

but only until **30th JUNE**  
**RENEW YOUR MEMBERSHIP NOW**  
Avoid riding historic rego bikes unregistered  
and paying a re-joining fee

**CLASSIC COURIER**  
MAP

Merry Christmas  
and  
A Happy New Year  
to All Members

FEBRUARY 2014

Only if you pay your COMCC membership before 30 JUNE

Keep the Ad on Rego?

**CLASSIC COURIER**  
MAY 2019

If that pipe is lit, you probably won't have to worry about renewing your COMCC membership, but for all other members it's due **30 June**

**TRIUMPH**  
stets fahrbereit

TRIUMPH WERKE = NURNBERG A.G.

# CLASSIC COURIER

MARCH - MAY 2020

Mill to   
**Roaring Success...!**

**Classics at Hart**  
Ride for Life  
**ALL TO MILL RIDE**  
and Shine

19 OCTOBER  
2019



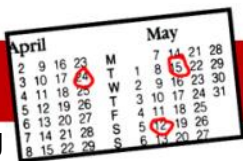
**DON'T GET CAUGHT RIDING UNREGISTERED  
RENEW YOUR MEMBERSHIP NOW!**

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

# CLASSIC COURIER



## EVENTS CALENDAR



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

Run / Event organiser

21 March Semaphore Carousel Dinner (see opposite page)

18-19 April 2 Day Classic Bike Burra Weekend for all bikes.  
(see opposite page)

4-11 October 2020 Festival of Motorcycling

## MOPED RUN DATES

Contact **Warren 8388 1770 Alan 8295 5097**  
2020 MOPED PLUS CALENDAR

5 April Birdwood or Mt. Pleasant 11 Oct Mt. Barker

14 June Strathalbyn 6 Dec Birkenhead — Glenelg

2 Aug Williamstown

## MID-WEEK RUN DATES

Meet at Hazelwood Park, Hawthorn Cres. Hazelwood Park

- all types and makes of motorcycles welcome

Meet at 9.30 for 10.00am start

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

3<sup>rd</sup> Tuesday of the month Ride destination decided on the day

## WEEKEND RUN DATES

Weekend runs take place on the first convenient Sunday after the  
General Meeting Contact **Alan 0429 093 821**

DATE	DESINATION	MEET	START TIME
29 March	Lyndoch	Civic Park Modbury	9.30 for 10.00am
18-19 April	Burra (see p3)	Hazelwood Park	9.30 for 10.00am
31 May	Middleton	Caltex Top of Taps	9.30 for 10.00am
28 June	Mannum & Punts	Magill Supermarket	9.30 for 10.00am

**Want to share accommodation for the "Classic Burra" ?**  
**Leave your name and ph. no 0413058600 or by txt**

**"Burra Classic" Back-up Trailer driver wanted. \$110**  
**vehicle Expenses paid for 18 & 19 April 2020**  
**Interested call txt 0413058600**

2 Day

# Classic Burra Weekend

for all bikes

210 kilometers

SAT / SUN 18th/19th APRIL 2020

9.30AM---10AM DEPART HAZELWOOD PK

LOBETHAL BAKERY northern riders pickup

Regroup Angaston ride to TRURO-TRAVELLED 110KS FUEL

> REFILL IF REQUIRED 105KS TO BURRA

LUNCH EUNDUNDA BAKERY- ride

> to worlds end Gorge rd

MEET SHORT DISTANCE RIDERS

WORLDS END GORGE RD PINIC AREA 2.45PM estimated

> SHORT DISTANCE RIDERS LEAVE BURRA 2.00PM

RIDE TO WORLDS END GORGE on worlds end rd 26ks

> 30 -50 MINS ONE Both groups ride to BURRA arrive  
estimated 4pm

> BOOK YOUR OWN ACCOMODATION - paxton sq cottages

> 0488513101, evening meal at " Pecora de nero" Italian

>

> SUNDAYRETURN RUN 19th APRIL 223KLS

> 9.00AM DEPART SHORT DISTANCE RIDERS DRIVE TO MINTARO

drive past the Pub, PARK BY TOILETS AND PICNIC AREA

in Burra st unload bikes

> 9.45am DEPART MINTARO straight ahead 250mts THEN

sharp left on to Jacka rd T/R by the maize at T

junction TO MANOORA ON min man rd 11.5ks etimated T/R

THOMAS RD T/R BROTHERS HILL RD 13.ks to T/R KING ST

Auburn T/R PARK AT Mellers FOR MORNING TEA. .

