

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
MARCH

CLASSICS AT HORT
CLASSIC MOTOR CYCLE DISPLAY
YOUR CLUB NEEDS
YOUR BIKE
COMCC
A.G.M
26 JULY
AUGUST 2016

SHARE THE PASSION
CLASSICS AT HORT
CLASSIC MOTOR CYCLE DISPLAY
The COMCC presents an
Exhibition of classic
motorcycle representing
a history of motorcycling
in South Australia
15-16th October 2016
Port Adelaide
Hort Hall
SEPTEMBER - NOVEMBER 2016

We're Moving...
Meetings are now held at
the Austin 7 Club Rooms and
Meeting days have changed,
details inside...

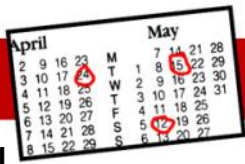


SEPTEMBER - NOVEMBER 2018

Classics at Hort
Mill to Mill
Roaring Success...!
CLASSIC COURIER
MAY 2018

Enter to ride and display
or display your bike
only one month to go
Saturday 7th October 2017
CLASSICS AT HORT
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
MARCH - MAY 2018

EVENTS CALENDAR



Check www.classicowners.org for updates or ring

Run / Event organiser

- 12 Sept** *Special one off General Meeting (see facing page)*
29 Sept *Annual Dinner 7.30 Windsor Hotel Windsor Gardens-contact Social Secretary Barry to book*
13 Oct *Mods and Rockers (see p4)*
21 Oct *Trip to Jamestown Air Show*
26 Oct *Kenny Blake Festival Strathalbyn*
4 Nov *Lions Bike Show Macclesfield Oval details lionsbike.show/*
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**

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**

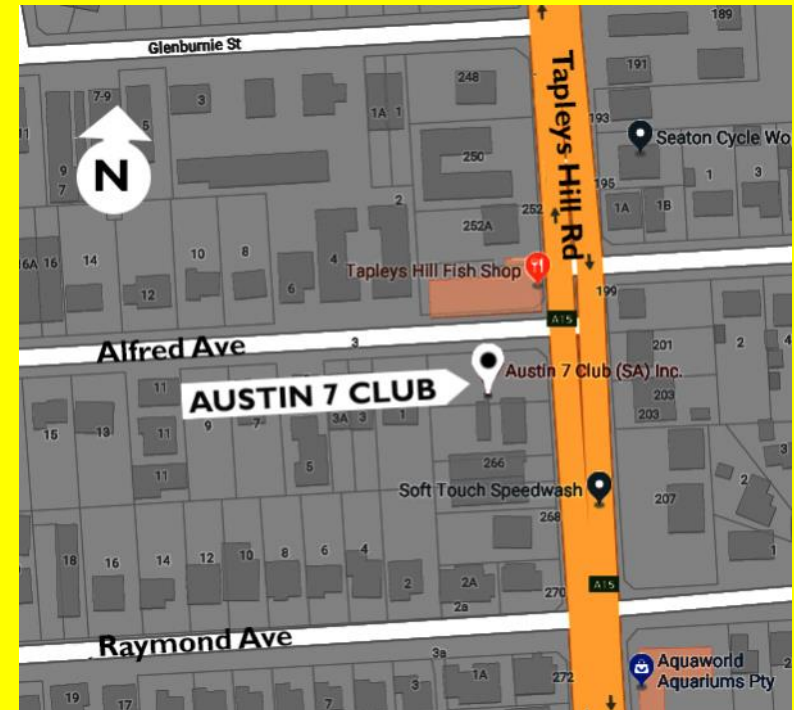
1 Sept *Ride to Birdwood* Meet Civic Park, Modbury 9.30 for 10am start

30 Sept *Ride to Milang* Meet Hawthorn Cres. Hazelwood Park 9.30 for 10am start

28 Oct *Ride to Yankalilla* Meet Caltex servo Top of Taps 9.30 for 10am start

8 Dec *Ride to Lyndoch* Meet Foodland Magill Rd. 9.30 for 10am start

WE HAVE MOVED...
General and Committee Meetings
will now be held at
the Austin 7 Club of SA
262 Tapleys Hill Rd. Seaton.



