

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

CLASSIC MOTOR CYCLE DISPLAY
YOUR CLUB NEEDS
YOUR BIKE
COMCC AG.M
26 JULY
AUGUST 2016

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
Horse Hill
SEPTEMBER - NOVEMBER 2016



DECEMBER 2018 - FEBRUARY 2019

Classics at Hart Mill
Mill to Mill
Roaring Success...!
CLASSIC OWNERS MEETING
JANUARY 2018

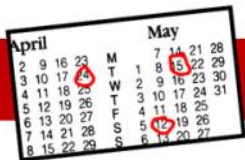
Enter to ride and display
or display your bike
only one month to go
Saturday 7th October 2017

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
MARCH - MAY
OWNERS MCC/INC

EVENTS CALENDAR



Check www.classicowners.org for updates or ring
Run / Event organiser

9 Dec MRA Toy Run leaves V8 track 11 am

16 Dec COMCC Christmas BBQ (see opposite page)
2019

10 Feb All British Day Recreation Ground in Echungah
Contact www.allbritishday.com/

MOPED RUN DATES

Contact Warren 8388 1770 Alan 8295 5097
2019

3 February Goolwa	4 August Williamstown
7 April Mount Pleasant. (Marathon)	13 October Mt. Barker
2 June Strathalbyn	1 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 am 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

8 Dec Ride to Lyndoch Meet Foodland Magill Rd. 9.30am for 10am start
*Due to the indisposition of our Club Captain, at time of printing the de-
tails of next quarter's runs were not available.*

*The runs will go ahead, details will be given at the general meetings,
refer to classicowners.org or contact the club secretary.*



NO GENERAL MEETING IN DECEMBER
Next General Meeting Wed 23 January 2019
Austin 7 Club 262 Tapleys Hill Rd. Seaton



All Members Welcome to
COMCC
Christmas BBQ

Sunday 16th December
12 pm onwards

Austin 7 Club 262 Tapleys Hill Rd Seaton
B.Y.O Chairs & alcoholic drinks

Museum Run to Port Pirie in March

Bob Finney is following up the Jamestown Air Show Run with a day run to re-visit the Port Pirie Military Museum and the adjacent Transport Museum. No bus this time, but if sufficient riders sign up lunch at the RSL will be arranged. The 1st of 2nd weekend in March are the proposed dates. Further details will be given at the January General meeting.

NEW MEMBERS

A welcome to the club is extended to...

1119	Allan Vaisham	Cumberland Park
1120	Andrew Marks	Campbelltown
1121	Charmain Jackson	Joslin
1122	Trevor Potter	Kidman Park
1123	Levi Thomas Richards	Hampstead Gardens
1124	Kym Philip Hutchins	Colonel Light Gardens
1125	Dave Kompo	Paradise
1126	Philip Baughan	Kingston Park
1127	George Elovaris	Hazelwood Park



FROM THE CHAIR



HI ALL Members

Another year gone, where do they go? It has been a busy few months for the club; the new clubrooms, a trip to Peterborough and Jamestown, and a bike display at Semaphore. I would like to thank Bob and Evangeline Finnie and Lew Hylton for running these events.

After a few hiccups we are settled into our new clubrooms and our X-mas BBQ will be there on the 16th of December. All members and their partners are welcome.

The audit of our library has started thanks to Lew. It will be a long job and if you could help please advise myself or Lew (phone numbers page 26).

As in previous years there will be no General or Committee Meeting in December. The first General meeting for 2019 will be on 23 January 2019.

The committee has had their first meeting with invited clubs for the planned 2020 Motorcycling Festival and members will be kept up to date with progress.

Sadly we lost some long standing members recently and I would like to pass on condolences from all club members.

Lastly on behalf of the committee, we wish all members a Happy and Safe X-mas and New Year.

