

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

CLASSICS AT HART
CLASSIC MOTOR CYCLE DISPLAY

YOUR CLUB NEEDS
YOUR BIKE

COMCC
A.G.M
26 JULY

CLASSIC COURIER
AUGUST 2016

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

We're Moving...

Meetings from **SEPTEMBER 2019**
will be held at the
WEST CROYDON & KILKENNY R.S.L.
19 Rosetta St. West Croydon
details inside...

CLASSIC COURIER

THE CLASSIC OWNERS MCC/INC

JUNE - AUGUST 2019

Classics at Hart
Mill to Mill

Roaring Success...!

CLASSIC COURIER
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

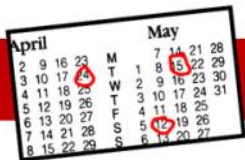
CLASSIC COURIER
JUNE

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

EVENTS CALENDAR



Check www.classicowners.org for updates or ring

Run / Event organiser

1 June Log Book Day 9am-1pm at the Austin 7 club rooms plus sausage sizzle

24 July COMCC AGM Austin 7 club rooms

18 Oct Classics at Hart Mill to Mill details to be confirmed

2020

April Two Day ride, over night in Burra provision for mopeds to participate
Details to follow

October Festival of Motorcycling Old And New

MOPED RUN DATES

Contact **Warren 8388 1770 Alan 8295 5097**

2 June Strathalbyn

4 August Williamstown

13 October Mt. Barker

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 10.00am start

1st Wednesday of the month

3rd Tuesday of the month Ride destination decided on the day

WEEKEND RUN DATES

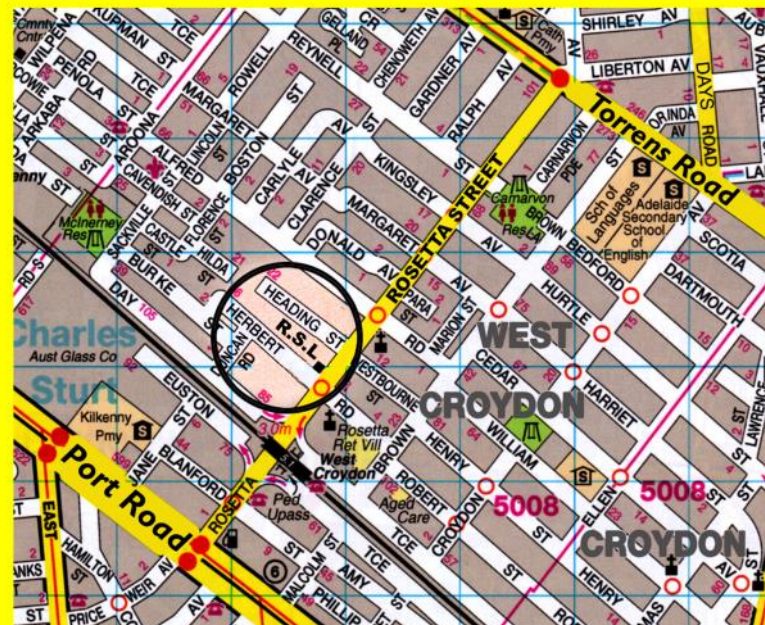
Weekend runs take place on the first convenient Sunday after the

General Meeting Contact **Alan 0429 093 821**

DATE	ROUTE	MEET	START TIME
30 June	Palmer Hotel	Civic Park Modbury	9:30 for 10:00
28 July	Middleton	Caltex Top of Taps	9:30 for 10:00
8 Sept	Ride to Harrogate and watch the Historic Scramble races.		
		Civic Park car park, opposite the Modbury Shopping	
	Centre on North East Rd		9:30 for 10:00
29 Sept	Weekend ride to Yankalilla/Second Valley		
		Caltex Top of Taps	9:30 for 10:00

We are Moving...