Special one-off General Meeting on Sept 12th

MEETING DAYS HAVE CHANGED

General Meetings — 4th Wednesday

Committee Meetings — 2nd Wednesday

All events— Film Nights, Log Book Day, BBQs, are now held at the Austin 7 Club



A.G.M

A short sharp and shiny Annual General meeting conducted by former President Ken Hartland and saw the 2017-18 Committee re-elected unopposed for 2018-19 (see page 22).

This Year's Life Members were-

Charlie Brown Barry Young

Club member of the Year-

Evangeline Finnie

ANNUAL DINNER

This Year's Annual Dinner will be held at
WINDSOR HOTEL
410 North East Rd.
Windsor Gardens
7.30pm 29th September

Register to attend at General Meetings or
Contact Barry 0419 858 871



Saturday
13 October
10am - 2pm
47-49 Semaphore Rd
Semaphore
Park your bike and
collect a coupon for
\$10 pizza & cappuccino
\$8 brownie & coffee

Run to the Jamestown Air Show 21 Oct



Bob Finnie is planning a repeat of his popular 2015 run to the Jamestown Air Show 21 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**.

Lions Bike Show

4 Nov Macclesfield Oval Entry \$5

More information lionsbike.show/

FROM THE CHAIR



Hi Members

Another membership year has finished with our numbers at just over 220. I would like to congratulate our two new Life Members Barry Young and Charlie Brown and recognise their effort in making your Club what it is. The Clubman of the year needed a name change as this year is was awarded to the hard working lady Evangeline Finnie in recognition for her ever present regalia sales.

All the Club officers were re-elected this year and I thank them for their past year and I look forward to this year. As you are aware we have had to change our venue. Thanks to all the helpers who assisted, it entailed obtaining a storage facility for our library and other goods. A decision will need to be made about some of the stored items in the future.

Details of the new venue and meeting times are on our website and in this **Courier** (page 3). The information has also has been sent to all members who have an email address and hopefully word of mouth will do the rest. Please do not forget our Club Annual Dinner 29 September and the trip to Peterborough 21 October.

The upgraded website will be in place to handle membership renewals before next year. We must thank Geoff, Lew and Ed for their good work. We have at the moment a number of our long standing members with health issues. On behalf of the Club I would like them to know we are thinking of them.

Regards to All **Bob Cole**

EDITOR'S COMMENTS



This edition of the **Courier** marks my 7th year as editor and I hope the magazine continues to keep you informed and entertained. Members have contributed articles and photos and in conjunction with classicowners.org should give you a clear picture of what is going on in the COMCC.

The big news this quarter is the club's move to new premises (see page 3). It is a pity to have to move from the James A. Nelson Hall that has been an excellent home, but I have seen the Austin 7 Club's rooms and I think they will serve us well.

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

Trevor Jones

Editor



Friday Night
Schnitzel Night
\$14.50



MOPEDS PLUS

Enquiries: Warren 8388 1770
Alan 8295 5097



Strathalbyn Run 3rd June 2018

Motorcycles

Alan Wallis 1950 Tilbrook 197cc	David Saint 957 BMW 250c
Roger O'Loughlin 1988 Suzuki	Warren Duncan 2002 Honda 250cc
Peter Arriola 1957 James 197cc	Joe Betschart 1986 MZ 500cc
Victor Poulton 2016 Moto Guzzi 650cc	Paul David 1953 BSA 350cc
Tony Earnshaw 1972 Honda 250cc	Don & Lyn Jennings 1982 BMW 1000cc

Scooter

Graham Riley 1960 Vespa 125cc

Mopeds

Rob Smyth 1970 Motobecane 50cc

Ian Roddie 1947 Excelsior 98cc Autobyk

John Groeschel on a very attractive BMW R80 joined the ride for a good part of the day.

Looking back through our records it seems that the Strathalbyn run has often given participants a wet ride and plenty of strong winds which have made the going a bit hard for the smaller bikes. This year was a welcome exception. There was plenty of sunshine and calm conditions throughout the day.

Riders departed about 10.30am and set out down the Langhorne Creek Rd. to Belvedere and then on to Milang. Our usual morning tea stop at Milang Bakery was bypassed in favour of a trial visit at the Finnis Store a bit further down the track. The service and facilities at this new venue were excellent and we were treated to an added attraction when Steam Ranger's Mount Barker to Goolwa weekend special made a very noisy transit of the village, as morning tea was consumed. The Finnis Store was originally the Railway Station.