> 9.20am BIG BIKES depart BURRA to Mintaro FOLLOW SHORT

> DISTANCE RIDERS ROUTE to Mellers Café Auburn

> DEPART AUBURN -TO SADDLEWORTH-MARRABEL -KAPUNDA-

GREENOCK-TANUNDA-Lyndoch KERSBROOK CHAIN OF PONDS--

CUDLEE LENSWOOD -CAREY GULLY -URAILDA- HAZELWOOD PK

Burra is very popular, so book this year, not next

>with other riders to reduce costs, after booking

your accomodation could you txt Martin on 0413058600

so we can get an idea of numbers going

THANKYOU

## FROM THE CHAIR



Hi All,  
 Hope you all had a good Xmas. The Xmas BBQ at the RSL went well. Thanks to Barry Young and Elaine and all the willing helpers on the day. The only low point of the function was that 90+ said they would attend, but on the day only about 65 attended. Please if you put your name down to attend and cannot come, notify Barry so he can modify his supplies for the event. The year has started well for the club: we now have 272 members. The accounts computer and program are up and running thanks to Alan Kernick. Alan also should be thanked for the time and effort in the library. Books for loan will be available shortly. The FOM events are moving along nicely; we should be able to publish the complete program shortly. Martin Blindell is organising a 2 Day Classic Weekend in Burra (see page 3 for details). Last but not least, do not forget to Semaphore Carousel night on 21<sup>st</sup> March. Although the dinner has sold out, you can still bring your bike and join the display from 5pm.

Regards **Bob Cole** President

## EDITOR'S COMMENTS



Welcome to the first edition of the Classic Courier for 2020 arriving a little later than usual. I've been absent overseas for the last couple of months, so I was pleased to see articles for the Courier had arrived and I was able to put together this issue. Thanks to first time contributors Ian Voysey and René Meeuwissen.

The Courier relies on members to send in photos and articles and it looks like another big year for the club

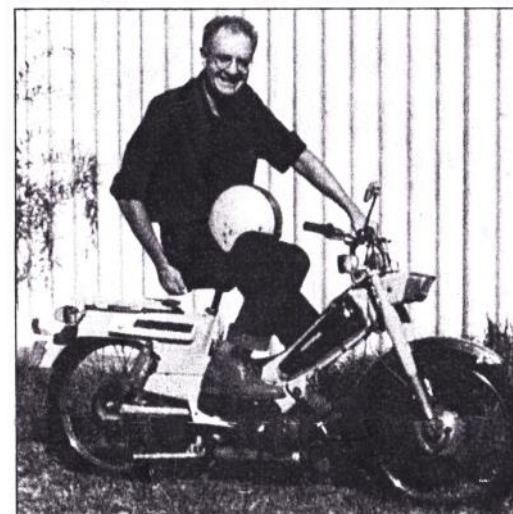
- The Semaphore Carousel dinner this month
- 2 Day Classic in Burra in April (see page 3)
- The big event for the year, the Festival of Motorcycling (see page 15)
- The regular ride programme listed on page 2.

There are plenty of opportunities for you to take some photos or write up your impressions and send them in to [magazine@classicowners.org](mailto:magazine@classicowners.org)

**Trevor Jones** Editor

## The First 25 Years...

### Mopeds gathering for epic



Ian Wilson and a typical moped, the French Mobylette.

**F**OLLOWING the success of last year's Moped Marathon, another has been organised – National Mopedalling Sunday.

To be held on May 28, it will be bigger and longer than last year's event in which 40 moped operators pedalled and motored their tiny machines 94km around a course from Birdwood to Tanunda and back.

This year, the route again will begin at the National Motor Museum, Birdwood, but will be longer at 120km.

Competitors will buzz through Mt Torrens, Angaston, Tanunda and back to Birdwood.

Organisers are Ian Wilson and Rex Howard who said many prospective entrants had found, repaired and even restored old mopeds, some of which had cost as little as \$20.

All types of two-wheeled, combined pedal and engine-powered vehicles are eligible for the event, for which there is no entry fee.

Further information is available from Mr Howard on (08) 278 5337. **1995**

With the passing of 25 years of 'mopeding', I thought it was time to reminisce about how it all began- I was there. The first moped run, which became known as 'The Marathon', was organized by Ian Wilson and Rex Howard on Sunday 31<sup>st</sup> May 1994. The route was from the Birdwood Mill, around the Barossa and return. Over 40 mopeds took part, and a sausage sizzle followed.