General and Committee Meetings
from SEPTEMBER will be held at the
WEST CROYDON & KILKENNY R.S.L.
19 Rosetta St. West Croydon



Meeting Times will change

GENERAL MEETINGS-

4th Tuesday of the month

COMMITTEE MEETINGS-

3rd Tuesday of the month

**All club events- Film Nights, Log Book Day,
BBQs will be held at the
West Croydon & Kilkenny R.S.L**

OBITUARIES

Rob Williams



It is with great sadness that I have to report the passing of one of our club's long-serving members Rob Williams. Rob joined the Classic Owners Motorcycle Club in 1990. He was the classic clubman; serving as Secretary from 1993-2004, Membership Secretary 2002/3 and Welcoming Officer 2001/2. In addition Rob was an assistant Registrar and Machine Examiner for our Southern members from 2004-2018.

Rob was a well-respected member who always showed concern for the welfare of others. He would go far above and beyond the call of duty by visiting members' homes to inspect their bikes for Historic

Registration purposes. He organised the club raffles and was always available when needed.

Rob won multiple Clubman of the Year awards and was made a Life Member of the club. He will be sadly missed by all. Our sincere condolences go to his wife Tina and the family. The club is a lot poorer for his passing. (This short eulogy was read at Rob's funeral at Centennial Pk, Pasadena on Friday 12th April).

Charles Oliver Secretary

Les Tapping



Les Tapping (Member No. 135) joined our Club in 1974, and held continuous membership for the next 45 years, during which time he was awarded Life Membership. Les served on the Committee in various capacities, holding the positions of, Treasurer 1978-80, Club Captain 1991-97, Assistant Librarian 1988-2000, and Welcoming Officer 1983-87. Les could always be relied on to help the Club in any way he could, and it is fair to say that his

efforts contributed to our Club prospering and enjoying the healthy position it finds itself in today. Les was noted for his input during the General Business part of our General Meetings, to pass on valuable trivia comments, and his fertile mind ensured that the topics were often of a general knowledge nature, and not always associated with motorcycles. During his active riding days Les was well recognised on his various Moto Guzzi models. He will be greatly missed around our Club. RIP old friend.

Ken Hartland Past President COMCC



FROM THE CHAIR



Hi All

Another membership year has almost gone. Could members check they have their renewal in hand? Our club has had an increase in membership this year; we now have just over 250 members.

This year has seen us lose some longstanding members, our condolences have been passed to their families. Thanks to Charles Oliver for his eulogies posted on our website. Thanks also to committee members and helpers for their effort during the year.

This is the final magazine for this membership year, if you would like to nominate a member for life membership it needs to be done before the AGM, forms are on the website.

We will be leaving the Austin 7 Clubrooms. Our last meeting there will be on the 28/08/2019. We have a new venue at the RSL Club in Rosetta St. Kilkenny. The meetings will revert back to committee meeting 3rd Tuesday each month with general meeting on the 4th Tuesday. All our storage will be at the RSL as well.

Please try to attend our AGM, and if we have trouble filling our committee positions, consider nominating, we have been fortunate to have had a very good committee and need nominations if some decide not to stand again. Regards to All

Bob Cole President

EDITOR'S COMMENTS



The year is approaching halfway, and reading over the run reports for this quarter plenty has been going on at COMCC. The next six months promise more of the same. After the A.G.M. on 24 July, we have only one more meeting at the Austin 7 Club. Then it's off to the West Croydon & Kilkenny R.S.L. The great advantage of the move will be to put us on the same site as our club library. The library is an absolute treasure trove: books covering every aspect of motorcycling and motorcyclists, bound copies of magazines from the 1960s onwards, manuals, handbooks and DVDs. I wonder if there is a better collection of motorcycle books in the state.

As winter keeps you off your bike it might be the time to pen an article for the *Courier*, everybody has a yarn about 'back then' or last week in the shed. Send it in!

