

Just like barrel studs your membership  
S-T-R-E-T-C-H-E-S  
but only until **30th JUNE**  
**RENEW YOUR MEMBERSHIP NOW**  
Avoid riding historic rego bikes unregistered  
and paying a re-joining fee

**CLASSIC COURIER**  
MAY 2016

**CLASSICS AT HART**  
**CLASSIC MOTOR CYCLE DISPLAY**

YOUR CLUB NEEDS  
**YOUR BIKE**

COMCC  
A.G.M  
26 JULY

**CLASSIC COURIER**  
AUGUST 2016

SHARE THE PASSION  
**CLASSICS AT HART**  
**CLASSIC MOTOR CYCLE DISPLAY**

The COMCC presents an  
Exhibition of classic  
motorcycles representing  
a history of motorcycling  
in South Australia

15-16th October 2016  
Port Adelaide

**CLASSIC COURIER**  
SEPTEMBER - NOVEMBER 2016

Log Book Day 16 June!

AGM 24 July!

When are they going to get decent springs on the rear of these bikes?

**CLASSIC COURIER**  
OWNERS MCC(ING)

JUNE - AUGUST 2018

**Classics at Hart**  
Mill to Mill

**Roaring Success...!**

CLASSIC COURIER  
OWNERS MCC(ING)  
MAY 2018

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

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

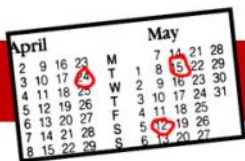
DON'T GET CAUGHT RIDING UNREGISTERED  
RENEW YOUR MEMBERSHIP NOW!

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

**CLASSIC COURIER**  
OWNERS MCC(ING)  
MARCH - MAY 2018



## EVENTS CALENDAR



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

Run / Event organiser

**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 (see p.3)

**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](mailto:secretary@vjmc.org.au) and [TourWithVJMC@vjmc.org.au](mailto:TourWithVJMC@vjmc.org.au)

## MOPED RUN DATES

Contact **Warren 8388 1770 Alan 8295 5097**

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

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

3<sup>rd</sup> 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**

**1 July Ride to Mannum (+punts)** meet Foodland Magill Rd.

9.30 for 10am start

**29 July Ride to Middleton** meet Caltex Servo Top of Taps

9.30 for 10am start

**1 Sept Ride to Birdwood** meet Civic Park, Modbury

9.30 for 10am start

## CLASSIC OWNERS M.C.C. IS MOVING

SCOSA has sold its property on Woodville Road so the James A. Nelson Hall, which has been our club rooms will no longer be available after 31st August.

The committee is investigating alternative halls for our relocation and will seek a location similar to the present.

If a suitable hall is found before the deadline, the move could be earlier.

Members are advised to check after the July A.G.M. for changes to the location of General Meetings:

-in your email inbox

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

-contact a committee member  
(phone numbers p 22)

## HISTORIC RENEWAL WARNING

Club member Rudy Vuurens passed on his recent experience of renewing Historic Registration. If you receive your renewal with a blank space at the bottom (i.e. does not have the club name on it) you will need to go in person to renew at a Service SA Branch. You will not be able to renew at a Post Office or online. You will need to take with you your club membership card and your previous registration papers and expect to have to work through the process with the Service SA staff.

## 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**.



# A.G.M.

**24 July**

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

## FROM THE CHAIR



Hi Members

Another membership year is nearly over, I ask all members to make sure they have renewed their membership. Renewal Forms are available from our website [classicowners.org](http://classicowners.org) or Lew or Graham. Renewals can be made at General Meetings or on the Log Book Day 16 June. If you have a vehicle registered through the Club you must renew by 30 June to be legal.

Our membership has increased this year and we now have about 250 members.

A trip is being planned to see the Jamestown Air Show, please indicate if you are interested (see p3).

As this will be the last magazine before the A.G.M. I would like to thank your elected committee members for their efforts and help, and hope they will offer themselves for re-election.