Rex and Ian ran the event yearly until 1999. Brian Ludlum took over for over 1 year, then Wes Southgate organized the first beach run. In 2000 Brian Cowling and Peter Flaherty took over. From 2002 Brian Cowling and John Geovanovich paired up; and with interest high, moped runs became a bi-monthly event with the slogan 'First Sunday rain or shine'. Fortunately, most of the events have been run in fair weather. Ray Mann acted for many years as tail-end Charlie, and certificates were issued after the Marathon events. The Moped group were independent, and Brian and John produced a quarterly newsletter 'Moped Matters'. There were 48 on the initial mailing list on 17<sup>th</sup> August 2000, increasing to 60 by the tenth newsletter.

Early moped runs were from: Birdwood, Williamstown, Mt Barker, McLaren Vale, Yankalilla, Goolwa, Birkenhead, Strathalbyn, Lobethal (the old grand prix circuit) in 1998. With the advent of Historic Registration, the group joined the Classic Owners Motor Cycle Club. Brian Cowling was already a member. From 2012 Brian handed over to the present organisers, Alan Wallis and Warren Duncan.

**Ian Voysey** member 598



## OBITUARIES



### Joe (Graeme Murray) Frost

On the 18th November a great old friend of mine and close colleague of mine for many years Joe Frost passed away. He had a long history in the COMCC as a photographer back in the days when the club prepared photo albums covering nearly every club event. Initially Joe used his own camera, and later he was provided with both camera and film by the club. Although those days are gone, Joe did a great job and was a great character. Joe was a true bushy, grew up on a property near Yongala, worked on KI, and returned to Adelaide to educate his children. His health took him away from bikes about 8 years ago, but some of the older members would certainly recall him as a really good bloke.



On the 14<sup>th</sup> of December, his family arranged a memorial afternoon tea for members of his family. Joe and I were pretty close, and I was flattered to receive an invitation to attend. There was the usual notice board on display showing photos of all the good things (and some of the naughty things) Joe has done during his time with us.

**Warren Duncan**

### ODE to LES

**R.I.P. 20-05-2019**

Leslie Harold Tapping was a truly remarkable man, borne out by the amount of attendees at his funeral. It is said, "You can tell a man's worth by the amount of mourners at his funeral", and Les certainly had a lot. They came from near and far, even one lady not associated with his career. She said to me, "You don't know me, but I know you and Les from all those 'quiz and Movie Classics' presented by Ann Wills that Les and you attended at Marion and Port Noarlunga Cinemas." WOW. His dear and only sister, Mary said, "I learned more about Les than I knew, at his funeral". For an ordinary man he achieved much, but whatever he did he strived for perfection.

He rewarded parents and teachers with his portrayal of excellence. Frugality, honour and hard work came from his father and himself. He often related

what happened when he asked his father for a loan!

Sociability, Arts, good music, classical music, dancing, especially Line dancing, all were his domain. Yesteryears actors and actresses, singers and songs, he just loved them all. From the soft, noble fine art of Gentry (for want of a description) to the harder (just as fine) art of sturdy gentlemen to that of exquisite cars and motorcycles, he whole heartedly embraced.

Of motorcycles, Italian ones came first notably Moto Guzzi. I will not repeat what he had to say about English machines. Citroen was tops in his car world. Such was the re-

spect and acknowledgment members of his Citroen Car club had for him, they put on a wonderful display of collectable Citroens at the funeral parlour's car park: Light 15s, CV2s, Pallas DS and more. Les would have been proud. The President also read a beautiful eulogy from the Club. Lately, Les discovered SAAB and was intrigued, but that's another story.

In his quest for all things best and that includes people, he travelled the world and befriended many. His first trip to China was with a group conducted tour, 'Highly unsatisfactory as you were rushed through everything'. Upon his return, he booked another trip – ALONE. This time he made friends, learned a helluva lot and was satisfied. He did Japan too with members of the Vintage Japanese MCC and had a good story to tell upon his return. Among the innumerable countries he visited were America, Alaska to be exact, New Zealand and interstate Tasmania, his favourite and where he had a lot of friends.

A man of contrasts, he was generous yet stingy or should I say frugal. If you did a good job for him, he'd pay you 'above the odds' and insist you keep the money. He could stay in better class Hotels or Motels but would rather opt for backpackers' accommodation. He once surprised himself when, in the morning, he found he was sharing the dorm' with young women. Of course he was always the oldest. I guess his love of people and company drew him to that lifestyle. Likewise, when it came to cars and bikes, he could easily have bought better. I can only put it down to the challenge that older, foreign made cars and bikes gave him.

