties to ensure we had no 'strays'.

Even though his services were not required, Wayne Williams provided a back-up service with car and trailer and our thanks also go to him.

NEXT RUN: Sunday April 8th 2018 25th Annual Moped Marathon

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

RUN: Morning — Mt Pleasant/Williamstown/Springton/Angaston (lunch)
Afternoon — Angaston//Kyneton/Eden Valley/Springton/Mt. Pleasant.
Total distance 115 km approx.

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



NEW MEMBERS

A welcome to the club is extended to...

1096	Simon Scott	Delamere
1097	George Kinsey	Clapham
1098	Mathew Reiter	Nth Glenelg
1199	Geoff Poole	Forest Range
1100	Ian Pascoe	Largs Nth
1101	Eddy Vanin	One Tree Hill
1102	Wayne Lawson	Salisbury East
1103	Desmond B. Loades	Tea Tree Gully
1104	Reg Davis	Mile End
1105	Rob Brumfield	Crafers West
1106	Gail Priest	Royston Park



2017 M.R.A TOY RUN



In a change from previous years the 2017 MRA Toy Run was run on the first Sunday in December rather than the second to accommodate the Motorsport Festival. The word is the date may vary from year to year according to the demands from other users of the track section in Victoria Park. So check the date for next year or you and your Teddy bear could roll up to a completely different event.

Maybe the early date accounted for the cooler weather and a few sprinkles of rain, but overall the

conditions were fine for a day out on a bike. We arrived about 9.30am placing ourselves in the first few hundred bikes at the front of the ride. Numbers increased slowly until, as in the past runs, the main field arrived in the last half an hour before the 11am start. Exact numbers are hard to gauge but around 4,000 bikes, depending when and where you count, would be close. John Groeschel remarked the only other places you could see this number of bikes in one place would be the bike meetings in US or perhaps the Isle of Man. US would definitely be the most likely place to see as many cruisers as turn up to the Toy Run. That said, there is plenty of machinery to interest a 'classic owner'.

I saw only a couple of real oldies, a 1949 Matchless and BSA outfit, but Ducatis were well represented including a couple of Pantahs, which are a rare sight these days. And where have all the Darmahs gone? Customizers of all variety of bikes and trikes seem to take the opportunity to show off their handy work.

We were well cheered through town and I was very impressed by the accuracy of the lolly lobbing Harley rider in front of us. He could hit a kid



Tortoise and Hare



Editor and John Groeschel show their Xmas grins



One of the only oldies



Express delivery



I remember this tidy little 125 on a weekend run, goes like a rocket

passing at 50kph. The motorway is ho-hum but there are plenty of bikes to admire and spectators to wave at. I also discovered postie bikes can touch about 95kph on a slight downhill slope.

Spectators welcomed us into Callington, and it was on to the oval to deliver the toys. Next year will be the 40th Anniversary so expect an even bigger turn-out. TJ



Old motorbikes feature at weekend rally

Almost every make of English motorcycle was represented at the Classic Owners Motorcycle Club of SA's Bicentennial Rally, and the 'most desirable' was also an English bike, a Rudge Special.

Owned by Simon Weston of Adelaide, the 1937 500 Rudge Special took out three classes – most desirable motorcycle of the rally, restoration concours (for motorcycles restored in the last 12 months) and post vintage classic.

The best efforts by local owners came from David Nobbs, who was second in the post vintage class with his 1940 500 BSA and first in the under 250 class with his 1950 125 Excelsior and John Moss, from Stirling North, (1953 125 BSA) who tied for third place

in the same event.

Rally organisers Basil and Barbara Hodgson, of Aelaide, said they were "absolutely delighted" with the weekend's success which saw 73 rally bikes entered.

Although English motorcycles dominated, there was also a sprinkling of Japanese, Italian and American makes.

Mr Hodgson said the good weather had made organisation easier and the riding more enjoyable.

Riders visited the Kanyaka Ruins near Hawker on Saturday, rode to Homestead Park via Pichi Richi or Horrocks Passes on Sunday and some swapped their leathers for more casual gear and

a different style of riding when they caught the Pichi Richi steam train on Monday.