Finally, I ask members who would like to nominate a candidate for Life Membership; it will need to be done on the form available on the website or from the secretary at the next committee meeting in June.

Regards to all.

**Bob Cole President**

## EDITOR'S COMMENTS



Welcome to the autumn issue of the *Courier*, and as we head into winter the sun goes in and the water proof suits come out. It's not a bad time to sit in front of the TV. MotoGP is live on Channel 1 Sunday nights, and SBS has highlights of the World Super Bikes on Sunday afternoons. The first week in June is TT week, and hopefully that will be covered by free to air as well as cable TV this year.

On the topic of racing, we have a report on the first bike meeting held at 'The Bend' Motorsport Park by Secretary Charles Oliver, accompanied by some great action pics by Ian Roddie.

If you are finding the *Courier* an interesting read it is because members are sending in photos and articles so add something of your own - a new bike, a restoration, an event attended. Take some snaps and write it up.

**Trevor Jones Editor**

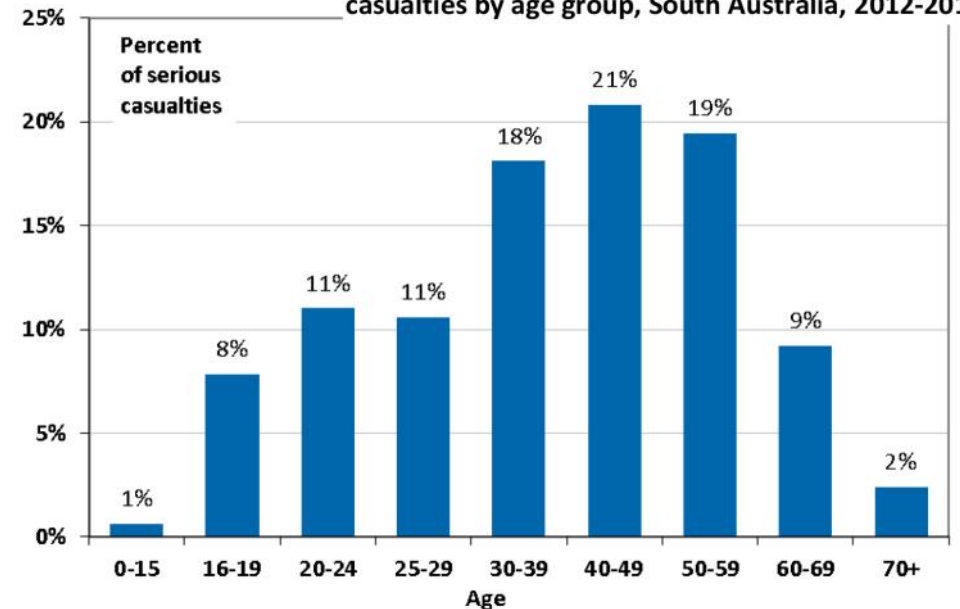
## LETTER TO THE EDITOR

Dear Sir,  
I

The article on page 5 of the March-May Classic Courier questions why learner riders are the target of the new rules, stating that older riders are the largest group involved in serious crashes, as indicated in the graph on page 6 (see below). On checking the graph on page 6 the age groups up to age 29 are grouped in **5 year blocks**, while age groups over 30 years are grouped in **10 year blocks**. For an accurate and meaningful comparison all age groups need to have the same span of years. When the 20-24 and 25-29 age groups are combined, as in 20-29, they can more accurately be compared to the other age groups, 30-39, 40-49 etc. The 20-29 age group accounts for 22% of serious casualties, indicating this age group has the largest percentage of serious casualties of any age group. The 8% statistic for 16-19 year olds is also a concern, as this group only covers 5 years and the number of people in this age group who ride a motorcycle is probably lower than other age groups. So this statistic probably understates the rate of serious casualties in this rider group. Taking the above into account indicates why young learner riders are the target of new rules. All motorcycle rider casualties are of concern. If we are using statistics to target solutions, they need to be accurately interpreted.

Regards Frances Goble

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





G'day Trevor  
Just been looking through the  
Classic Courier on line and noticed  
a picture of Norma and myself in  
the archives section.