There's more that I could tell about Les. Did I say ordinary; NO he was extraordinary.

**Charlie Brown**







## 2019 M.R.A Toy Run

The predicted temperature of 38° did little to deter riders on the 40<sup>th</sup> MRA Toy Run. This year for some reason the assembly point was on the service road behind the grandstands of the V8 track. Several hundred bikes were already lined up at 9.30am.

The cruisers were out in force, as usual; but it was

pleasant to see some classics at the start (see pictures).

Conditions were getting warm, but a cool breeze was keeping the temperature down. I think everyone would have been glad the Toy Run no longer crawled up ANZAC Highway, and we were soon on the motorway to Callington with some handy airflow through our jacket vents. Spectators were out in force, some had even hung Christmas decorations on the motorway bridges.

The MRA has certainly got the traffic management well under control at the Callington Oval, and the bikes were rapidly assembled on the oval. We didn't intend to stay very long hoping to get home before the afternoon brought the predicted high temperature. It was a sausage, a quick look at the V&V display and the 'Show Shine', and then back on the road.

Our return was via Meadows and Clarendon where the locals get into the Christmas spirit by displaying 'Santas' engaged in various activities. I hope the one in Kangarilla sitting in a deck chair pointing a hair dryer wasn't actually a 'plain clothes' cop with a speed gun.

The TV reported 5,000 bikes, and 70% of the toys handed out by Vinnies were collected at the Toy Run. **TJ**



*Bikes arriving at Callington*



Thanks  
to Susan  
for photos





## WEEKEND RUNS



### Sunday ride to Strathalbyn and Milang 1 December 2019

Rather inclement weather was predicted for our ride on the first day of Summer and the last weekend ride of the year. And the forecasters were right. Standing under the big gum tree at Hawthorn Crescent watching the rain come down and the hills enveloped in cloud, it didn't seem like such a good idea to go riding. Nevertheless, six of our members braved the elements. Darryl McWaters 1972 Kawasaki Z1 900; David Saint Yamaha FZ6R; Wayne Williams 2016 Kawasaki Versys 650; Charles Oliver 2015 Triumph Street Triple 675; Louis Peilschmidt 2002 Aprilia Pegaso 650; Alan Kernich 1985 BMW R80.



A rather miserable trip up the hill in drizzly rain was soon rewarded by fine although windy conditions for the rest of the day. We made our way to our first stop at Collectable Cars in Strathalbyn via Mt George, Bridgewater, Mylor, Echunga, and Macclesfield.

Ben Finnie's Collectable Cars (and bikes) was interesting, but we were a little disappointed that the bike stocks were currently a bit low. Among the items there was a nice Moto Guzzi Z7 of early 70's vintage and a couple of shiny Vespa scooters for those who like those sort of things. A hot cup of tea or coffee and a biscuit were very welcome and then it was off to the Milang Bakery via Finnis for lunch.

A pleasant repast in the al fresco dining area was followed by a tour of the lakefront park, which we all agreed would be a pleasant spot for a future lunch break.

Back on the bikes for a brisk run home via Strathalbyn, Callington, Nairne, Woodside, and Uraidla. A few spots of rain on the hills but not enough to make the road wet.

All in all, a pleasant enough day, in spite of the weather. Thanks to those few who made the effort.

**NEXT RIDE DETAILS see page 2**

## COMCC Christmas BBQ



Club photographer David Byford sent in these snaps from the 2019 Christmas BBQ held at the West Croydon & Kilkenny RSL. Master Chef Bob was in action with Secretary Charles keeping count of the sausages assisted by Vice Pres. Barry. Quite a few members took advantage of the good weather to exercise their classic bikes. Thanks to the organisers.



### COMCC Badge Decoded

Life member Pud Freeman contacted the Courier to correct and complete the answer to last edition's quiz question about the bike badges incorporated in the COMCC badge.

Designed by Max Weaver the badges are as follows.

**Lion head** -New Imperial **Sun rays** -Sunbeam

**Legs** -OK Supreme **Yellow Oval** -BSA

The black scroll is not taken from the Vincent tank logo, as only pre-WW2 makes were used in the design. The only thing we don't know is when the badge was first used by the club. Anyone old enough to remember?



Although not often thought of as 'military kit', motorcycles were being assessed and utilised from the very start of the 20th century by most nations that could afford these new machines. These primitive 'auto bikes' were initially based on bicycles that were in popular use. In the military they were used as a replacement for horses, such as for general transport but especially in the dispatch riding role. With the addition of an extra wheel and a sidecar, they also became ambulances, machine gun carriers (sometimes with armour plate protection), pigeon carriers (these birds were still an essential communication means), munitions carriers, towing trailers, and many other diverse duties.