Regards to All

Bob Cole President

EDITOR'S COMMENTS



I went on holiday and so much club activity was packed into that month I've had to add 4 extra pages to cover it. I suppose I should, for the benefit of the club, go on holiday more often! As well as the usual run reports, the special club events, Mods & Rockers and the Jamestown Air Show Trip feature, together with other events attended by members. Thanks to George Elovaris, a new member and contributor to Classic Owners' website and the *Courier* who attended the Eudunda Bike Show and sent in a report and photos (see page 17). A reminder if you have access to the internet many more photos from the events are posted by Charles on classicowners.org.

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

Trevor Jones Editor

OBITUARIES



Paul Knapp



Sadly, fellow COMCC member Paul Knapp passed away on Wednesday 26th September. Paul will be missed around the club by his friends and all members who knew him. Paul was a real gentleman and our sympathies go to his wife Edna and son Peter. The Mods & Rockers show on Saturday 13th October at Marcellinas, Semaphore was held in his honour.

Goodbye to James A. Nelson Hall

COMCC held a 'standing room only' last meeting at James A. Nelson Hall on the 28th August. 'Standing room only' because in their haste to ready the hall for rental, SCOSA had removed all the chairs! However, there was a large turnout to hear our guest for the evening, Brenton Batt from the Motor Registration Branch. Members of other clubs had been invited and Brenton, as on his last visit, fielded questions pertaining to Historic Registration now 'Club Registration'. Brenton's knowledge of the system resolves many problems and his visits are of great value. Many thanks to Bob Finney for arranging them.

The lack of seating led the President to end the meeting after the guest and transfer the club business to a special early general meeting at the new club rooms at the Austin 7 Club.





Mt. Barker Burble -7th October 2018

Motorcycles

Alan Wallis 1950 Tilbrook 197cc	Warren Duncan 2002 Honda 250cc
Peter Arriola 1957 James 197cc	Joe Betschart 1972 Kriedler 49cc
Roger O'Loughlin 1988 Suzuki 650cc	Rob Snell 2012 Harley 1690cc
Tony Earnshaw 1972 Honda 250cc	Don Jennings 1982 BMW 1000cc

Mopeds Rob Smyth 1970 Motobecane 50cc

Alan Wallis turned up at Apex Park for duty in his usual role as tail-end Charlie having carefully manoeuvred two extended stays in hospital so as to just fit in between successive Moped Plus events. A few drops of rain fell prior to departure. Rob Smyth donned his wet weather gear and that did the job nicely - we had fine weather for rest of the day! There was a good variety of machines with engine capacities from 49cc to 1690cc.

Joe Betschart's absolutely immaculate Kriedler created a lot of comment. The morning's run to Meadows and back went without incident and, as usual, there was plenty of motorcycle activity to entertain us at the Meadows bakery during our coffee stop.

In accordance with traditional practices, most Burblers enjoyed lunch at Millies' Bakery in Gawler St. Mount Barker. Joe Betschart opted out of the afternoon proceedings, and the Kriedler left for Adelaide during the break.

The trip out to Woodside went without incident also and we enjoyed a long social break at Melbas Chocolate Factory. Several riders left at this stage; some of them were keen to view the TV coverage of the final laps of the V8 Supercars at Bathurst.

The remaining five machines returned to Mt.Barker Apex Park from Woodside via Nairne, Bald Hills Road, and Mount Barker East.

Marshalls Roger O'Loughlin and Don Jennings made the leader's job easy for the day. Wayne Williams followed us around with the rescue vehicle, and Alan Wallis maintained station at the rear of the troop as tail-end Charlie.

On behalf of all the riders we offer our thanks to all these helpers.

NEXT RUN: see page 1 for the 2019 Calendar.

REMEMBER: These runs cater for the slower rider; backup trailer always provided. Riders are encouraged to wear a hi-vis vest

Warren Duncan



You couldn't have picked a better day for our club's Mods & Rockers Show. We occupied the parking spaces between Marcellina's Pizza Bar and the Miss Summer Cafe on Semaphore Rd, Semaphore; the weather: 27 degrees and sunshine.