No longer have the Bantam, but  
attached is a pic taken on our  
35 wedding anniversary last year  
with another bike we also had back  
then.

Cheers Mossy  
(John Moss)



## MOPEDS PLUS

Enquiries: Warren 8388 1770  
Alan 8295 5097



### 25th Moped Marathon 8th April 2018

#### Motorcycles

Alan Wallis	1950 Tilbrook 197cc	Robert Sell	2012 H/Davidson 1690cc
Alan Martin	1981 Honda 250cc	Mick Hayes	2005 Suzuki 400cc
Warren Duncan	2002 Honda 250cc	Roger O'Loughlin	1988 Suzuki 650cc
David Saint	1 966 Puch 250cc		
Don & Lyn Jennings	1982 BMW 1000cc		
Scooter	Graham Riley 1956 Vespa 125cc		

Robert (Pud) Freeman and Mike Brown attended as spectators on 4 wheels.

Apologies received:- Rob Smyth could not attend due to a prior commitment.

Nine riders departed about 10.15am on the first leg of this year's "Marathon". Morning tea was scheduled at Williamstown where arrangements had been made to try out a new eatery called "Jack Rabbits" in lieu of the corner café we have used for years but which is now closed on Sundays. A reserved table and good service were provided, so we know where to go next year. Moving on: to complete the morning run to Angaston, the weather was fine but a particularly blustery wind persisted and riding conditions were not so good for the smaller machines. Robert Snell and Don and Lyn Jennings retired at about this stage due to other commitments.

After lunch the route took us out to Kyneton and on to Eden Valley. Unusually there were no real small bikes in the group. This provided an opportunity to go a little faster than usual, and we arrived back at The Totness Inn a little earlier than scheduled.

Nine members stayed for afternoon tea and the usual discussions. The tea, coffee, and biscuits, supplemented by Sandi's customary banana cake, hot out of the oven, were most welcome.

Thanks go to Roger O, and Nick Hayes for looking after marshalling duties for the day, and also to Alan Wallis in company with Wayne Williams (with back up transport) for guarding the tail end of the fleet. No breakdowns or other problems were reported, but it is always reassuring to have the facilities on hand.

**NEXT RUN:** Strathalbyn run -Sunday June 3th 2018

**MEET:** 10.00 for 10.30a.m. start at Goodyear Tyre Depot, Rankine St. Strathalbyn

**RUN:** Strathalbyn/Milang/ Finniss/Clayton Bay; Lunch; p.m. Milang/ Langhorne's Creek / Strathalbyn.

( lunch available at Sails Rest, Clayton Bay)

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



## Penrite representative's visit April General Meeting

**PENRITE**  
Established 1926 OIL

Penrite representative Peter gave a presentation to members at the April General Meeting. The name 'Penrite' is formed by combining 'PENsylvania oil', which was rated the best at the time of the company's foundation in 1926 and 'right (RITE)' as in the right oil for the application. That was the first mystery about oils that was cleared up for me. The company remains both Australian and family-run and is based in Melbourne and Queensland. The company is closely associated with motor sport and has a collection of historic vehicles in Melbourne which it is possible to visit by appointment with the Melbourne office.

Peter gave a comprehensive explanation of the manufacture of oils and various classifications and their meanings. However the quick way to find the oil for your bike is the Penrite website [www.penriteoil.com.au](http://www.penriteoil.com.au). Just specify your bike and find the recommended oil (no Horex listed; bad luck Roger). This applies to current and pre-1970s models, the recommendations for the latter are based on the company's own historical data going back to 1920s. Another tab will find the nearest stockist to your postcode.

Availability of some of the less popular oils can be difficult and Peter recommended approaching the local Penrite reps. who will try to source the product. That said, I've had no trouble buying the Shelsley and Classic oils at my local Repco on Brighton Rd.

A very interesting talk, and I now know what the 'W' stands for in 20W-40. Thanks to Barry for arranging the visit.