The 45 min ride on to Clayton Bay for the lunch break at the Sails Restaurant completed the morning activities. Unfortunately, Ian Roddie's Autobyk ran out of noise at this stage and had to spend the rest of the day on the back-up vehicle.

The hospitality and food at the Sails was as usual excellent and, after an hour or so break, the return journey commenced. This run tracked via Milang and Langhorne Creek to our start location in Rankine St. Strathalbyn. There were no further casualties.

Our thanks go to Roger O'Loughlin and Don Jennings for marshalling the corners, and to Alan Wallis for performing his important tail-end Charlie duties, to ensure nobody was abandoned after breakdown, and nobody got lost. Our back up service, ably provided by Wayne Williams was required to rescue the wounded Autobyk; so many thanks, Wayne, for being available.

Overall it was a very pleasant winter motorcycling event.

Williamstown Wander 5th August 2018

The weather forecast was nearly as bad as the forecast for last year's Wander which was eventually cancelled. However, it seemed likely that if we endured strong winds in the early part of the ride, the rain may hold off till later

in the day when we would have finished. And that is about how it went.

Motorcycles

Tony Earnshaw 1972 Yamaha 125cc Peter Arriola 1957 James 197cc

Mick Hayes 2005 Suzuki 400cc Warren Duncan 2002 Honda 250cc

A Wallis 1950 Tilbrook 200cc David Saint 1957 BMW 250cc

Moped

Rob Smyth 1970 Motobecane 50cc

Autobyk

Ian Roddie 1947 Excelsior 98cc

Scooter

Graham Riley 1960 Vespa 125cc

Nine starters, as per the list above lined up for the journey from Williamstown to Angaston and return. We were accompanied by Wayne Williams towing the back-up trailer, and Robert (Pud) Freeman and Alan Martin motoring in comfort to observe the fun.

On the outbound journey, the strong gusty winds were certainly there, and made progress (and control) quite difficult for the smaller bikes. We chose to travel by an alternative route via Tanunda Creek Rd, which has many short inclines. The combination of the wind and the slopes compelled Ian Roddie to dismount and walk on more than a few occasions and Wayne eventually put the Excelsior on the trailer.

On the return journey the blustery wind from the North had swung around to the West and made for fairly difficult riding back to Williamstown. A few drops of rain fell at Williamstown as we arrived. The main rain showers started about 30mins later, and those travelling back South by bike would have arrived home wet.

Nevertheless, it was a good attendance for a bad weather day and thanks go to the helpers on the journey: Wayne Williams - back-up car and trailer; Mick Hayes and others - marshalling duties Alan Wallis - tail-end Charlie.

Warren Duncan

NEXT RUN: Mount Barker Burble -7th October 2018

Note 2nd Sunday in October

MEET: 9.30 for 10am start at the Lions Club Car park, Mt.Barker, RHS of Mt. Barker to Flaxley Rd.

RUN: am- Mt. Barker/ Echunga/ Meadows Bakery/Macclesfield/Mt.Barker
Lunch at Mt. Barker 40 kms

pm- Mt.Barker/Littlehampton//Balhannah/Oakbank/Woodside/Nairne/
Littlehampton/Mt.Barker 40 kms

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



Le Mans start without the running



James receives a swift kick



Wayne, flossy and Ian in the back up car after the Excelsior Autobyk tossed a fruity

Moped photos from Ian Roddie

+ The 2018 Mildura Meander...

+ Rosco returns to the North...

I received an invitation sometime in April and noted that the heading was The Mildura Meander, Saturday and Sunday 19 and 20 May 2016! The closing date was 30 April 2018. I duly copied the form and sent to Geoff Barnes, then sent off my entry without copying it. So, being elderly, I then forgot that I'd sent it and had to contact Jack McCarthy to verify that I'd sent it! I had decided to take my newly rebuilt Honda 750 K1 which, after a few hiccups, was running beautifully. I managed to get a big strong mate, one Merv Edwards (no relation that I know of), to load it onto Mike Apthorpe's trailer on the Thursday so I could take off for Mildura the following day. I had phoned Jack McCarthy the previous evening to check the weather in Mildura, but took wet weather gear just in case.