In the Great War the UK eventually had significant numbers of motorcycle outfits organised as the Motor Machine Gun Service (M.M.G.S). This service became companies of the Machine Gun Corps (M.G.C.) which also had infantry, cavalry and motor branches. In 1915 the German Army started fitting machine guns to their motorcycle outfits with rear facing guns. In the USA Harley-Davidson provided their army with outfits following the British pattern of forward facing guns with a hinged armour plate for protection. Other countries soon followed these examples.

The experience of Great War led machines on all sides evolving into new roles, leading to some failures such as an attempt at a fully armoured reconnaissance motorcycle outfit. The motorcycle engines became more powerful and much more reliable, often fitted with drive to sidecar wheel, reverse gear, and special low ratio gearboxes. Differential locks often featured with improved tyres and suspensions. New roles for these bikes were: convoy escort, towing light field guns, anti-aircraft and anti-tank weaponry, and radio gear. However, pigeon carrier bikes had yet to be superseded.

On the battlefield their main role remained as highly mobile machine gun platforms that by rapid advance could outflank enemy infantry and "shoot and scoot". They avoided rapid counter attack and were not tied down. In the field there were special units made up of heavy machines with specialised troops that acted semi-independently of the slower infantry. There were also outfits designed to support this role by carrying fuel and other essentials like ammunition, food, water, and spare parts. The Reichmacht had elite motorcycle troops called 'Kradschutzen' that showed the value of motorcycles in the rapid advance into Russia in 1941. In 1937 there were 100,000 of these elite troops who could be distinguished by their special uniform. Theirs were probably the best machines and employed the best tactics to that time. Following defeat at Stalingrad, overpowered by Russian troops, the German troops never repeated their spectacular early success.



**German BMW and Tiger tank Belarus 1944.**

**British Clyno/Vickers outfit fitted with a water cooled machine gun and armoured shield WW 1.**



**In WW2 the British army restricted motorcycles to liaison and dispatch roles.**

**American Harley-Davidson with a pigeon loft sidecar in 1930. Pigeons were used by the military into WW2.**

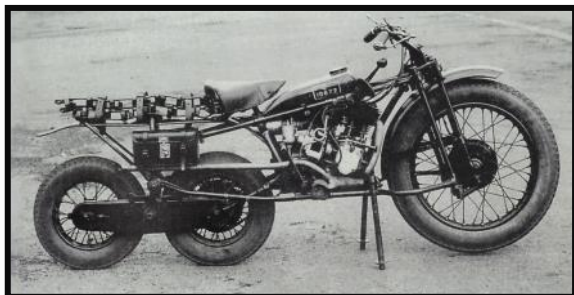


**REFERENCE 'The World Encyclopaedia of Military Motorcycles' by Pat Ware Lorenz Books and Arness Publishing Ltd. 2010**



Although many of the combatants experimented with tracked motorcycles, only Germany used such machines. They were very complex, expensive to make, and difficult to operate. These 'Kettenkrau' were effective but never made in large numbers. Triumph (UK), later know as the OEC, also experimented with a solo, two wheeled rear bogie inline tracked vehicle which was never put into production. Italy too tried the usefulness of such vehicles. Theirs had a tricycle configuration, but with two extra wheels which could drop to have tracks fitted, making it a four wheeled tracked vehicle. It also failed to enter service. Swiss/French company Mercier experimented with a solo half tracked vehicle, which was developed into an armoured motorcycle tank. It had a single caterpillar track with two out-rigger wheels. It too never entered production. There were many efforts to expand the motorcycle using the tricycle configuration. These were common in the early years but disappeared in the 1930s. They were used as ammunition carriers and gun tractors for the Japanese, Italian, and American military. These roles in the US military were soon taken over by the Willys jeep. In the other Allied forces, motorcycle outfits and solo machines were supplanted as the jeep became available. However, motorcycle derivatives never challenged the larger numbers of conventional machines produced.

**Continued next issue**



^ OEC modified a Triumph Model P in the 1920s to become a tracked vehicle by wrapping a track around the rear wheels.



^1961 Moto Guzzi  
Mulo Meccanico



< NSU Kettenkrad  
1943. Light tracktor  
design to be carried  
in a Junkers JU52

**"8 Days of Motorcycling Fun"**



**2020**

**Festival Of Motorcycling**

**4 - 11 OCTOBER 2020**

**5 Organised Rides through...**  
**The Hills - Barossa - Southern Vales...**  
**Sidecar Ride Day...**  
**Track Day at The Bend...**  
**2 Day Exhibition of Bikes Scooters and**  
**Everything Motorcycling...**

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BSA CLUB of SA ... CLASSIC OWNERS MCC ...