TJ

## MID-WEEK RUNS

**Meet at Hazelwood Park, Hawthorn Cres.**

**Hazelwood Park - all types and makes of motorcycles welcome**

*Meet at 9.30am for a 10.00am start*

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

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

**Ride destination decided on the day**

I was out of action for March and April but was back in the saddle in May for the Wednesday Run. Excellent weather saw a 20+ assemble at Hazelwood Park for the off. A selection of bikes, as usual, was in the line-up, but it still comes close to the 'BMW midweek run'. The 'classic' banner was flown by Rosco on his Honda CB750.

We headed up Greenhill Road to Mount Lofty, across the motorway, and to the morning tea stop at McLaren Flat via Clarendon Blewitt Springs Road.

After re-fuelling, the run continued in warm sunny weather south to

Normanville via the Myponga Dam for lunch. Numbers thinned out as riders peeled off for home, but a dozen or so returned as a group to Meadows by way of Victor Harbour and the traditional blast along the Bull Creek Road. The Tuesday run started well, a good number of riders assembling at Hazelwood in sunny weather. In dry, overcast but pleasant conditions, we travelled to morning tea at Cudlee Creek by way of Basket Range and Lenswood. Things fell apart weatherwise at our lunch stop at Lyndoch. A hearty down-pour had everybody donning their wet weather gear. The ride broke up as riders headed for home by the shortest route. As it turned out, it wasn't as bad as it looked after the initial shower. I only encountered light rain on damp roads riding home via Lobethal. Overall a good day out for an autumn ride.

TJ



< *Paying attention at Hazelwood Park*  
*Rob's born again Kawasaki W650 v*



*The sunny south*



*Soon to be a familiar sight*

*Weather to make a Triumph and a Royal Enfield feel at home. (Monsoons for the latter)*





## Ride to Birdwood, Sunday 4th March 2018

15 participants met at the Magill Foodland car park for our Sunday run on 4 March. Historic machines outnumbered the modern classics 8 to 6. Bikes in age order were:

### Historic

Phil Allan '66 Norton Commmando 750

John Mikutta 1971 Suzuki T500

Darryl McWaters 1971 Honda K1 750

John Suggate 1974 Honda K5 750

David Saint 1976 Suzuki GT750

Alan Kernich '76 Triumph Bonneville 750

Ed Lowrey '78 Triumph Bonneville 750

Ray Chappell '83 Kawasaki GPZ 1100

### Modern Classics

Tony Mitchell 1998 Honda NX650

Campbell Blaney '01 Yamaha Fazer 1000

Wayne Williams 2009 Yamaha XVS650

Louis Peilschmidt 2016 Honda Africa Twin 1000

Graham Riley 2016 Indian Scout 1200

Gordon Suggate 2017 Triumph T120 900

Up into the hills via Norton Summit, Basket Range and Lenswood to the Lobethal Amberlight Cafe for morning tea. This turned out to be a good move as the alternative Cudlee Creek venue (as I noticed a little later on our ride) was standing room only.

After refreshments it was on to Birdwood via Chain of Ponds, Checker Hill Road to Forresteron, Norsworthy Road back towards Kersbrook, then on to Williamstown, Springton, and Mount Pleasant. At least that was the route taken by the leader and the first half dozen or so riders. Just as I was leaving Springton I got a call from Wayne to tell me they were already at our end point at Birdwood. Someone took a wrong turn or perhaps followed the wrong bike and the rest is history. In any event, a very pleasant ride, plus the good news – No breakdowns and no prangs!

## Ride to Second Valley, Saturday 7th April 2018

It was a beautiful windless and cloudless Indian summer day with the temperature nudging 30 degrees. Not bad for April and ideal for a run which included parts of the Adelaide Hills, southern beaches and the Fluerieu Peninsula. Only 9 starters however – perhaps because of the club having 3 runs in the same week.