The support from the Kanyaka-Quorn District Council, particularly through district clerk Mr David Knox, had helped considerably, Mr Hodgson said.

He also said the orderly style of the rally was good for the image of motorcycling.

"It's hard to get through to the motorist that motorcyclists are not scatterbrained roughnecks."

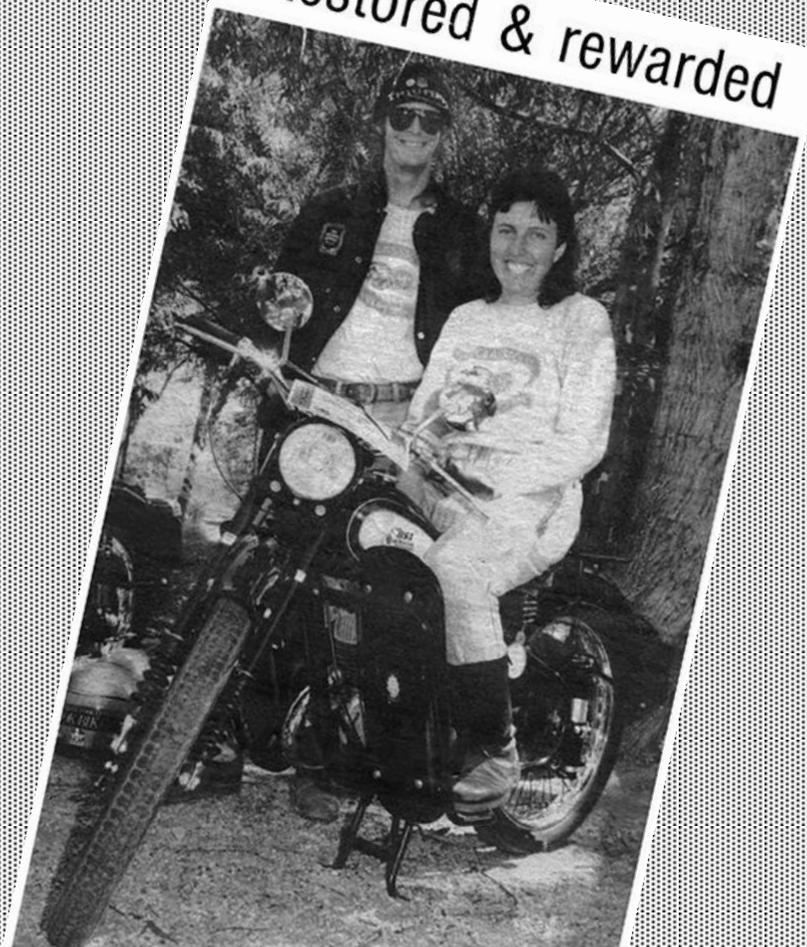
Classic owners tended to enjoy old-style motorbikes for their charm, Mr Hodgson said.

"Some people prefer to ride a modern bike. It starts easier, stops more readily and it generally outhandles the older bikes but it doesn't sound as good nor have the charm of the older bike."

From the **Advertiser** 1988

Back 30 years to 1988, South Australia's Bicentennial and the COMCC Rally held in Quorn and Port Augusta. In those days our bikes were just 'old'. Now they are worth money: they are 'classic'. Basil Hodgson's comments, "Some people prefer to ride a modern bike. It starts easier, stops more readily and it generally out handles the older bikes but it doesn't sound as good nor have the charm of the older bikes." Still holds good. However the 'modern bikes' Basil referred to are now eligible for Historic registration!

Restored & rewarded



John and Norma Moss of Stirling North with the 125cc BSA Bantam Deluxe 1953 which tied for third place in its class at the Classic Owners Motorcycle Club 1988 Bicentennial Rally held in Quorn and Port Augusta on the weekend.

The under 250 class was won by another local motorcycle enthusiast, David Nobbs.

Results:-

Veteran vintage up to 1930 — 1st L. Vuurens (1929 550 Ariel)

Post vintage 1931-1942 — 1st S. Weston (1937 500 Rudge Special); 2nd D. Nobbs (1940 500 BSA).

Classic 1943-1962 — 1st M. Gray (1957 600 BSA); 2nd R. King (1950 500 Norton); 3rd A. Colmer (1960 600 BMW).