DUCATI OWNERS CLUB SA ... NORTON MCC SA ...

VELOCETTE OWNERS CLUB SA ... VINCENT OWNERS CLUB SA ...

V&VMCC SA ...

info - **www.classicowners.org**

**Details of the events subject to change check website**



# MOPEDS PLUS

Enquiries: Warren 8388 1770  
Alan 8295 5097



COAST RUN 1 DECEMBER 2019

## Participants

### Motorcycles

Roger O'Loughlin 1988 650Suzuki Alan Wallis 1950 197 cc Tilbrook  
Bob and Evangeline Finnie 2001 Trevor and Susan Jones 1952 500cc  
1750cc Harley Davidson Matchless  
Paul David 1940 350cc Matchless Peter Arriola 1979 150cc James  
Kym Miller 1977 500cc Yamaha

**Scooter** Graham Riley 1960 125cc Vespa

**Mopeds** Ian Roddie 1951 50cc NSU Rob Smythe 1971 50cc Motobecane

Ian Voysey 1947 98cc Malvern Star Auto Cycle

**Car** Victor Poulton 2015 2400cc GV Suzuki car

Due to an unfortunate clash of dates within our club, there were two events on the same day. Usually this would not unduly affect the Mopeds Plus, but on this occasion our normal back-up trailer driver Wayne Williams wished to participate in the larger machine run to the Murray Mouth.

Wayne offered his trailer to anyone prepared to tow it but by the time the problem was known, it was too late to make other arrangements. So the decision was made to deal with any emergencies as they arose. Fortunately, no such emergency occurred.

To add to the problem of forecast inclement weather, our normal leader Warren Duncan was under another D.W.N (Domestic Withdrawal Notice) but had arranged for Roger O'Loughlin to take his place. With the aid of previously prepared direction instructions on file, the run to Glenelg and return was completed, unprecedentedly, without anyone getting lost.

Just as riders were forming up to commence the run, Victor Poulton arrived in his car and offered to tow the trailer used to carry the tail-end Charlie's Tilbrook; but it was too late to unhitch it and fit a tow ball on the other vehicle. Victor followed all the way and was prepared to carry any luckless rider



Birkenhead start

back to the Birkenhead car park while someone stood guard over the stationary machine.

Apart from a strong wind on the way to Glenelg and a slight drizzle for a short time, the riding conditions were reasonably pleasant. The usual cycling event coincided with the run to Outer Harbour, and it was amusing to see Ian Roddie attempting to 'draught' a cyclist as he was passed on his 50cc NSU. Trevor and Susan Jones did an excellent job of shielding

Alan and Paul at Glenelg



Ian on their 500cc solo Matchless when the wind was doing its best to stop him.

Surprisingly Ian Voysey on his 98cc Malvern Star Auto Cycle had a trouble-free ride regardless of the strong wind on the way to Glenelg. His previous troubles at Mt Barker were due to the needle jet gumming up due to ancient petrol oil mix being regularly left in the tank.

Ten participants remained at the Birkenhead Tavern for lunch at a table set aside for the club. This was arranged by Warren due to the venue being very popular with Sunday diners.

Alan Wallis

## Targa Hindmarsh - Sunday 9th February 2020

### Motorcycles

Don Jennings 1977 BMW 1000cc Mick Hayes 2005 Suzuki 400cc  
Roger O'Loughlin 1988 Suzuki 650cc Paul David 1953 BSA 350cc  
Tony Earnshaw 1972 Yamaha 125cc Don Jennings 1977 BMW 1000cc  
Lyn Jennings 2005 Yamaha 250cc Alan Wallis 1995 Kawasaki 250cc  
**Autobik** Ian Voysey 1947 Malvern Star 98cc

After some confusion about the scheduled start time, 9 riders departed the start location under the pine trees at the site of the old Goolwa Camping Park. The journey out across the bridge over the Goolwa channel and via the north coast of Hindmarsh Island to the Murray River Mouth went without incident. It was of interest to note the changes in holiday homes on this part of the ride. For many years now we have seen the self-built holiday



shacks being gradually replaced with million dollar plus homes. The Murray Mouth was also interesting and is attracting interest with three dredges working hard to keep the channel clear. In previous years, our ride had not experienced any problems in parking at this location. However on this occasion, we were just able to fit the bikes in the small space available.