Well, on the Friday it bucketed down; can't remember seeing rain so heavy. The outside of the roads adjacent to the gutters were flooded, and this lasted until about Truro. I had to clear the windscreen fogging-up by turning the air conditioner on every few minutes. Halfway to Blanchetown, I stopped at the spot where the Half Way Hotel had been. There is a plaque there that acknowledges the site, then pressed on in dry weather to Renmark. I always have lunch at the old cemetery and see Mum's mother and father-in-law. Then on to Mildura, around 145kms, arriving at the Central Motel where I've stayed for many years, at about 5.00 pm.

The place is now under new management, and they were quite obliging. Fortunately, there were a cuppla jokers there from Broken Hill for the Meander with a cuppla Hondas, and they unloaded my 750 and parked it and the trailer safely. This was a stroke of luck because I thought I had arranged with Jim Nixon and Bluey Hillman to unload it; but when I rang him to say that the Honda was off the trailer, he announced that he was at home and they weren't coming! Bewdy Newk! Nor were the BSA mob there, dunno why. That evening the Barnes, Hellena's sister-in-law Elaine, and friend picked me up and we went to the Working Man's Club for a great meal and a cordial. I had a restless night and got up at 6.30 am to get started on preparing for the ride. Got to the Club Rooms and met the Mildura Mob. We finally took off for somewhere with the best marshalling that I have seen anywhere. The ride did about 130 K's all up with stops for morning tea and lunch. The stops were at interesting places where there were museums, old machinery and vehicles. It was here that I mentioned to Geoff that his rear tyre looked a bit flat. He maintains that he only uses about 25 lb in both, but as it turned out he did have a puncture. Someone took him to a tyre fixer upper, and they duly caught up with the rest of the mob later in the day. We had an excellent lunch of fish and chips at a cafe near the river in Wentworth.

That night we were booked into a boat trip down the river for three hours, again with lots of eats, so at the end of the night we were all over-fed. While the scenery along the river was good, it was very cold out on the balcony so I didn't spend much time there. That night I was stuffed and slept well.

On Sunday I arrived at the Club Rooms a bit later for the ride that went down river for 60kms into Victoria, through country that I'd not seen, arriving for morning tea in Wentworth at another machine and vehicle museum. After this we rode a fair way up into NSW and finally arrived back in Wentworth adjacent to the race course, where there was a vintage machinery museum in a shed. These machines were massive oil engines used to pump water for irrigation years ago. The star of the show was a two cylinder engine that drove a pulley about ten feet in diameter that would have been a belt drive for a water pump. I asked one of the attendants how they started the oil engines. He showed me a massive air compressor that blew compressed air into the engine to build up compression until it fired the oil fuel. These were diesel engines running on low-grade oils, nothing sophisticated; and I noted the big one was built in 1943 in England.

While all this was happening the ladies there had organised a BBQ lunch, followed by some nice cakes. So again we had an excellent lunch. I took my leave there, and after finding out how to get back to Mildura, set out with some confidence, only to get lost. However I realised I was on the wrong track, went back to Wentworth and found the right one. Back at the motel the two Broken Hill jokers were already there and smartly put the Honda on the trailer for me. Well done chaps!