Post classic 1963-1975 — 1st R. Liddicott (750 BSA); 2nd T. Blackwell (1975 750 Suzuki); 3rd (tie) R. Jones (1970 750 Honda) and K. Warren (1971 750 Honda).

Modern 1976 — 1st T. McDonald (1986 XJ 900 Yamaha); 2nd G. Rankin (1979 1000 Moto Guzzi); 3rd P. Wal-fried (1988 Harley Davidson).

Best under 250 — 1st D. Nobbs (1950 125 Excelsior); 2nd L. Schwab (1959 250 BSA); 3rd (tie) T. Hodgson (1938 BSA 250) and J. Moss (1953 BSA 125).

Sidecar — 1st M. Reed (1942 500 BSA, Dusting s/car); 2nd T. Eylward (1984 BMW K100 S/c); 3rd S. Snell (1939 Matchless 1000, Garrard S/car).

Oriental — I. Francis (1962 250 Honda).

Continental — A. Colmer (1960 600 BMW).

Static machine — 1962 200 Vos-kod.

Restoration concours — S. Weston (1937 500 Rudge Special).

Most desirable bike — S. Weston (1937 500 Rudge Special).

Best unrestored machine — A. Schilling (1951 500 Matchless).

The Bike that Wouldn't

David Byford meets the nicest people restoring his CB350

I had fancied a Honda CB 350 twin for some time. Perhaps not as much as I had fancied, as a budding teenager, swapping positions with Vic Damone as 'The only man on the island' with a hundred and fifty native girls. Nowadays that proposition seems fraught with problems and so it proved was the idea of owning a Honda twin.

Life is full of adventures and this one started one rainy afternoon when I was just filling in some time viewing 'Bikes for Sale', or in my mind bikes in need of a good home. Nothing turned up, but taking the bull by the horns I decided to phone Classic Style in Melbourne.

The owner Jon seemed a laid back pleasant enough guy. Yes I think I have one somewhere – send us your email address. Ten minutes later a rather attractive Honda CB 350 adorned my screen.

Rose-tinted glasses or was it pure ignorance persuaded me it was fine. How much? Yes that seems a fair price. Let's do it!

All I had to do was get it sent over and then get it running. Jon said a winters project and I understood that to mean giving it a good clean, some encouraging words, a new battery and an oil change. Easy! Foolishness before knowledge. Thus began my education.

Did I enjoy it? I'm not quite sure – definitely more fun than subjugating the verb "to be" but still a roller coast ride of fulfilment and frustrations. I soon learnt that it required more than knowing what to do; one also had to be able to do it. Certainly I would have been lost without the help of some of my fellow club members. I now know lots of things and stuff.

I know that after sitting around in some Iowa shed for forty years things get welded on by time. Every nut and bolt seem somewhere between difficult and impossible to budge.

One nut wouldn't budge no matter what I tried. It turned out, on closer inspection with a torch, to be actually welded on in its original design. There's a revelation for me. Heat, cold, shock treatment and brutal force are all part of the restorer's arsenal for bolt removing.

So what has been fixed? The Honda proved to be a litany of one problem after another

-First cab off the rank was getting rid of the rust in the fuel tank. This was



fixed with apple cider vinegar, a bit like Jack.

-The silencers were welded up by Barry as was the battery box. All the crankcase bolts were replaced with stainless Allen head affairs.

-The forks were serviced with new oil and the front fender straightened.

-New oil in crankcases and several new bits for the oil filter.

-The wheels have been reshod with new rubber.

-The carbies pulled apart, reassembled and fitted only to go through the process again and again. I actually got quite handy with them and what, for the first time, took a couple of hours I could now do in twenty minutes.

-Mike fixed the solenoid and now the starter works.

-The switchgear has been apart and put back together.

-The horn fixed and the flasher unit replaced.

-The back brake light was fiddled with until it worked and the hand brake switch replaced with new.

-Power supplied with a new gel battery.

After getting it running (much happiness) we realised it was haemorrhaging its life's blood from various orifices. These were rectified with a series of gaskets, O rings and seals.