**Historic** bikes far outnumbered the moderns and comprised (in age order):

Charles Oliver 1967 Triumph T120R 650cc

John France 1970 Harley Electra Glide 1200cc

David Saint 1973 BMW R90S 900cc

Campbell Blaney 1977 Triumph T140V 750cc

Alan Kernich 1985 BMW R80 800cc

Geoff Walsh 1986 BMW K100 1000cc

Tony Mitchell 1987 Honda XBR500 500cc

### Moderns

Wayne Williams 2008 Yamaha XVS 650cc

Louis Peilschmidt 2016 Honda Africa Twin 1000cc

BMW R80 and a 1970 H-D Electra Glide Honda 1000cc Africa Twin

From our meeting point at the Top of Taps Caltex servo, our route took us south along Piggot Range Road and via Clarendon towards our morning break stop at the Whole Grain Bakery at McLaren Flat. Whickhams Hill Road, Range Road and Pennys Hill Road provided a motorcyclist's dream along the way.

After coffee it was straight down to the coast at Port Willunga, then south along the Esplanade to Silver Sands, the sea like a mirror, no crowds, it was just fantastic.

Back up to Main South Road and onto one of our favourites, Reservoir Road at Myponga, down to Carrickalinga. Through Normanville and Lady Bay and a stop for lunch at Second Valley. The shop at the caravan park has a shady park and al fresco dining, a very pleasant spot.

The home route was a quick blast, somewhat marred by flying insects, via Delamere, Torrens Vale, Yankalilla to Myponga, Willunga Hill and Meadows, where we had another short stop for re-fuelling. There was some divergence for the southern suburbanites here, but for the rest on to Mylor and Aldgate, where I peeled off for the northern end of town via Piccadilly, Ashton and Norton Summit.



Lunch break under the trees at Second Valley





*T140V with upswept pipes*



*Hail, the mighty Triumph*



*BMW R80 and a 1970 H-D Electra Glide*

### ***Ride to the Palmer Hotel, Sunday 29th April 2018***

It was yet another glorious autumn day. Twelve riders met at the Magill Foodland car park on Sunday morning for the monthly weekend run. This time the run was to the Palmer Hotel for a leisurely lunch. Once again historic machines were to the fore. Riders and their bikes in decreasing age order (the bikes that is) were:

<i>Charles Oliver '59 BSA Super Rocket 650cc</i>	<i>Louis Peilschmidt '85 Suzuki DR 600cc</i>
<i>Darryl McWaters '71 Honda 750cc</i>	<i>John Groeschel '94 BMW R100RT 1000cc</i>
<i>David Saint 1976 Suzuki GT 750cc</i>	<i>Wayne Williams '08 Yamaha XVS 650cc</i>
<i>Alan Kernich '76 Triumph Bonneville 750cc</i>	<i>Colin Buckett '14 Suzuki Boulevard 650cc</i>
<i>Campbell Blaney '78 Triumph Bonneville 750cc</i>	<i>Victor Poulton '16 Moto Guzzi V9 Roamer 850cc</i>
<i>Kym Miller 1978 Suzuki SP 370cc</i>	<i>Graham Riley '16 Indian Scout 1200cc</i>

Up the Norton Summit Road to Norton Summit itself where, in spite of the route being straight ahead, and a corner marshal to erase all doubt, two of our party took a wrong turn and did not appear again until lunchtime at the

designated place. The rest of the party then took a circuitous route via Basket Range, Lenswood, Cudlee Creek, Gumeracha, Forreton and Checker Hill Road to our morning coffee break at Kersbrook Hill Wines Cellar Door outlet in the old Kersbrook CFS building just south of the township. After coffee and muffins it was back on the road to Birdwood via Hill Road, Martin Hill Road and Cromer Road. Then it was along the main road through Mount Pleasant, Springton and Eden Valley. A right turn here took us through Keyneton and on down out of the hills on a beautifully stone walled, curvaceous and smooth road out onto the still very dry and bare paddocks of the Murray Mallee. A brief stop at Sedan then, to Angus Valley Road and Milendella Road and our lunch in the peaceful beer garden at the Palmer Hotel. Thanks to our hosts Jade and Mike for a very pleasant meal. Riders went their own ways home from here with a few of us making the trip via Birdwood, Gumeracha and Gorge Road back to town. A very, very pleasant way to spend what surely must be one of the last Sundays this season with such stunning weather. I hope everyone enjoyed it as much as I did.