On the ride back to Goolwa, our traditional visit to the Marina area took place before we adjourned for lunch. It was noticed that the housing area for residences in this area has doubled and that there are now two Marina areas. Perhaps we could consider visiting the alternative Marina on a future outing.

The afternoon ride took the group to the North Goolwa area, then North towards Currency Creek and onto the Middleton Road for our usual visit to Goolwa Airport. By this time the typical Goolwa afternoon weather had set in, and a strong South Westerly wind prevailed. At the airport we were surprised to see that a sky diving activity was still taking place regardless of the conditions. We watched as a turbine powered Fletcher aircraft departed for a climb to 15000 ft to enable a tandem parachute jump to a nominated target on the aerodrome.

Our departure was delayed to watch the parachutists, descent, and we observed a brilliant display of flying techniques to achieve the safe touchdown of two people right on the spot, in difficult conditions. Because of this delay, it was necessary to shorten our planned afternoon route and to return to Goolwa via Middleton.

Throughout the day, all machines produced reliable performance. There a few moments of concern when Paul David's neat B31 BSA shed its foot-change lever whilst Paul was making good progress along the main Goolwa-Victor Harbour Rd. Paul exhibited considerable skill by returning to the abandoned lever, which remained on the white line in the middle of the road until collected.

A pleasant surprise for the day was the reliable performance of Ian Voysey's Malvern Star Autobyk which ran well throughout the day. Alan Wallis surprised us all by arriving on his 250 Kawasaki which he rode all the way from home. Alan normally brings his much-admired Tilbrook by trailer to Moped events to officiate as tail-end Charlie. Many thanks, Alan and we were sure you enjoyed the convenience of electric start for the whole day. We are assured that the Tilbrook had only a minor electrical fault just before departure. Our thanks go also to Roger O'Loughlin, Don Jennings, and others who assisted with marshalling throughout the day and to Wayne Williams for providing his back-up service with car and trailer.

We offer a warm welcome to any enthusiastic motorcyclist to share our participation in the **27<sup>th</sup> Annual Moped Marathon on Sunday April 5<sup>th</sup>**

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

**RUN:** Morning - Mt Pleasant/Williamstown/Springton/Angaston (lunch);

Afternoon -Angaston//Kyneton/Eden Valley/Springton/Mt. Pleasant.

Total distance Approx. 115 km.

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

**Warren Duncan**



*Alan Wallis on his 250 Kawasaki*



*Lyn Jennings and her Yamaha 250*



*Paul David experiences a problem with his BSA B31*

## NEW MEMBERS

A welcome to the club is extended to...

6022	Matt Collins	Rockleigh
6029	Clive Hughes	Mt Compass
6033	Mark Hanniford	Woodville
	Barry Ross Tea	Tree Gully





## MID-WEEK RUNS

*I was absent o/s for most of this quarter; however, the mid-weekers rode on. I missed Rob Smyth's octogenarian birthday wish given by Richard Knott; however Paul Rothenberg captured the moment (see picture) and Charles posted this account of a mid-week ride to Swan Reach which gives a good account of a typical mid-week ride.*

**TJ**

There were 16 bikes at the start. Richard Knott led the way, and our first stop was Lovell's Bakery at Birdwood. From there, the ride was whittled down to 10 as we hit the long straight road to Swan Reach, via Sedan. We crossed the Murray by ferry and followed the river down to Nildottie, where we stopped for lunch. We continued, following the river south through the scenic settlement of Younghusband and along East Front Rd, which hugs the river bank, and eventually crossed the Murray again at Mannum. Then it was a return trip home along Randell Rd, through Palmer and Tungkillo. Riders peeled off towards their homes at various points. It was quite a long ride – 310 kilometres for me, but the weather and scenery were glorious. Thanks to Richard and all who attended for a great day out.



**Our leader, Richard (left) with tail-end Charlie, Wayne Williams**



**Excited to be on the Mannum ferry. From L to R – Tony Mitchell, Bernie Burton & Martin Blindell**



**Happy 80 th Birthday Rob**

## FOR SALE & WANTED

Check  
[www.classicowners.org](http://www.classicowners.org)



For Sale & Wanted ads will run for two issues. Placement of ads restricted to Club members only.