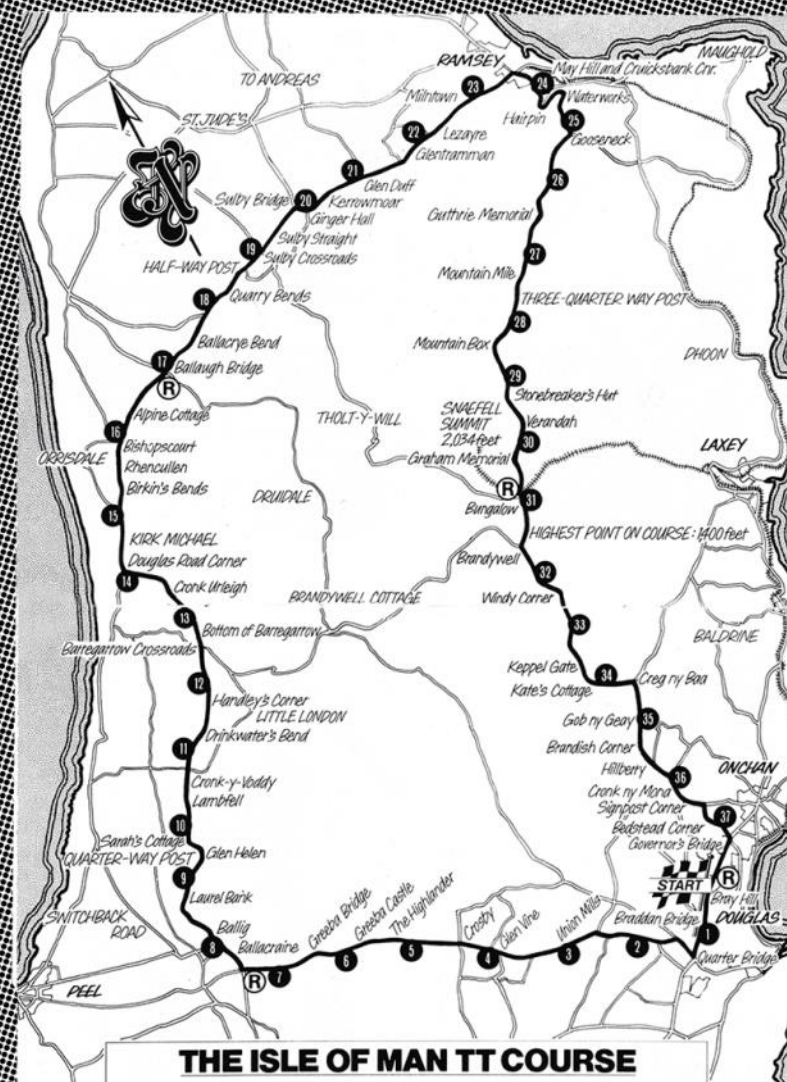
Sunday night Jack had organised a dinner at a pizza joint for a few, and Elaine again picked me up and away we went. I'll hafta let Jack know that we have much better pizzas in Adelaide at Marcellinas, but that can wait! On Monday I was to pick up anything that Geoff could do without on the way home. Again got lost on the way out to Elaine's pad where they were staying. Fortunately, I had put some dollars into my mobile so I rang Geoff and he directed me to the house. I picked up his gear and instead of going back the way I had come, he directed me to a short cut back to the road to Renmark. This was another disaster; I was lost again and it took me about 40 minutes to get back on the road. I didn't see them on the BSA until we were way past the civilisation around Mildura. However, I made it home in quick

time, having gained half an hour when crossing the border. Rotti was very glad to see me, and I was glad she was OK!





The T.T. Trophy



THE ISLE OF MAN TT COURSE

Graham F. Kewley sent these early TT photos to our club secretary with the following letter:

'I have several old photos, probably taken with a Box Brownie. My grandfather lived in Onchan at the top off Summer Hill. I believe the early TT races used to pass his house. I have no idea of the riders or which races they are in, they are definitely pre WW2.'

I think Graham's grandfather used a reasonably sophisticated camera to capture these action shots of the TT. My guess: the races pictured are from the 1920s. Perhaps somebody can provide more information.

Readers interested in recent TTs: DVD highlights of the 2017 and 2018 are in the club library.

WEEKEND RUNS



Ride to Angaston, Sunday 27th May 2018

Threatening skies and similar forecasts did nothing to dampen the enthusiasm of 12 riders who met at Hazelwood Park for our Sunday run. On this occasion however, modern classics outnumbered historic machines 6 to 4 – from youngest to oldest (machines that is) :

Historic

Alan Kernich 1985 BMW R80 800
Kym Miller 1977 Yamaha TT-D 500
Darryl McWaters '72 Kawasaki Z1 900
Charles Oliver 1959 BSA A10SR 650

Modern Classics

Graham Riley 2016 Indian Scout 1200 cc
Allan Morris '16 Triumph Speedmaster 865
David Saint 2010 Yamaha FZ6 600 cc
Wayne Williams 2008 Yamaha XVS 650
Leon Salt 2006 Honda VTX 1800
Garry Varney 2000 Honda 1000 cc + sidecar

Once again Wayne shouldered the tail-end Charlie role. Thanks, Wayne. We set off on time to our morning tea break at Lovell's Bakery at Birdwood via Summertown, Uraidla and Carey Gully. Then via Deviation Road to Lenswood, Cudlee Creek and the Gorge Road to Gumeracha. Riding conditions were excellent with no wind, mild temperatures and none of that sun-light glare!