**Alan Kernich**  
**Club Captain**







Thanks to member Ian Roddie for these super snaps of 'The Bend' meeting.  
If you like Ian's work check out [ibmedia.fotomerchant.com](http://ibmedia.fotomerchant.com)



## Tailem Bend- First impressions

I made it to The Bend for Round 3 of the Australian Superbike series and the Asian Road Racing Championships at the brand new Tailem Bend circuit owned by Mr Shahin of 'On The Run' fame. My fellow riders and I arrived early, our route – Freeway to Mt Barker, Nairne, Kanmantoo, Monarto, the Old Swanport Rd to Jervois and a ferry trip across the Murray. I'm glad we arrived early, about 8:30am, as later there were long queues testing the rudimentary ticketing system. My tip: buy your tickets online and print them off before you go to the track. The bikes went to the front and the cars queued. Further evidence that the motorcycle is the only way to travel, but I don't need to tell you that! The only downside was thick fog approaching Murray Bridge all the way to Jervois which ensured large damp patches on my jeans as well as heightening my paranoia of kangaroos jumping over the road.

The sun came out and soon burnt off the early morning fog. The main grandstand building is fantastic; it incorporates a motel with doors that open out immediately above the pit lane/grid/finish line! When I say grandstand, I didn't see any actual seating area for the public; but there were open platforms on the roof which offered excellent views of the action. We enquired the cost of one of the motel rooms and were advised about \$400 a night. This is a great facility especially for interstate race crews and riders. Under the motel are the secretary's office and a large open area which includes a display of race cars and a couple of old bikes (Benelli and a Douglas). There were coffee facilities available in this area too with costs the same as cafes and bakeries. Our group, being wise and experienced race goers, self-catered, so I can't comment on the standard of food which was on sale. One fellow who I bumped into reckoned that his burger was as good as anything that Tailem sold. I'll leave it to the reader to decode that one.

We watched a couple of races from one of the viewing areas next to the motel above the pit lane then moved up to the BIG area on the next level. This was the pick of the viewing areas, in my opinion. The only problem was a lack of shade, as the light-coloured tiles reflect the heat. Mindful that the circuit is a brand new facility, these are teething problems only. To our left along the main straight was another raised viewing area, but again no shade was on offer.

As I sought refuge in the shade at the back of the grandstand, I met with fellow COMCC member Ian Roddie who was working as a photographer at the meeting. I asked him how I'd get round to the opposite side of the circuit. It turns out that you can ride your own bike there, which was a bonus. Off we



rode to another general admission area on the other side. This amounts to a viewing mound where the spectators have an excellent view of several bends at the northern end (bend 5). Rumours abounded that the organisers were asking \$30 to drive your car onto this mound. There was no sign of this when we arrived, but the facilities in this area were rudimentary – a couple of portaloos, so I don't understand why the organisers can charge for this.

There are many undulations on the circuit which, while challenging for riders are equally as challenging for spectators. For instance, there is no way you can see the action at the opposite side of the circuit from the large viewing area of the grandstand; probably OK at the very top (see photo).

Riders disappear from view. This happens at several other viewing locations around the track. The southern side has a grandstand among a series of bends (bend 17) and looks to be another good viewing point, but



the grandstand didn't appear to be complete and was not open. Overall, the circuit, which is approximately 4.95 kms (3 miles) long, is a world class venue or soon will be once all the early problems are sorted out. It has a very long straight and an extra part of the track at the back which makes the circuit length around 7.77 kms (4.8 miles). I think this will be used for cars only. A walk along the rear of the grandstand exposes the backs of all the team garages, and spectators were free to wander around and see all the action there too. There were trade tents and many other tents set up as garages for the race riders.