There was a fair selection of period and more modern machinery on display, and we managed to maintain the numbers throughout the 10am-2pm timeslot. Big thanks to Marcellina,s and the Miss Summer cafe for allowing us to occupy their business space and park outside their premises. There were perhaps 25-30 bikes parked up and strangely, a constant parade of Harley-Davidsons and Triumph Rocket 3s cruising past on Semaphore Rd. Lew Hylton was responsible for organising and coordinating the event. Bob Finnie and Barry Young were there early helping him set up. Of the bikes, there were three BSA 650cc Rockets of varying flavours, a pre-unit Triumph Trophy and three Triumph Bonneville's . There were also a number of BMW boxer twins, an equal number of 59 Club members' newer Triumph Bonneville's in cafe racer trim and a Norton VN880.

A 1949 Francis Barnett moped/autocycle and a very unusual Triumph Tigris scooter were a couple of highlights among the scooters, as well as Lew's Fuji Rabbit. The Lambretta Club was also present with 3 or 4 scooters helping to balance the Mod to Rocker ratio.

Well done Lew for organising and publicising the event and everyone who brought their bikes along to the show.

Charles Oliver



MODS & Rockers



Strathalbyn wanted to honour a former son, a man well known on the international scene of motorbike racing, and decided on commissioning a commemorative sculpture and holding a festival in his name.

A ride to Strathalbyn is always a pleasure and the Kenny Blake festival was an added incentive. Mike, Rene and myself set off from Blackwood and took a leisurely trip through Meadows and onto Paris Creek Road. Arriving at the smaller oval in Strath we were greeted, paid our money and parked. A trio of Hondas, Mike's CB450 and Rene's CB77 and my CB 350 twin, looked quite the picture parked together. The atmosphere was fine, but we soon realised there could be more people in attendance.



We wandered around with a bacon sandwich or sausage to sustain us and admired the many desirable bikes on display. Suzuki had put on a display of their bikes currently for sale. I sometimes think a more modern bike would make life easier, but I guess I either enjoy pain or think I am undeserving. Not a lot of swap meet parts but I did see a lovely early Yamaha 250, the round finned model, on a trailer. It sported a SOLD sign but on trying to enter into a discussion with the chap standing sentry I found him less than forthcoming. The bike looked as if it were all there and possibly not too hard to get running.

We wandered around and chatted with a few of our members who had made the effort to attend. There were quite a few nice bikes parked that had been ridden there. One of our club members suggested we shouldn't leave Strath before checking out a great piece of sculptural art opposite the Robin Hood Hotel, which we did and were all bowled over by this piece of art by local Goolwa man James Stuart.

A life-size depiction of Kenny on a race bike is on display, and for any that have not seen it I would urge them to make the effort and be well rewarded. The ride home wrapped up another pleasant Sunday.

David Byford





Trip to the Jamestown Air Show

Caltex servo, Bolivar Gardens



There were about a dozen or so bikes saddled up and waiting at the Caltex servo, Bolivar Gardens. Harley-Davidson was the most popular marque including a Buell, which is partly H-D anyway, and there were pretty much one of each of the other motorcycle brands. The bikes departed before the bus, and we arranged to rendezvous at Pt Wakefield. Then it was onto Bute and Pt Broughton before the scheduled

lunchtime stop at the RSL club in Pt Pirie..

What a great spread the ladies of the RSL provided for our party! Curried egg sandwiches were on the menu, so I returned for seconds and then thirds. After lunch we were shown around the RSL's Museum of War by the gentlemen members. A Vietnam era helicopter was their major exhibit. We had to skip through the last part of the museum, as we had to continue our journey to Peterborough. The staff of the RSL were fantastic and very hospitable. Some day I'd like to return there and have another good look at the museum.

On the way out of Pirie, one of the Harley's started popping and banging and eventually conked out with an electrical issue. The rest of the ride members had just taken the turn to Gladstone, when Bob Finnie pulled us over

Rendezvous at Pt Wakefield, that's our bus.



and then decided to go back and assist the stricken Harley while the remainder of the ride continued onto Gladstone, Caltowie and then into Peterborough.