**NEW DESIGN NOW AVAILABLE** **RED + BLACK ON YELLOW**

**\$48** **EST. 1962**

**Purchase at General Meetings**

### FOR SALE

**Kawasaki KLX250F 2010** excellent condition Motard, general purpose-good bike or commuter, LAMS, Org. tools  
New battery, excel. Tyres, chains & Sprockets, handbook & e-manual  
17,600km \$3,500 ono  
Chris **0487 060 777**

### BOOKS

*The Big Book of Harley Davidson*, 300 pp  
*The World of Harley Davidson*, 64 pp  
*Harley Davidson 'The Legend'* All hard cover **\$30 for the three.**  
*The BMW Story* soft cover, 63 pp  
*BMW Service Repair Handbook* 500-750cc 1955-1973  
**\$10 for the pair**  
Jim & Maxine Haines **0427 972417**

### BMW K1100

**with DJ sidecar**

1994 low mileage. Needs attention.  
Rego. YYI-543  
\$5,000.  
Ray Mann **8261 1617**

### 2001 Yamaha TRX 850

Completely original/unmodified.  
Like buying a brand new TRX 850.  
Genuine 14590 km. Full History.  
Just serviced Currently unregistered will sell with 3 months SA rego if desired.  
May still have the original tyres fitted which are marginal on tread. Rego YYJ-335  
email preferred.  
\$8,000  
Wayne **0423769494**  
[waynefrancis69@gmail.com](mailto:waynefrancis69@gmail.com)



## Classic Owners Motor Cycle Club



PO Box 642 Plympton, South Australia 5038

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

### OFFICE BEARERS 2019 – 2020

**PATRON:** Gary Johanson

**President** Bob Cole 8337 7065 [president@classicowners.org](mailto:president@classicowners.org)

**Vice President** Barry Young 0419 858 871  
[vicepresident@classicowners.org](mailto:vicepresident@classicowners.org)

**Secretary** Charles Oliver 0466 863 932 [secretary@classicowners.org](mailto:secretary@classicowners.org)

**Treasurer** Graham Riley 0403 365 780 [treasurer@classicowners.org](mailto:treasurer@classicowners.org)

**Club Captain** Alan Kernich 0429 093 821

**Social Sec** Barry Young 0419 858 871

**Member Sec** Ed Lowrey [membership@classicowners.org](mailto:membership@classicowners.org)

**Special Events** Lew Hylton 8449 7470 / 0488 800 857  
[classicathart@classicowners.org](mailto:classicathart@classicowners.org)  
0429 093 821

**Librarian** Alan Kernich

**Photographer** David Byford

**Club Regalia** Evangeline Finnie

**Federation Rep** Bob Cole 8337 7065 [president@classicowners.org](mailto:president@classicowners.org)

### MAGAZINE & WEBPAGE

**Mag Editor** Trevor Jones 8298 7545 [magazine@classicowners.org](mailto:magazine@classicowners.org)

**Web Editor** Charles Oliver 0466 863 932 [secretary@classicowners.org](mailto:secretary@classicowners.org)

**Web Designer** Geoff Woodberry

### CLUB (Historic) REGISTRATION

**Machine Registrar** Bob Finnie 0411 687 666  
South Paul David 0403 903 071

## CLUB MEMBERSHIP FEES 2020-2021

**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** 4<sup>th</sup> Tuesday every month (except Dec.), 7.45pm  
at West Croydon & Kilkenny RSL, 19 Rosetta St., West Croydon. A basket  
supper follows - contributions welcome.

**Committee Meetings** 3rd Tuesday of every month (except Dec.), 7.30pm  
at West Croydon & Kilkenny RSL, 19 Rosetta St., West Croydon. Open to  
all members

## 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 30<sup>th</sup> 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](http://www.fhmcsa.org.au) The Federation of Historic Motoring Clubs of S.A. Inc.

### Lost Log Book Replacement

If a Log Book is lost or destroyed, a replacement can be issued by your authorising club only upon proof of the balance of 90 day's 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 **For Sale & Wanted** on the Club web site and in the *Classic Courier*.

Ads for motorcycles or cars for sale must have either a Rego number or an Engine number.

Photos can also be placed on the website:

- send ads to Trevor Jones 8298 7545 [magazine@classicowners.org](mailto:magazine@classicowners.org) or  
Charles Oliver [secretary@classicowners.org](mailto: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](http://www.classicowners.org)

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

please send an e-mail to  
**Ed Lowery**  
[membership@classicowners.org](mailto:membership@classicowners.org)

**CLASSIC  
COURIER**



Classic Courier Magazine is published  
quarterly

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

**DEADLINE FOR**

**JUNE — AUGUST 2020**  
**General Meeting last week**  
**in MAY**

*'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



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