I have it on good authority that the camping area is rock hard, so anyone who plans to camp there better make sure they have a plush mattress and a mallet with some decent pegs. Alternatively, get a few mates together and rent a motel room trackside. It was a 30 degree day and not much shade was on offer. Once a few trees are planted and shade areas are installed for spectators and marshals, this will be a comfortable venue. As long as punters are able to ride their bikes around the outside of the circuit, there should be no problems. I saw a go-kart track to my right, and apparently a drag straight is also planned.

Adelaide people should support and frequent this track. It's only an hour or so from town and hopefully in the future it can attract more quality motor sport. We smoothly exited the venue and returned home more or less the same way we came.

**Charles Oliver**





Bikes were assembled at the Tuckerway venue, Port Vincent on Saturday morning for the start of the rally which offered both short (150kms) and long (250kms) runs. I was booked on the longer ride on my BSA and was quickly overtaken by most of modern bikes until I found my own spot

in the field cruising at a comfortable 90-95kph for most of the way. After a stop at Moonta, we headed to Wallaroo and Kadina and then south to Maitland, where both rides united for lunch and 80+ bikes were congregated in a giant U-shaped carpark.

After lunch, which in my case was comprised mainly of curried egg sandwiches, we headed south-west to Port Victoria and then across the peninsula south-east and back to Port Vincent. On Saturday evening after several beers and dinner, trophies were presented for best veteran, vintage, classic, outfit and other categories which I can't recall. A raffle was held in which winning ticket holders could pick their own prizes, and patrons eventually turned in at about 10pm either sleeping under canvas, in vans or in dormitory accommodation. The next time I attend this rally, I will not make the mistake of booking a dorm bed,



as all of my roommates took it in turns to snore the whole night through. Instead I will sleep on the ground in a tent well away from other human beings.

The next morning we departed Pt Vincent on a much shorter run (80-90kms) to Curramulka where we had refreshments at the Sunday market. We then headed south to Minlaton and regrouped at the Harry Butler Red Devil Memorial in the middle of town. Several older bikes joined us for the shorter Sunday ride including this Indian and Harley-Davidson and a couple of early Triumphs.

Leaving Minlaton, we headed south-east towards Stansbury and then north to return to Pt Vincent. The rally was an enjoyable event with many interesting people and bikes attending. My photos do no justice to the many different makes, years and models of bikes. Regular YPVVC rally attendee, Bob Finnie, recommended the rally to me. Bob and his wife Evangeline and I travelled together with their Kawasaki W1 outfit and my BSA Super Rocket on the trailer. Several other COMCC members attended the rally; and to top off a great weekend, my BSA was voted Best Classic bike. Thanks and congratulations to the YPVVC club which hosted this well organised event.

**Charles Oliver**

*(How about a photo of the prize winning Beeza and the trophy, Charles? Ed)*





## FROM THE ARCHIVE

Archivist Barry Young



They don't make helmets like this anymore. This is an advert from 'The Motorcycle' 1962. The helmet was made by Kangol. It was for ladies who wanted their hair to look good when riding wearing a helmet. It was aimed at scooter riders and the helmet was called

*'the helmet with the hair-do'*

## NEW MEMBERS

A welcome to the club is extended to...

1109	John William France	Trott Park
1110	Guy Evennette	Seacliff
1111	Christopher Busby	Modbury
1112	Owen Greenfield	Morphett Vale



## 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

#### Matchless 1956 GL3S

Ex- Paul Attard

Eng No. 56 3LS 30485

\$10,000 o.n.o **8262 5350**

#### 2001 BMW F650GS 650 single

69,000Km. One owner, reluctant sale (too many toys).

Extras- BMW expandable panniers, top box

heated grips, and an additional low seat.

Recently rebuilt the front brake.

(disc, master cylinder and calliper)

Recovered the seat all new fluids.

Oil and filter at 5K intervals.

Good chain sprockets and rear tyre, will need a front tyre soon.

Never dropped, never off road.

Rego to 19 May

Rego. YYG739

\$4300

David Saint **0477 671 475**

#### 1973 Moto Guzzi V7 Sport

Total kms 165,617

One previous owner.