Trevor Jones Editor

MOPEDS PLUS

Enquiries: Warren 8388 1770
Alan 8295 5097



26th Moped Marathon 7th April 2019

Departure: The Totness Inn- Mount Pleasant

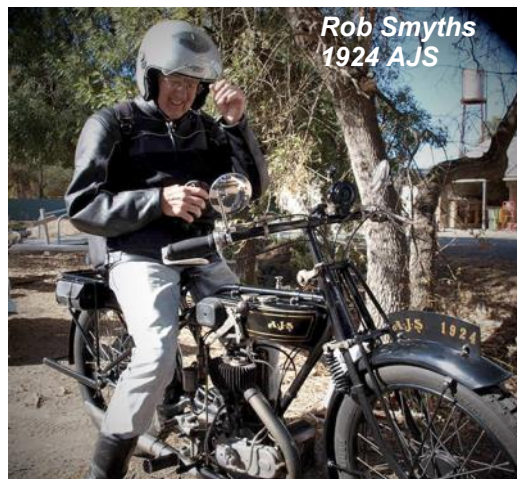
Motorcycles

G Hastie 2003 Suzuki 600cc	Alan Wallis 1950 Tilbrook 197cc
David Saint 1966 Puch 250cc	Mick Hayes 2016 Suzuki 650cc
Warren Duncan 2002 Honda 250cc	Roger O'Loughlin 1988 Suzuki 650cc
Tony Earnshaw 1972 Yamaha 125cc	Louis Peilschmidt 1985 Suzuki 600cc
Rob Smyth 1924 AJS 350cc	Peter Arriola 1974 James 147cc

Scooter Graham Riley 1960 Vespa 125cc

Step-Thru Chris Harris 1967 Yamaha 75cc

Apologies received: Don Jennings, due to a prior commitment.



Rob Smyth's
1924 AJS

The day's journey began with a short ride down to Williamstown where the riders stopped for morning tea at Jack Rabbits, now located at a new spot at No.9 Main St. Toni provided the usual good service as we gathered around the big table. Continuing to Springton, all went well until we entered the Barossa Valley and the wind really picked up to the extent that the smaller bikes wobbled their way up the road. Angaston was a welcome sight because of these conditions, and we

all had a good lunch at various venues.

The return to Mount Pleasant via Kyneton produced similar conditions with the wind easing as the destination came into view. There were no breakdowns for the day.

On arrival at the Totness Inn, we adjourned to the dining room for the usual refreshments of coffee and cake. Disaster struck right then as Sandi (our host) announced that our usual freshly cooked banana cake tragically crashed as it left the oven, however the backup supply of cherry and apple slice filled in so well that it was hard to notice the change of menu.

Thanks go to all the usual helpers who make this Moped Plus event successful and on this trip they were:

Marshalls Roger O'Loughlin Mick Hayes Tony Earnshaw tail end Charlie Alan Wallis

Back-up Services Wayne Williams (and dog!)

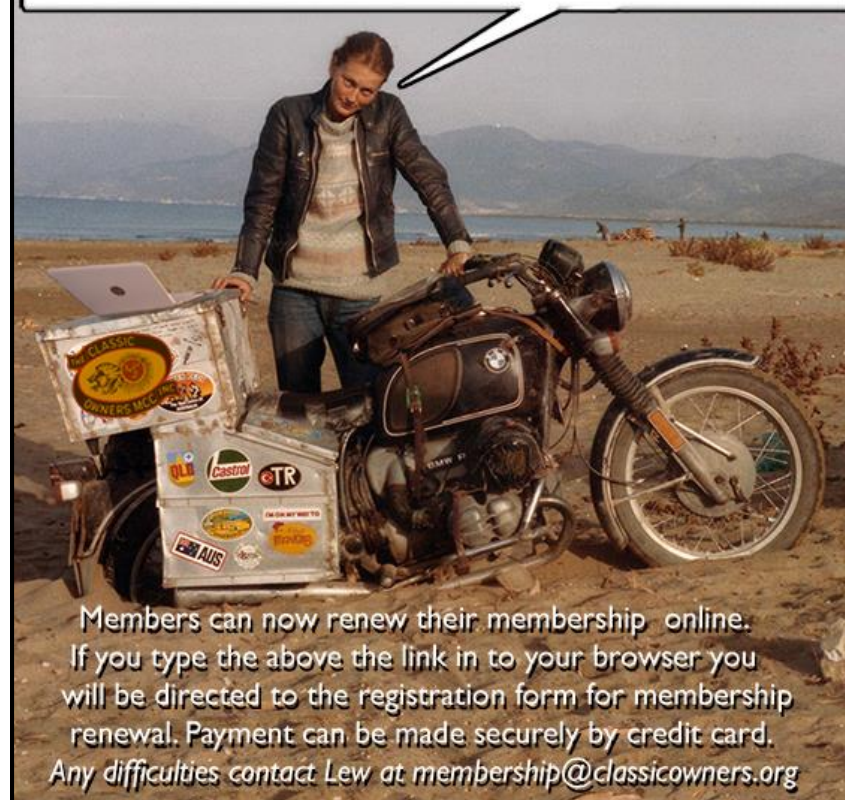
NEXT RUN: Strathalbyn run -Sunday June 2nd 2019