We pulled up outside Ian Spooner's Peterborough Motorcycle Museum where we

met up with the bus, a couple of other members who travelled independently, as well as the riders who had assisted with the broken down Harley. All good, the bike had restarted OK. After a good look around the museum, which has changed considerably since I last visited three years ago, we took tea and biscuits in the courtyard.

Most people were booked into the Railway Hotel and others in a motel just up the road. Everyone dined at the Railway that evening from a set menu that the new landlord had provided for us. I had the cooked breakfast next morning and then found myself rushing to get ready as the others were already on the road to Jamestown.



The roads leaving Peterborough that Sunday morning were open and deserted. So after some vigorous and spirited riding, I eventually caught up with the rest of the party just outside Jamestown. We entered the Air Spectacular and parked our bikes in the same spot as last time with the bus parked close by.

There was a Border Force display nearby and a local cadet force tent, as well as a steady parade of small helicopters providing joyrides at \$40 a pop. After gazing up at the skies at the aerobatics for some time and inspecting

the aircraft, it was time for lunch. The Railway Hotel landlord had provided us with our packed lunch which was much appreciated. Shortly after lunch, three of us decided to leave 2 hours before the scheduled departure. Our journey home was without



Outside the Peterborough Motorcycle Museum

Inside the Peterborough Motorcycle Museum



incident, and we were back in Adelaide about 4pm. However, some of the remaining riders had a different story. Richard Olds' Harley played up again and this time had to be abandoned – I'm not sure where. Bob Finnie had a late night as he was involved in the mission to rescue the broken down bike.

All the meals were provided for us and everything went smoothly, except for the problem with Richard's bike. I'd like to thank Bob Finnie for all his efforts in arranging this excellent weekend for all 30 of us and Alan Brock for driving the bus and to all who attended the trip.

Charles Oliver



LUCAS T.T. QUIZ

A vintage quiz from the 1980 TT programme, all answers are pre-1980! (answers page 25)

Twenty questions designed to test your knowledge of the TT, the Isle of Man, motorcycles and the law

- The first Isle of Man TT races were held in:
(a) 1904 (b) 1907 (c) 1911
- The first TT winner was C. R. Collier on a single cylinder Matchless. His average speed was:
(a) 38.22mph (b) 48.22mph (c) 58.22mph
- The TT course measures:
(a) 37.73 miles (b) 39.43 miles (c) 40.25 miles
- The rider with most wins in the Senior 500cc event is:
(a) Geoff Duke (b) Mike Hailwood (c) Giacomo Agostini
- The manufacturer with most wins in the Senior 500cc event is:
(a) Norton (b) MV (c) Suzuki
- Fastest ever lap time was set in 1978 by Mick Grant on a Kawasaki. Was it:
(a) 115.93mph (b) 112.77mph (c) 114.33mph
- The Lady Isabella is:
(a) an Isle of Man ferry (b) an Isle of Man aristocrat (c) an Isle of Man waterwheel
- The Isle of Man's Parliament is known as:
(a) The Court of Tynwald (b) The Dail Eireann (c) The Chief Pleas
- How high is the summit of Snaefell?
(a) 2034 feet (b) 3024 feet (c) 4023 feet
- In 1979 the Isle of Man celebrated a major event in its history. Was it:
(a) 1000 years of self government (b) 1000 years of colonisation
(c) 1000 years of Christianity
- The nearest mainland point to the Isle of Man is in:
(a) Scotland (b) England (c) Ireland
- The capital of the Isle of Man is:
(a) Ramsey (b) Douglas (c) Peel
- The Manthe Doog is:
(a) A ghostly dog that haunts Peel Castle (b) The Speaker of the House of Keys
(c) A tidal current off the Point of Ayre
- The maximum noise level permitted for motorcycles, on public roads, is:
(a) 85 decibels (b) 90 decibels (c) 95 decibels
- Motorcycle speedometers must be accurate to within:
(a) 5% (b) 10% (c) 15%

IS YOUR RIDING GEAR UP TO SNUFF?