Mike made many trips to my place and the bike would not be running without his physical help and guidance. Rene offered some insightful advice and it was Rene that discovered the carbs were leaking because the overflow pipes were split and not due to poor seating of the needle and seat. New gaskets fixed the petrol tap leak and the backfiring fixed with the bike being retimed.

Time to relax, well no, the seat didn't fit. It could be forced but it was obvious it was too long. Mine was a ring-in possibly from a CL 350. Mike supplied his as a template and mine was attacked with a grinder to cut back the pan.

A day permit was obtained and I set off to Regency with some trepidation. Will it conk out on me; will it pass their inspection? Being a '73 model it was pre-compliance but did I have all the correct paperwork? Yes I did (pew).

I have yet to talk to someone who enjoys taking a vehicle to Regency.

So the bike that wouldn't, did. It is now historically registered and is ready to go.

Unfortunately it sports American handlebars which I find less than comfy. They will have to go.

A beneficial experience for me and another bike saved.

There is a bit more fettling needed. It could be prettier and there remain a few jobs yet.

Do I think I want to do it again – possibly but there's no room in the shed.

I know this because my chief advisor says so.

David Byford



Saturday 6 December run to Lyndoch

What a glorious early summer's day! There was a minor hiccup at the designated Civic Park TTP meeting because the place was roped off for a Christmas Carols event that evening. In fact the car park was almost full of portable toilets. We were directed by a toilet security guard to use the adjacent council car park.

After a minor wait for some late comers the final role call was:

Historic

Wayne Lawson 1973 Triumph T140V
 Ed Lowrey 1975 BMW R90S
 Kym Miller 1977 Yamaha TT500
 George Elovarris 1981 BMW R65
 Charles Oliver 1967 Triumph T120R
 Bob Cole 1983 Honda CB1100F
 David Saint 1975 Suzuki GT750
 Alan Kernich 1985 BMW R80

Modern Classics

Geoff Pascol 2012 Bimota 3D
 Louis Peilschmidt Honda VF750C
 Campbell Blaney 2001 Yamaha FZR
 Ron Ritter 2011 Kawasaki W800
 Craig McDonald 2008 Yamaha TDM
 Wayne Williams 2008 Yamaha XVS 650

In a first, for me anyhow, the eight historic bikes outnumbered the six modern classics!

We set off on an uneventful cruise along North East Road to the Mount Pleasant Bakery for morning tea. Soon after this, Bob and Ron had to curtail their fun and head home for other duties. The rest of us headed off around a large sweep taking in Springton, Eden Valley and Angaston. Here your leader had to resort to map reading to get the group to the Kapunda – Truro road WITHOUT VENTURING ONTO THE DIRT!

Continuing through Kapunda, Greenock, Seppeltsfield, Marananga and down the very crowded Tanunda main street. We finally halted at the Lyndoch Bakery for a very pleasant and relaxed lunch.

From here most people found their own way home to wherever. My small group headed off through Williamstown, Chain of Ponds and down the Gorge Road back to the city; 220km all up for the trip.

Alan Kernich Club Captain

Saturday 3rd February 2018 Ride to Hindmarsh Island

As it turned out – not a great start to the year. The weather was fine and sunny, and although tending towards being warm it was as good as can be expected in mid-Summer.

Riders of 7 historic bikes (in ascending age order) and 10 moderns (in no particular order):

Historic

Geoff Walsh 1986 BMW K100
 Gail Priest 1979 Kawasaki Z650
 Ed Lowrey 1978 Triumph T140E
 Alan Kernich 1976 Triumph T140V
 David Saint 1974 BMW R90S
 Gary Priest 1971 Honda CB750
 Charles Oliver 1967 Triumph T120R

Modern Classics

Louis Peilschmidt Honda Africa Twin
 Campbell Blaney Yamaha FZ1
 Andrew McArthur Ducati Panigale
 Wayne Lawson Triumph T120
 Julie Mace Suzuki Bandit
 Mick Drury Kawasaki Vulcan SE
 Harold Beil Suzuki Boulevard M109R
 Martin Mace Suzuki Boulevard M109R
 Wayne Williams Yamaha XVS



From Hazelwood Park, we had a very pleasant run to Strathalbyn via Summertown, Aldgate, Mylor, Echunga and Macclesfield to our refreshment stop at the Strathalbyn Bakery.