MEET: 10.00am for 10.30am start @Goodyear Tyre Depot Rankine St. Strathalbyn

RUN: AM Strathalbyn/Milang/ Finnis/Clayton Bay (lunch at the Sails Rest) PM Milang/Langhorne's Creek / Strathalbyn.

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

I'm stuck out here but I can **renew** my COMCC membership **on-line** by logging on to
https://members.classicowners.org/register/existing_member



Members can now renew their membership online. If you type the above the link in to your browser you will be directed to the registration form for membership renewal. Payment can be made securely by credit card. Any difficulties contact Lew at membership@classicowners.org



A.G.M.

24 July, at the Austin 7 Club, 262 Tapleys Hill Rd., Seaton. Members can nominate for any committee position. Pizzas follow the business...

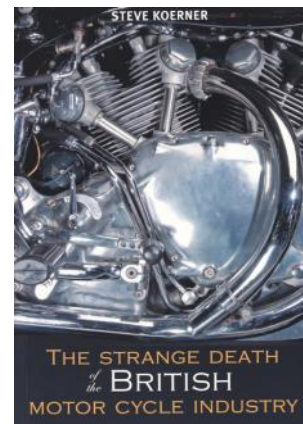
Rob Smyth's 1927

AJS



COMCC member, collector and restorer of 'real' AJS (pre-1931) bikes, radios and cars, Rob Smyth brought his immaculate 1927 AJS 350 Big Port to May's General Meeting and gave the club a very entertaining account of the displayed bike and some history of the marque.

Rob built up the bike over 30-40 years collecting parts from a variety of sources and manufacturing many of the obsolete items himself, including a head to convert the motor from side to overhead valve. **TJ**



THE STRANGE DEATH OF THE BRITISH MOTOR CYCLE INDUSTRY by Steve Koerner

Published by Crucible Books

ISBN 978-1-905472-03-1

\$36.00

In my opinion this is the ultimate book on the demise of the British motorcycle industry. The basis of the book is author Steve Koerner's Ph.D thesis, so it is meticulously researched with more references than an eager job applicant, but don't let that put you off. This is a book by a motorcycle enthusiast and is a comprehensive and well written account.

Just about every theory you have ever heard as to why the British industry failed to retain its prominence is partly true- all of them, perhaps with the exception of Bolshie workers. Koerner divides his account into seven chronological sections. He begins in the 1930s when the British industry, benefiting from the retreat of the American motorcycle industry, the lack of competition from Europe and favourable trade conditions, was able to dominate the world's motorcycle market. Similar to the Japanese industry 30 years later. The sections examine in detail the decisions of the main players which led to the final collapse in the mid-1970s. The final years of the late 1960s and 1970s, the period most other writers on this topic seem to concentrate, forms a relatively small part of the book, probably because by then in the context of the whole story, only an epitaph is required.