Completely restored 25-3-2009.

All relative dockets, covered

16,100km since restoration.

Plus 29 litre Touring Tank, 2 spare seats, Top fairing and 2 screens.

Original rider's handbook.

Eng.no. VK 318338

\$32,000

Rudy **0438 843 006**

#### 2001 Ducati ST4

27738kms. good condition, minimal tyre wear. V Twin DOHC 4 valves per cylinder. 6 speed. As new drive chain

Reg. YYF 861

\$6000 neg.

Ken Hartland **8262 5350 /**

**0457 624 822**

**1974 BMW R90/6** – 29,020 miles, excellent condition, owner's manual, tool kit, pump, 2 panniers, 2 sets of wheels and registered.

Rego YYZ 395.

\$7,500 ono

Bob Cole **0429 177 413**

### Wanted

#### Honda CB 400F

Parts 1975-77

Mike Ryan **0487593812**



Ride the exciting sound of

## SUZZZUKI

The world's most handsome lightweight—  
Compare it!

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## Classic Owners Motor Cycle Club

PO Box 642 Plympton, South Australia 5038

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



### OFFICE BEARERS 2017- 2018

**PATRON:** Gary Johanson

**President** Bob Cole 8337 7065

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

**Secretary** Charles Oliver 0466 863 932

**Treasurer** Graham Riley

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

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

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

[treasurer@classicowners.org](mailto: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](mailto:classicsathart@classicowners.org)

**Photographer** David Byford

**Federation Rep** Bob Cole 8337 7065

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

### MAGAZINE & WEBPAGE

**Mag Editor** Trevor Jones 8298 7545

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

**Web Editor** Charles Oliver

[secretary@classicowners.org](mailto: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

Paul David

8298 8993 0403 903 071

## CLUB MEMBERSHIP FEES 2018-19

Joining \$10 Full \$30 Pensioner \$25

Magazine printed and posted \$10 or e-mailed free

**All membership renewals due before 30th June of each year**

**General Meetings** 4<sup>th</sup> Tuesday of every month (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** 3<sup>rd</sup> 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 1988 is eligible July 2018) Some modifications to historic vehicle are allowed for safety reasons – check with the machine registrar.

-Regardless of your joining date, **your membership renewal is due by the 30<sup>th</sup> of June** and if it is not paid by this date your vehicle is not registered for use after this date.

- It is your responsibility to ensure that your dues are paid by 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](http://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](mailto:magazine@classicowners.org) or Charles Oliver [editor@classicowners.org](mailto:editor@classicowners.org)

-submit ads in writing at general meetings

-post ads to PO Box 642 Plympton, South Australia 5038.

Ads placed on the website will 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.



The Classic Owners Motor Cycle Club Inc.  
PO Box 642 Plympton SA 5038  
[www.classicowners.org](http://www.classicowners.org)

'Classics at Hart'  
OUTSTANDING SUCCESS

CLASSIC  
COURIER

DECEMBER 2016 - FEBRUARY 2017



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

Countdown to  
Classics at Hart  
Ride & Shine  
2017

LOG BOOK  
DAY  
3rd  
JUNE

A.G.M.  
25th  
JULY

CLASSIC  
COURIER

JUNE - AUGUST 2017



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

please send an e-mail to

Lew Hylton

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

CLASSIC  
COURIER



Classic Courier Magazine is published  
quarterly

MARCH - MAY

JUNE - AUG

SEPT - NOV

DEC - FEB

**DEADLINE FOR**

Sept - Nov 2018

General Meeting last week  
in August

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

RENEW  
YOUR COMCC  
MEMBERSHIP  
NOW!

COMCC

CALLING ALL RIDERS...  
RENEW YOUR COMCC  
MEMBERSHIP NOW!  
ALL MEMBERSHIPS  
DUE  
30th JUNE

When are they going  
to get springs on the  
rear of these bikes!

Log Book Day 16 June!

AGM 24 July!

CLASSIC  
COURIER

JUNE - AUGUST 2018