After our break we headed off towards Goolwa, but here the first of the day's problems arose. Our leader Alan Kernich's Triumph engine just stopped while sitting at a roadworks' red light. He couldn't restart and after some in-

vestigation found that the battery was completely dead- maybe an internal short? (*The battery was later found to be totally and utterly dead when it inexplicably jumped from Ed Lowrey's bike on the trip home.*) Alan also discovered a possibly faulty rectifier, but whether this was relevant to the breakdown remains a mystery. Thanks to all the patient club members who waited around while all this was going on. Eventually Alan, not wishing to push his luck any further, sent the rest of the crew on to Goolwa. Ed was sent off to purchase a new battery in Strath (not bad for a Saturday afternoon) and he and Alan then headed home and made it safely.

I was asked to lead the remainder

Julie & Marty Mace amongst the Suzuki M109s at Murray Mouth.



of the ride down to Hindmarsh Island, have lunch in Goolwa and return. We headed through Currency Creek and then over the Hindmarsh Bridge to



Wounded Kwaka

Murray Mouth. As we arrived at the car park in Murray Mouth, disaster struck again. Gail high-sided her Kawasaki Z650 at the last left turn before the car park. I have to say that the right-angled turn did surprise me and other riders and some suitable signage before this turn might have helped.

Gail had some grazing to her arm which was attended to by Wayne Williams and his first aid kit. She was a bit shaken, but there was no serious damage. Her bike however was unrideable, the electronic ignition plate and crank mounting had been destroyed and indicators, headlight, clocks etc were damaged also.



Fish and chips for lunch

A new member Geoff Walsh, who lives in Middleton, offered to fetch his trailer and store the bike overnight in his shed. Instead of lunching in Goolwa, we stayed at Murray Mouth and had lunch from the fish and chip van.

Gary pillioned Gail home while the remainder of the ride headed back through Goolwa, Currency Creek and down Bull Creek Rd and into Meadows. Some riders split and went their ways home while the last three bikes returned via Mylor and Sterling.

At Sterling I crossed over the freeway and ran into a police radar unit who clocked me on the Old Mt Barker Rd at the bottom of a hill and wrote me a ticket for \$800+. Despite pleading poverty, the policeman gleefully completed the ticket and advised me to swap my 51 year old Triumph for a newer bike with a KPH speedometer (philistine!) and indicated that I could arrange to pay via a payment plan.

As one rider told me at the start, they hate us and want us off the road. I'm thinking he may be right.

Charles Oliver, Secretary (standing in for the Club Captain).

NEXT RIDE: 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 the day



This quarter covered the last runs of 2017 and the first outings of the New Year. The photos show a couple of old guys with beards (fitted right in with us) that we saw on the December rides around Clarendon. The hot weather of January and February proved a bit much for me so I only rode once each month. The final run of February was a large turnout including Lew on his BMW outfit. Regular runner and treasurer Graham Riley after a trial run has moved to a very smooth looking Indian Scout. Newcomer Simon rode a neat café racer style Yamaha twin.

Our regular run leaders have been on sabbatical, so thanks to our leaders who have stepped in and taken us along interesting roads this quarter. TJ



Christmas BBQ

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.

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

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>

Greg Summerton

8263 9018 422 580 642

Matchless 1956 GL3S

Ex- Paul Attard
 Eng No. 56 3LS 30485
 \$10,000 o.n.o

8262 5350

BMW 750/6 1974
 Reconditioned motor. Converted to unleaded. Good tyres TEE 460
 \$5,000
Rob Williams 0448 682 974

Wanted

84/85 Honda XL250R Owner's Manual

Louis Peilschmidt 0419 840460.

AutoCycle 98cc any make

Barry Young 0419 858 871

Honda CB 400F

Parts 1975-77
Mike Ryan 0487593812

27 OCTOBER 1955

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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 (except Dec.) 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 of every month (except Dec.) 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 an 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.

CLASSIC COURIER



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

www.classicowners.org



CLASSIC COURIER

is published 4 times a Year

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

DEADLINE FOR

June—August 2018
General Meeting last week
in May

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

please send an e-mail to

Lew Hylton classicsathart@classicowners.org