One of the main themes of the book is that the British industry was run by increasingly out of touch enthusiasts whose main interest lay in relatively large capacity 350-500cc machines and motor cycle sport. They had little interest in smaller machines or in developing the markets of non-enthusiasts and women. Typical was Edward Turner, who saw the future of the industry supplying American sports riders with large capacity machines, as was Donald Heather of AMC who thought motorcyclists liked nothing better than to spend their Sundays re-seating valves. True, the industry did produce light-weight models and scooters- Francis Barnett, James, BAC, DKR, etc., but these small factories lacked the economies of scale of Italian and Japanese competition. The larger companies' efforts at light-weights and scooters were at best half-hearted, the BSA Bantam "the single most successful 'British' motorcycle of all time" (the author's quote marks around British) received scarcely any development over its 20-year production life.

I can only point out a few ideas put forward by such a comprehensive book in this short review, but I can thoroughly recommend this book to anyone with an interest in motorcycling and a well told story. **TJ.**

Paris - City of light -weights scooters & cool retros

On a recent trip to Paris I had a chance to survey the two wheelers on the city's streets. Like Melbourne, pavement parking is the rule; and with so many people living in apartments, there is no alternative. The overwhelming choice for riders was the 'Burghman' style scooter, some 650cc BMWs and Peugeot three wheelers. Looking past the utilitarian machines, the retro café style was the principle type of bike. Some were customised but very popular were local makes based on a (I think Chinese manufactured) Yamaha 125. Astor, Archive, Mash were among the names on the tanks, perhaps they have some significance if pronounced with a French accent. They certainly looked good. I also saw several examples of very tasty European marques like Hasqvana and Mondial not commonly seen in Australia. Unlike the local scene, cruisers were pretty rare. I saw Harleys but they were the Sportster style models.

TJ



Three wheel
scooter- note
lap rug



Archive



Astor



Mondial

Café BMW
K1000



Café Kawasaki



Typical Paris street scene



Glorious weather and calm conditions were ideal for beach racing and very welcome after the wintery conditions experienced in 2017.

109 solo entries were divided into two age classes, period 2 (from 1/1/1920 to 31/12/1945), and period 3 (from 1/1/46 to 31/12 1962); and 6 different engine capacity classes from 125cc up to 1300cc. The 12 sidcar outfit entries were in two groups single cylinder and twin cylinder. Each group battled its way through 4 scratch races and 2 handicap races over 2 days, making a total of 56 races on the program.

35 David Rocklyn 595 BSA 1935, #913 Murray Johnson



72 Hein Otten 350 AJS 1924



**Photos and Report by
Alan Kernich
Club Captain**

9 David Johnson 750 Triumph 1961



The course was a mile lap up and down the beach around a 44 gallon (200L) drum at each end. Except for the 125s, races were over 4 laps - 4 miles.

A complete list of winners has been published on the Levis MCC Facebook page along with dozens of photos and video clips. The winner of "Fastest man on the beach" went to David Johnson riding the 1961 Kernich Triumph 750cc. As well as winning all 4 of his scratch races by massive margins, he set a new flying lap record of 1 minute and 2 seconds. Not bad for someone who claimed to not ever having raced off the bitumen before. The "Fastest Woman on the Beach" was Bianca Bonner riding a 1942 Harley Davidson 750. The single cylinder outfit trophy went to father and daughter team Mark and Kelly Schuppan on their 1962 ESO 540cc, while the twin cylinder prize went to Paul Dempsey and Carey Deschamps on their 1950 Triumph 650cc.

All in all, a great weekend.

Looking towards the south end of the course at Sellicks Beach



2019 Yorke Peninsular Vintage, Veteran and Classic Motor Cycle Club 2019 Bottom End Run
Rosco gives us his impressions of the Coobowie Rally

This event had been held at Port Vincent for many years, so it was some surprise that the entry form announced that it was to be at Coobowie, wherever that is. But the details emailed to me included a map showing where the place was, so I emailed it to Geoff Barnes so he could enter the event. However, about this time his wife Hellena contracted a serious illness affecting her gizzard so their entry was in considerable doubt.