After coffee we continued to Mount Pleasant and then down the eastern side of the ranges via Angus Valley Road, north to Sedan and then back up the range to our Angaston Sunrise Bakery lunch stop via Kyneton. These two roads up and down to the Mallee plains provide some of the best motor-cycling routes to be found anywhere. Our sidecar driver (who didn't have a swinger and wasn't really enjoying the left-hand turns) asked me, "Are you

A quick break in Sedan



choosing all these winding roads on purpose?" Well, you can guess my reply!

The return ride via the Barossa Sculpture Park at Menglers Hill, Lyndoch, and Williamstown became gradually damper and wet weather gear was required. Some riders split off here to head home via Birdwood and Woodside, while others proceeded to the city via Chain-of-Ponds. Needless to say, the rain cleared soon after arriving home!

All in all, another very pleasant day with thankfully no misadventures.

Menglers Hill



Ride to Wellington and Mannum Sunday 1st July 2018

In spite of reasonably benign weather conditions there were only 10 starters at Magill Foodland for our Sunday run. Of these only two riders were on historically registered machines, they were...

Ed Lowrey on a 1975 BMW R90S and yours truly, Alan Kernich on my 1976 Triumph Bonneville T140V.

The other classic owners (in no particular order) were

Charles Oliver '15 Triumph Triple 675 David Saint 2012 BMW R1200RTP

Colin Buckett '14 Suzuki Boulevard 650cc Louis Peilschmidt 2016 Honda Africa 1000cc

Kym Miller 2013 Triumph T100 865cc Tony Mitchell '01 Triumph Bonneville 904cc

Wayne Williams '08 Yamaha XVS 650cc Graham Riley '16 Indian Scout 1200cc

Travelling via Norton Summit, Balhannah, Hahndorf, Echunga, Strathalbyn and Langhorne Creek, we arrived at the Wellington Courthouse (now a cafe, not a place of justice) in time for an early but relaxing lunch break. Ed had left us at Langhorne Creek and headed for home, and Kym parted with us after lunch, also headed for home.

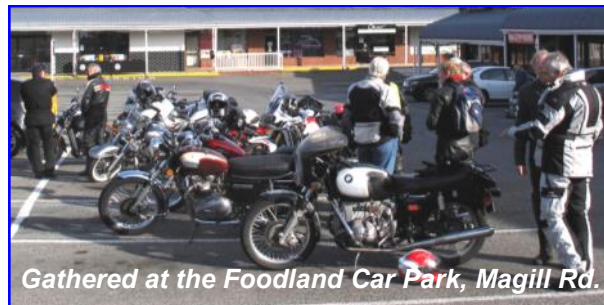
Following our first ferry trip across the Murray we headed north to Taillem Bend where we eventually found the ferry entrance (it was not signposted when approaching from this direction!) to cross back to the western side of the river at Jervois. The only sign points to "Rhinoceros" – I'll have to re-

member that for next time!

The Rhinoceros (see photo below) now indicates the turn off for the Jervois/Tailem Bend ferry.

We then headed north once more to Murray Bridge, down the main street and recrossed the river by bridge this time. Near the edge of town, we noticed a classic looking Norton café racer for sale on the footpath. We stopped and had a brief chat to the elderly guy who told us he had several machines to sell and this one, an early 60's 350cc single, was priced at (in my opinion) a rather optimistic \$18K. There were no buyers in our group! We headed north once more to the next ferry ride back across the river to Mannum and a re-fuelling stop. Most of us were thinking about heading for home at this stage, and a group peeled off at Tungkillo to return to central and southern suburbs via Mount Torrens. A few continued on via Gumera-cha to the northern end of town.

Once again, thanks to Wayne who performed the tail-end Charlie role; and thanks to everyone else for your company.



Alan Kernich Club Captain

Queuing for the Wellington Ferry



The Rhinoceros (on the grass in the background) now indicates the turn off for the Jervois/Tailem Bend ferry



An expensive Norton.