Deakin University has a website that rates motorcycle jackets, pants and gloves for safety and comfort. They consider abrasion resistance, burst strength and impact protection in case of a crash. A separate comfort rating is based on Australian conditions.

motocap.com.au



Lions' Bike Show Macclesfield

There were 14 starters gathered at Hazelwood Park ready to display their bikes at the Lions' Bike Show, Macclesfield. Among our starters were : a Norton Dominator, BMW R100 outfit, Triumph T120, Triumph T140, Yamaha Virago, Indian Scout, Honda CB750, Harley-Davidson Electra Glide, Triumph T110, Honda CX500 and XBR500, another BMW, and the oldest bike was a 1940 Matchless. A new member was even signed up before the start – welcome George. We took the road up to Mt Lofty and travelled via Sterling, Aldgate, Mylor to Echunga and on to Macclesfield.

The first thing we noticed was there were a lot more bikes on the oval this time. We took a spot more or less where we were last year and were joined there by an influx of other members with their bikes : 450 Honda twin, 350 Honda twin and a couple of other Hondas, a Ducati Desmosomething, Norton Commando and an old Puch 250 two-stroke. These bikes bolstered our numbers to 20 plus. Wayne Williams brought the chairs and the club flags along, so we erected them at each end of the two rows of bikes.

The VJMC had an even bigger display this year, thanks to a few stray punters who turned up and parked their Jap bikes as part of their display. The BMW Owners had a good turn out too. One of the best improvements over last year was that ALL bikes were on the oval and not parked on the surrounding gravel path, like last year. This led to a greater variety of machines on display. We didn't get a goodie bag this time, probably due to costs, so we had to buy our own sausage from the BBQ. I still think that the \$5 entrance fee is pretty good value. There were more food outlets and more swap meet stalls than last year too. Behind our bikes on the oval perimeter there was a stage setup and a couple of bands played music from my era. Some of our members remarked that we could do with a gazebo; plans are underway to invest in something suitable. Numbers started to thin out a bit after midday. As we were packing up I heard a few awards given out – a BMW K100 chopper(?) a REAL Royal Enfield made in UK, and the BMW Owners won the best club display.

There were all sorts of everything on display – the now customary Black Shadow, a Scott, immaculately restored Japanese superbikes, you name it, it was probably there. This show is turning into a great social affair for SA's motorcyclists and I look forward to attending again next year. Well done to all our members who brought their bikes out for the show. It was nice to see Alan Wallis out and about on his Norton again.

Charles Oliver





Eudunda Old Bike 'Show n' Shine' Sunday 11th November

It was a beautiful, cool 8am ride straight up an empty South Rd, and NO roadworks believe it or not, onto the smooth Northern Expressway on my new bike.

My first outing as a COMCC member to the Eudunda Remembrance Old Bike 'Show n' Shine' and no one else showed up. Thank you, for not attending, as I took out the trophy for Best European Bike!

Nipper had set up his AJS marquee stand with 2 bikes and a leather-clad dummy or was that me? Only 12 bikes showed up but they were beauties.

Trophy winners were:

Best American 1972 FLH Electra Glide

Best Oldest 1935 BSA 500cc

Most Unusual 1960 Puch 250cc

Best British 1968 Velocette Venom Thruxton

Best Japanese 1983 Yamaha Ténéré XT600

Thank you to Steve Richter for organising the day and the lovely lunch by the Eudunda ladies group. If one more club member came, we would have taken the best represented club trophy. Maybe next year.

The only mishap on the way home was my favourite old Rossi's gave up on me.