Fortunately, she recovered sufficiently for them to attend. Geoff brought over all of their camping gear and a bit more stuff so I could take it in my wagon and they would ride over on the BSA outfit. They normally do, having ridden it from England in the early seventies and to all motorcycle events since.

I had decided to take my 1971 Honda 750 K1 and had to organise a team to help put it on Mike Apthorpe's trailer that he kindly allows me to use. After packing all the gear that I thought I might need, I set out for Coobowie on Friday the 22nd February. A group of us gathered at the Port Wakefield launching ramp for lunch and a twinkle, and Martin Blindell arrived just before the Barneses. We had agreed that Hellena could transfer to my wagon. She was feeling OK and decided to continue on to Coobowie in the sidecar, so we each made our own way there.

As it happened there was a vacancy in a cabin at the caravan park, so they were able to grab that while I had booked into the Rally headquarters. This turned out to be an old school building dating from the 1870's that had been very well restored and had a new section added. The school building had four rooms housing up to six in each, and I took a room with one other joker from the Classic Owners Mob.

The whole site is an improvement on the Girl Guides camp at Port Vincent, and I understand is cheaper to use. The only problem that I could see was that the building didn't have a large room to seat a mob for dinner. That was solved by using the local pub's two dining rooms which are large enough for over 100 and are only a quarter of a klick down the road. We went there for a good dinner and the official business of the rally which included the prizes. As luck would have it, the prize for the best Classic Bike went to a 1971 750 Honda owned by none other than Rosco.

Now a bit on the rides! Motorcycle rallies are held so that the entrants can show off their motorcycles and ride them to venues in the vicinity for morning teas, lunches and stops to see places of interest, eg. toilets. Yorke Peninsula is not well endowed with winding roads and hilly sections; there are no Bulls Creek or Gorge roads. So all of the rides are on dead straight roads, all are in good nick, with only the occasional intersection causing one to change gears, but we all know that before we go there. But you can see how your motorcycle is performing and in my case I was pleased that the Honda ran nicely and performed well. The stops also give you the opportunity to catch up with other riders and their motorcycles, plus check out some local attractions. One such is the Harry Butler

14 Memorial at Minlaton. This is a large, glass fronted show room containing

his WW1 aircraft that he had freighted to Adelaide in 1919 before flying it to Minlaton, the first recorded flight over water anywhere in the world. This year marks the centenary of that event, and celebrations are planned for later in the year. Now a bit on the entrants. Around the edge of the main ground a joker by the name of Maurice Snow had set up a WLA Harley in full WW 2 war paint and including a rifle and six gun and all the gear a rider would have worn. Plus photos of the bike's restoration to its current condition. Then there was the joker with the 1933 Dodge ute! I thought Ford had made the first ute in 1933, but there it was in good nick. He used it to transport six or eight 1912 to 14 Harley, Pope and Excelsior motorcycles around. A couple of these were registered! The culprit was one Darryl Oldland, very appropriately named. Dunno where he finds them or where he finds the bits to fix 'em!

I have to mention the mates that I encounter there every year. Buck Yates from Kimba is a permanent fixture, but this year he left his better half Heather home. Ray and Elizabeth Sims and Peter and Marlene Poole from Yorke and Eyre Peninsulas are regulars. So are Grumpy and Robyn from the BSA Mob. This year they had the Murphys with them, also from the BSA Mob. Of course no rally is complete without Chris Brown and Terry James from Broken Hill. They bring a magnificent Vincent and a BSA Super Rocket. Dunno why Chris doesn't enter his Vincent in the judging event; he'd hafta take out a prize! Over the last two years the SA Classic Owners have been represented by Rosco, of course, and the Club Secretary Charles Oliver. Charles took over that role from Rosco a cuppla years ago and brings a very nice BSA Super Rocket to the rally. We have been either first or second in Classic section.