Ride to Middleton, Sunday 29th July 2018

Numerically, we had the usual turnout – 10 riders. The day looked surprisingly good considering the forecast of early showers and the wind picking up later. We were gathered at the Caltex Servo, Top of Taps. I wasn't totally sure of the exact number, as we didn't sign in as we normally do on these occasions. The older bikes outnumbered the newer ones, from memory: Bob Cole (Honda CX500), Phil Allen (1966 Norton), debutant Simon Scott (Yamaha FJ1100), David Saint (BMW R90S), Kim Miller (Yamaha XT500) and me (1967 Triumph T120R). Riding the moderns were: Graham Riley (Indian Scout), Lou Peilschmidt (BMW 1200GS), Tony Mitchell (Triumph Bonneville) and Wayne Williams (Yamaha XV650). Sorry if I missed anyone.

The nominated ride leader, Bob Cole, delegated me to initially lead the ride because he was unsure of the best route to take to avoid the wind. Our destination was the bakery at Meadows, so we headed south down South Rd and turned off at Panalatinga Rd along Piggott Range Rd before winding downhill on Chandlers Hill/Clarendon Rds, descending into Clarendon. I thought the first scheduled stop was too soon; so turning right at McLaren Flat Rd and through Kangarilla, we did a loop along Peters Creek Rd and through Kuitpo Forest before re-joining the road to Meadows. We all sat inside the bakery and enjoyed pastries, pies and hot drinks.

I then returned my ride leader badge to our President, who led us down Bull Creek Rd and Alexandrina Rd through Currency Creek and then along the road behind Goolwa Airport to Middleton. We stopped at our usual bakery in Middleton, opposite the Tavern. After a while, the wind picked up and the clouds were gathering. A handful of riders made their way home,



Williams, Peilschmidt, Saint, Cole & Allen

and another harboured a desire to look at the sea. So the rest of us rode down with him to the car park to look at the waves and chat. The total distance door-to-door for me was 200 kilometres. It didn't rain, and we managed to avoid

the strong winds – perfect!

OUR NEXT RUN is on **Sat. September 1st** Club Captain Alan Kernich should return and plans to ride to Birdwood. Meet at Civic Park, Modbury opposite Tea Tree Plaza shopping centre 9:30 for a 10am start.

Charles Oliver Secretary



Speedway Outfit at the May COMCC General Meeting

The Flaherty brothers' Vincent outfit was the centre piece of the May general meeting. The outfit was built around a 1955 Rapide upgraded to Lightening specs and converted to long stroke. Running on methanol, a 10:1 compression ratio and two Amal TT carbs, it developed around 105hp. The bike used the standard gear box using 2nd and 3rd gears.



The outfit was purchased in Alice Springs for \$1,100 and brought to Adelaide about 40 years ago. It was raced in the mid-1970s at Rowley Park, Murray Bridge, and Virginia before retirement in the face of the 2-stroke onslaught.

Full restoration has taken place and it is the only Vincent Speedway outfit in South Australia.

A beautiful machine and an impeccable restoration. Thanks to the boys for bringing it to the meeting and talking to the COMCC.

TJ

BANNED MOTORIST, 72 ARRESTED BEHIND THE WHEEL

Advertiser 4 Aug 2018

'A man who has not held a licence for more than 30 years faced court... causing a crash with a motorcyclist leaving the rider with a broken collar bone- then driving away.'

Applying for bail his lawyer told the court, "It's alleged the motorcyclist has a broken collar bone- that may well not meet the definition of serious harm (needed for a conviction)..."

So... if you're unfortunate to find yourself in a collision, be sure of breaking more than your collar bone!

UPDATE: He was released on conditional bail. Advertiser 30 August 2018

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

Mid-weekers turned out in their usual big numbers despite some cold and damp conditions. We were also rewarded with some excellent conditions to enjoy the roads. Destinations ranged from Mannum, including a ferry ride, to the Barossa Valley.

Only one Tuesday ride was washed out for most riders, although it's rumoured six hardies fronted. Thanks to our ride leaders.

TJ



Happy campers



On the punt



Rare cat, Wietse's, Panther

FROM THE ARCHIVE



Barry has found this gem

HOW I FELL FOR THOSE USELESS BIKE GADGETS

Then there were those adverts for the rotating Turbo-Visor driven by vanes on its outer edge. They featured Jim Redman, who'd have taken off into orbit if he'd used it in the TT races! It cost 39s 6d in old money and would always remain clear as the rain was spun off its surface.

I sent for one in 1964, and when I opened the parcel I was well impressed as it was well made and featured a proper ball bearing in the centre.