Report and photos by George Elovaris



Best European



Best American



Best Oldest

Most Unusual



Best British

WEEKEND RUNS



Ride to 'The Bend Motorsport Park' 1st September 2018

Once again a forecast of showers probably deterred a few riders on Saturday, but once again the weather was not too bad. We encountered one or two light and brief showers during our trip out to The Bend Motorsport Park at Tailem Bend. Only 9 starters this month comprising, in no particular order:-

Wayne Williams '08 Yamaha XVS650 Charles Oliver 1967 Triumph T120R

David Saint 2012 BMW R1200 Rob Smyth 1968 Honda CB325

Charlie Pirot 2006 Honda CBF1000 Tom Robson Kawasaki W650

Graham Riley 2016 Indian Scout Tony Mitchell '01 Triumph Bonneville T100,

Alan Kernich 1985 BMW R80

We started on our usual route into the hills up Greenhill Road, this time continuing straight on through Balhannah and Junction Road to meet up with the Old Princes Highway at Littlehampton. At Murray Bridge, I decided to halt for a regrouping as we seemed to have dropped a few off the tail of the group. This was when we learned that David had been hit by a large kangaroo near Callington. Luckily the 'roo was no match for the mighty BMW and David was able to maintain control, although the bike suffered significant damage, it was still quite rideable!

Charles Oliver adds, *"The kangaroo jumped the fence, and the first David Saint knew of it was as it hit the front crash bar. It then bounced off and hit the rear bar, without even touching the rider! The front crash bar is bent back touching the valve cover and you can see the secondary impact damage in the photo below. David was most fortunate"*.

David's BMW R1200 showing damage sustained to the pannier and crash bar



All back together once more we set off down Jervois Road across the ferry, through Tailem Bend township and on to The Bend Motorsport Park. After a little confusion due to there being many more roadways than signs, we found our way in and to the "Welcome Centre".

The facilities are something we haven't seen before in Australia. The Pit area is extremely well equipped.

Next door are cafe and bar areas and a big display of classic and racing vehicles but only 2 modern bikes. Upstairs are viewing platforms, the control centre and hotel rooms.

The main racing circuit, the GT Circuit at 7.77km long is the second longest permanent track in the world. The circuit being used during our visit is 4.95km long and called the International Circuit. Several other track configurations are also available along with go-kart, drag way, off-road tracks, 4WD adventure park and an all-weather airstrip. Some of these facilities are still under construction. There are handy Hungry Jacks, Subway and OTR businesses on site. In the near future caravans, cabins and camping will also be available. All in all, it is a massive motorsport complex.

On the Saturday of our visit, the main activity was the practise session for the 2018 SA Road Race Championship Round 3. and the Cafnix Series Round 3 which were to run on Sunday, Father's Day. We were a little surprised at the almost complete absence of motorcycle riding spectators. After spending several pleasant hours lunching, viewing and generally exploring, the group split up to wend their various ways home.

Alan Kernich COMCC Club Captain



Riders on one of the spectator earth banks, this one in the middle of the track

Racers in the pit lane ➤



Ride to Yankalilla 28th October 2018

The ride was led by Lou Peilschmidt, because our club captain is undergoing some medical procedures which will put him out of action for a few more months. I'd like to thank Lou for stepping in at the 11th hour. There were 12 starters – most riders opting to ride modern bikes, although there was a Honda 750-4 and I did briefly see a 69 Triumph T120R at the start, not sure what happened to it afterwards, though.

We rode to the Meadows bakery for morning tea and ended up at the Yankalilla bakery for lunch taking in the views from the Myponga dam. We rode Bull Creek Rd, Nangkita Rd and Victor Harbor Rd on the way there – South Rd and Pages Flat Rd on the return journey. There were no particular incidents arising from the ride and no photos were taken. The weather conditions were good and everyone made it home safely. A few of us opted to tear down Range Rd and experience the twisting Wickham Hills Rd before arriving home.

Next month, I'll see if we can get some photos published to show you what a great time everyone has on these weekend rides.

Charles Oliver

Run to Milang Sunday 30th September 2018



In spite of competition from the Bay to Birdwood and the Distinguished Gentlemen's Run (sexist surely!) , a wonderful spring day had them coming out of the woodwork! Eight historically registered machines and only four modern classics. This is easily some sort of record and is very encouraging to me personally and to other historic machine owners who would love to see a much improved attendance of these older machines at our regular runs.

In order of descending age (bikes that is) ...