Now, a bit about the heart of the show! John Francis and Richard Germein are the two blokes who do all the talking and organising. Well done, chaps! All the meals are prepared by Suzanne Warren and her off-sider is John's partner Glenys Denton. They've been doing this for donks and still do a bloody good job.

Secondly, I have to mention Richard's border collie Minnie. She really is the centre of the show. She's all over the place at headquarters and goes everywhere on rides in the pick-up truck. A cuppla years ago, my BSA seized up ('coz I didn't know that the crankshaft was blocked and oil couldn't get through). It was picked up by the back-up truck and Minnie was seated on the front seat, so I had to let her ride the rest of the way on my knees, and we became good mates. I always give her the odd bone or sausage.

I left Coobowie about 1.30 pm and neglected to study the route home and because I wanted to go past Oaklands where dad was born. I had to take a dirt road and got the Honda very dusty, so will hafta wash it later. Otherwise the trip home was uneventful and I arrived around 3.45 pm. As I opened the gate I was glad to see Rotti, who duly welcomed me and we had a cuddle and I got a licking. So it was a successful trip, no problems, no accidents but lots of unpacking to do.

Finally, I must follow up the Yorke Peninsula mob to see if they would like to keep in touch with the Classic Owners. We should have been doing that for years, but it's never too late.

Rosco

WEEKEND RUNS

Trip to Pt Pirie RSL 31st March 2019



Plenty of time on this occasion for a more leisurely look around the excellent RSL museum before sitting down to a lunch of once again outstanding quality.

Only 3 Club Registered bikes together with 9 others and a bus load of about 15 non-bikers met at the Caltex Bolivar sevo at 8.15 am for the run to Port Pirie. This visit was organised by Bob Finnie who was also the bus driver. Great effort Bob. It's a huge pity that there weren't more starters. At least one traveller preferred canine company on the bus rather than motorcycling. Sorry Wayne – probably not your preferred option.

The riders (and bikes from young to old) were:

Graham Riley 2016 Indian Scout	Dick Olds 2002 Harley Davidson
Louis Peilschmidt 2016 Honda Africa Twin	Bernie Burton 1995 Suzuki Bandit 600
Charles Oliver 2015 Triumph Street Triple	Ray Chappell 1992 Kawasaki ZR
Kym Miller 2013 Triumph Bonneville	Roger O'Loughlin 1988 Suzuki GR650
Bob Cole 2013 Yamaha Star	Rob Brumfield 1987 Honda CBR 1000F
Robert Smyth 2004 Kawasaki W650	Alan Kernich 1985 BMW R80

We started on time, and apart from a few very light drops of rain (not enough to get wet) the weather was mild and mostly cloudy during the morning. After a coffee stop at Port Wakefield, it was on to Pirie via Bute and Port Broughton. Well – for most of us at least. The bus went via the main road through Snowtown as planned, but a bit of a mix up near the Copper Coast Highway turn-off meant we lost our tail end Charlie. A few more dropped off the end at Port Broughton, presumably for an unplanned fuel stop. However, we eventually all arrived within a few minutes at the RSL Club.

About half the group elected to return to Adelaide via the main road, but the rest preferred the slightly longer but much more interesting route back to town via Crystal Brook, Clare and Gawler. The return trip was very enjoyable in sunny and mild conditions. I clocked up 464 kilometres for the day and some would have done a bit more! No breakdowns either physical or mental. Well done, all.



Ride to Angaston 28th April 2019

Once again it was a delightful Adelaide autumn day for our ride to Birdwood and Angaston. A little disappointing that there were only 10 starters; but of these 8 were Club Registered historic machines. Riders and their machines, in no particular order, were:

Graham Riley '17 Indian Scout 1200cc	George Elovaris 1981 BMW R65 650cc
Alan Brock 1976 Kawasaki Z900	Greg Smith 1982 Triumph TSX 750cc
Charles Oliver 1959 BSA A10SR 650cc	Ian Harper 1974 Honda CB750 750cc
Geoff Penn 2016 HD Sportster 1200cc	David Saint 1974 BMW R90S 900cc
Ed Lowrey 1975 BMW R90S 900cc	Alan Kernich 1985 BMW R80 800cc

Starting out from Hazelwood Park, we took our usual route up Greenhill Road and on through Summertown and Uraidla, turning left on Swamp Road and through to Lenswood. On the road to Lobethal, one rider went wide on a right hander and fell. He was fine but the bike, although rideable, was a bit worse for wear and was retired at Lobethal. We rode on to Cudlee Creek and Gumeracha to our morning coffee break at Lovells Bakery in

Birdwood.