The first time I wore it, a fly hit the visor, which then turned itself into a colourful flickering streak that whizzed past my eyes in direct relation to my road speed. The weight of the fly's remains put the visor out of balance, causing severe vibration problems.

The gyroscopic force caused by the rotating visor prevented me from turning my head in any direction, and furthermore the air inside the visor gradually started to revolve, causing my right eyelid to lift and my left eyelid to close.

That particular gadget soon found its way into the dustbin as I resisted the temptation to try and sell it!

During the 1960s I became one of the first to buy a tin of pressurised puncture sealer, and I fitted it to my Bultaco trials bike for the Scottish Six Days' Trial. The vibration broke it, and I couldn't believe the enormous lumps of escaping foam that brought traffic to a standstill. The entire rear of the bike was covered in a sticky mess that took a lot of cleaning to remove it.

During the summer, I now live on a metal 40ft barge travelling all over England at no more than 3mph. I do not have any silly canvas canopies, so just wear a motorcycle jacket and an army pith sun helmet that also serves as a rain hat as I painted it!

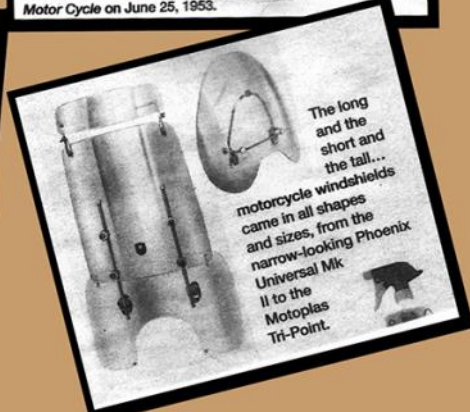
Patrick Walsh,
Carnforth, Lancs



To accompany Patrick's letter, we searched the Mortons Archive for a few more photos of 'accessories' – but this one showing a 'dustbin'-faired LE Velocette really took the biscuit!



Lost for words? So were we! The photo was received by The Motor Cycle on June 25, 1953.



The long and the short and the tall... motorcycle windshields came in all shapes and sizes, from the narrow-looking Phoenix Universal Mk II to the Motoplas Tri-Point.



A tidy Matchless twin is fitted with a white handlebar fairing and legshields. The picture was taken 54 years ago in 1964.

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

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

1983 Rizzato Califfone 50cc scooter

last registered 2002 in SA Rego#

TFO888 just needs the horn fixed and a tail light globe to club register, excellent tyres. \$950

Ian Roddie

0407 058 424

Wanted

Honda CB 400F

Parts 1975-77

Mike Ryan

0487593812

NEW MEMBERS

A welcome to the club is extended to...



1113 Chris Carroll
1114 Brad Scotcher
1115 Mario Segulin
1116 Adam Turnbull
1117 Raymond Hill
1118 Graham Lienert

Athelstone
Beverley
Enfield
Glenelg
Greenwith
Sedan

Classic Owners Motor Cycle Club



PO Box 642 Plympton, South Australia 5038

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

OFFICE BEARERS 2018- 2019

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 0403 365 780

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 Evangeline 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 4th Wednesday of every month (except Dec.) 7.45pm
at the Austin 7 Club 262 Tapleys Hill Rd. Seaton. A basket supper follows -
contributions welcome

Committee Meetings 2nd Wednesday of every month (except Dec.)
7.30pm at the Austin 7 Club are open to all members

No Meetings in December

CLUB REGISTRATION REGULATIONS

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 vehicles are allowed for safety reasons – check with the machine registrar.

- Regardless of your joining date, your membership renewal is due by the 30th June.

If it is not paid by this date your vehicle is not registered and cannot be legally ridden on the road.

- It is your responsibility to ensure that your dues are paid by this date and that your Log Book is stamped for the current financial year.

The club is obliged by law to inform the Motor Registration Department of any owners of Club Registered vehicles who are not financial (no longer members of the club) and their Club Registration is cancelled.

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 use

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 secretary@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 *Cou-rier* 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

'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

CLASSIC
COURIER



Classic Courier Magazine is published
quarterly

MARCH - MAY

JUNE - AUG

SEPT - NOV

DEC - FEB

DEADLINE FOR

Dec 2018 -Feb 2019

General Meeting last week
in November

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!

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

Log Book Day 16 June!

AGM 24 July!

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

CLASSIC
COURIER

JUNE - AUGUST 2018