Charles Oliver 1959 BSA A10 Super Rocket 650cc, John Williams 1961 Triumph TR6R 650cc, Darryl McWaters 1971 Honda CB750, Wayne Lawson

1973 Triumph T140 750cc, John Suggate 1974 Honda CB750, Alan Kernich 1976 Triumph T140V 750cc, Ed Lowrey 1978 Triumph T140E 750cc, Kim Miller 1978 Suzuki SP370.

Then the newer machines...

Clayton Penley and Nanette Bamton 1994 HRD Heritage Softail Outfit 1340cc Evo (this ride's capacity winner!), Wayne Williams 2008 Yamaha XVS 650, Shane Cooper 2008 Kawasaki Vulcan 900cc, Bruce Dowell 2017 Kawasaki Z900RS

From our usual start at Hazelwood Park, we set off through Piccadilly and several speed cameras to Aldgate, Mylor, Echunga, Flaxley and Macclesfield to our morning tea break at Meadows. Not the most direct route but in my opinion one of the most pleasant rides. Back on the road to Milang via Paris Creek Road and Strathalbyn. Here we were joined by Bruce on his new Kwaka. Next we took a detour down Dry Plains Road which started out as a beautifully smooth track but was ominously signposted as a Commonwealth 'Roads to Recovery' project. This almost invariably leads to a unsealed section as it did in this case. Oops! So we back tracked to Strath and then took the main Milang Road to our lunchtime break at the Milang Bakery. A few very excited brown snakes feeling the vibes here. Next time we will try Parker Avenue, which turns into Nine Mile Road. This is all sealed on Google Earth plan view but not in street view! After a pleasant hour or so, we headed off around the Lake Alexandrina shore through Clayton Bay. Then via Winery Road's several interesting creek crossings back to Alexandrina Road (the Strathalbyn to Goolwa main road). Clayton and Nanette chose to head off to Middleton to visit relations while the rest of the group took a left turn onto the seemingly obligatory Bull Creek Road through Ashbourne and back to Meadows. From here the party split into several small groups to head back to the city suburbs. All in all, another extremely enjoyable club outing.

Charles Oliver



Bruce's new Kwaka Z900RS

MY FIRST BIKE



This is an edited extract from a series 'My Motorcycling Days' by new minted Life Member Charlie Brown, printed in The Classic Courier No.9 1978

When I finished school I went to England to further my career, and I did look forward to meeting the land of the motorcycle. My owner/riding days were harebrained, hairy out of this world; I find it hard to believe that I was so silly or suicidal. I used to ride my push bike down Gascoigne Road in Barking South East London on my way to work, and I noticed this old side valve Ariel hitched to an equally old Watsonian single adult sidecar parked there daily. Then one day I saw a new red BSA Super Rocket and a sports side car with the Ariel coupled to its back wheel. Seeing the bikes in this fashion for a few days led me to believe that the householder had bought a new machine and considered enquiring about the sale of the old Ariel. I surveyed my finances, done in about 2 seconds, no bank balance (I didn't know what banks were) and a regular apprenticeship wage of £5 - £6 per week. Come pay day I fronted up to the house and asked the owner if he wanted to sell his old bike. Imagine my joy when he said I could have it for £5. My money was out before he could think of fetching the rego papers and log book.

The Ariel was a 600cc side valve model VB of 1950 vintage. The chair was a quaint, narrow single seat sidecar built like a boat with a prow, high sides, a door like a car, glass windows all around, and a canvas roof. The striking feature was the narrowness of the thing. The machine had a month's rego. left but I had no licence or any experience of sitting on a outfit. This did not deter me, so with the push bike sticking out of the top of the sidecar I set off home, using all the back roads to ride the 5 miles to Forest Gate London E7.

I rode the bike to and from work for a month before obtaining a learner's permit as I was still a shade under 16 years old. I used to take my mates for rider through London, can you imagine 3 in the chair and a pillion passenger. I soon got to know a particular idiosyncrasy with this bike. Whenever I exceed 50mph there was a loud bang, a blue flash if at night, and the bike would coast to a stop with a quiet 'fuff, fuff, fuff.' It was a blown head gasket.