From Birdwood, we travelled along the Torrens Valley Road to Mount Pleasant. Then on through Springton, Eden Valley, Seven Steps Road and Tannunda Creek Road, and the very picturesque countryside of Kaiserstuhl Conservation Park. Our lunchtime stop was at Angaston. Here we found the vintage/harvest festival in full swing with food stalls and music up and down the main street.

After a very pleasant lunch at the Sunrise Bakery, it was off home via Lyndoch, Williamstown, Chain of Ponds and the Gorge. Various riders took the opportunity to peel off at various places such that by the time I (the leader) reached the city there were only two of us left!

Only 194km on this run, and I think most of us enjoyed the sunshine, the company and the ride!

Alan Kernich, Club Captain



**One of the last
Meriden
Triumphs a
1982 T140TSX**

**Angaston Street
Festival**



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



Line up at Victor Harbour



This quarter's Midweek Runs were very well attended including what is generally thought to be a record turnout of 30 starters for the second run in April. The destinations were varied, and in March included a visit to Rebrand Ltd. a restoration shop and exhaust pipe manufacturer in Victor Harbour. Weather was very good for the time of year, and the threatened rain in April did not eventuate until we were home. The final run in May saw a turnout of 25 bikes, about a third of which were classics: two British singles, two identical Honda 400Fs, two Moto Guzzi big twins, two Meriden Triumphs and the usual moving BMW museum. Thanks to our ride leaders. **TJ**





< Mike's restored Honda

BMW twins



Dominic gets the Velo underway



Two new stops-
Willunga above,
Wistow right

NEW MEMBERS

A welcome to the club is extended to...



1139 Geoff Woodberry <i>Honorary Membership for computer services</i>	1144 Damian Piwowarczyk <i>Honorary Membership for computer services</i>
1140 Andrew Haddock Willunga	1145 Brian Finnie North Haven
1141 Wayne Francis Beaumont	1146 Ron McLeod Largs Bay
1142 Allan Hanns Sturt	6001 Robert Digance Aberfoyle Park
1143 Brett Withy Bridgewater	6002 Leon Mitchell Elizabeth North
	6003 Garry Phillip Seaton



- Re-run of the very successful 2017 Hart's Mill to the Birdwood Mill and return
- An opportunity to ride and display your bike(s)
- Awards, food and entertainment at the Light House Square Port Adelaide

18 October 2019

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

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**

Yamaha Scorpio 250cc

10,050kms, New battery, English
style bars,

GIVI Top box, elec. & kick start.
Rego YZV Engine # 5BP085988
\$ 1,999
Strathalbyn area.

0413 695 053

Petrol driven air compressor

7hp 4 stroke V Twin. Twin tank auto
Regulated. Bought new to salvage
flooded machinery, kept covered
in the shed since.
\$250

0413 695 053

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 Paul David 8298 8993 0403 903 071

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 over 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 and 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 day's use in any year. It is suggested that you keep a separate record of events attended and other usage.

CLUB MEMBERSHIP FEES 2019-20

Joining \$15 (includes lapel badge)

Full \$35

Pensioner \$30

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* Open to all members

***NOTE CHANGE OF VENUE FOR MEETINGS STARTING**

SEPTEMBER

-SEE PAGE 3

ADVERTISING ON THE CLUB WEB SITE & THE CLASSIC COURIER

Members may place ads in **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 *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

Sept - Nov 2019

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!

CLASSIC
COURIER

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