Now I got my first lessons as a mechanic. Removing the side valve head was simple: remove 5 bolts, fit the new gasket, and then on with the head again. It never occurred to me to investigate the reasons for the blow outs. I imagine someone had prised the head off with a screw driver at an earlier date and the surface needed lapping in.

I travelled armed with about a dozen gaskets in the sidecar boot and managed to wring a best of 55mph from the Ariel. I used to take gasket changing as all part of travelling. It took me about 10 to 15 minutes to do the job, my average speeds worked out to the speed limit or just under, what I gained in speed I lost in roadside repairs...

1968 BSA B25 Starfire—Charles Oliver COMCC Secretary

In 1976 I bought my first bike, a blue & white 250cc single cylinder.

At that time, for some reason, it was the bike I really yearned for. The bloke I bought it off thought it had a knackered gearbox, but my mate got it going and whispered to me that it only needed some clutch adjustment and I got it for a song! I'd never

previously ridden a bike with gears, only mopeds. Luckily, I lived in a cul-de-sac, so I could practice in private. My mechanical skills and toolkit at the time were less than ordinary, but I never had to do much maintenance really. I ended up selling it a year later so I could buy a Suzuki T250 – well it **was** the 1970s. That BSA got me hooked for life.



1968 Yamaha YDS3—Trevor Jones Classic Courier Editor

I'm posing beside my first bike about 50 years ago. I had left school and needed transport. The purchase was part financed by my mother. My brother and I reckon through these loans she had owned more bikes than either of us.

The Yamaha was cheap to run, very reliable, and, as Charles confirms above, a sporty 250 2-stroke was the bike to have in the 1970s. I bought my next bike about 18 months later, a Suzuki T350.



SEND IN A PICTURE AND A FEW SENTENCES ABOUT YOUR 'FIRST BIKE'

MID-WEEK RUNS

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*

I missed the rides in October and returned from overseas expecting a warm day for the first ride of November. The reality was pretty close to winter with handle bar warmers on high as we headed to

Maclaren Flat. We eventually got there after two attempts. Blewitt Rd before Maclaren Vale has been closed while a bridge is being repaired, and after one failed dirt road detour we rode back to the main road and morning tea. The afternoon saw us make a windswept trip to Milang for lunch and a return via Meadows where we were treated to a shower of hail before heading home!

TJ



Milang Bakery stop



Classics ready for the start



Indian summer?



Rain is no discouragement

FROM THE ARCHIVE



This photo dates from 1932 and shows The Covered Wagon, one of a fleet of Motorcycle Delivery 'vans' operated by the Liverpool branch of Daily Bread Ltd.

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

Postie's Bike 7/83 V-90T Yamaha

Genuine unmolested Aust. Post Postie Bike with Aust. Compliance Plate Australia Post No.251. Last registered in SA in 2009 Starts runs and rides well. Requires 6V battery and some minor electrical work and two mirrors for reg. Front and rear tyres are brand new (zero kilometres). Riders seat reupholstered 16595km. Rego THC-734 \$750 O.R.O

Warren Duncan 8388 1770
0417 882 625

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

1984 BMW R100RT

Been stripped and renovated. 2 Pack Paint, frame, Bolts replated, Black with gold wheels Immaculate. New Motobatt battery, etc Original motor done approx. 120 k, Runs great.

Reg. YYG-007 \$8500 ono
Rod 0487 497 613

Answers to the Lucas TT Quiz	1. b	2. a	3. a	4. b	5. a
	6. c	7. c	8. a	9. a	10. a
	11. a	12. b	13. a	14. b	15. b

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

Vice President Robert Freeman jnr 0412 716 353

Secretary Charles Oliver 0466 863 932

Treasurer Graham Riley 0403 365 780

president@classicowners.org

merchandise@classicowners.org

secretary@classicowners.org

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 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 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 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 also will 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

'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

March—May 2019

General Meeting last week
in February

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

