

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 2019

Merry Christmas  
and  
A Happy New Year  
to All Members

**THE CLASSIC OWNERS MCC (INC)**  
FEBRUARY 2014

Only if you pay your  
COMCC membership  
before **30 JUNE**

**CLASSIC COURIER**  
MARCH 2019

The Editor cut my front wheel off, he said it wouldn't fit in the Courier.

RENEW YOUR MEMBERSHIP BY 30 JUNE  
Details inside



**CLASSIC COURIER**

**THE CLASSIC OWNERS MCC (INC)**

June - August 2020

**Classics at Hart**

Mill to Mill

**Roaring Success...!**

**THE CLASSIC OWNERS MCC (INC)**  
MAY 2018

**Classics at Hart**

Ride for Life  
**MILL TO MILL RIDE**  
and Shine

19 OCTOBER 2019

**THE CLASSIC OWNERS MCC (INC)**  
OCTOBER 2019

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

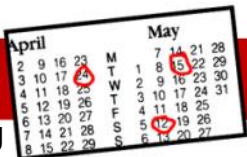
YOU'RE NICKED!  
YOUR COMCC RENEWAL WAS DUE  
ON THE 30TH JUNE!

**CLASSIC COURIER**  
MARCH 2019

**THE CLASSIC OWNERS MCC (INC)**



# EVENTS CALENDAR



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

Run / Event organiser

27 September Bay to Birdwood 40th Anniversary Run  
4-11 October 2020 Festival of Motorcycling

*Mid-Week, Weekend and Moped Plus Runs are going ahead but are subject to the government regulations of social distancing and groups of no more than 10 people (until further notice). Therefore if a large group assembles for a ride it will have to split into groups.*

## MOPED RUN DATES

Contact Warren 8388 1770 Alan 8295 5097

### 2020 MOPED PLUS CALENDAR

14 June Strathalbyn                      11 Oct Mt. Barker  
2 Aug Williamstown                      6 Dec Birkenhead — Glenelg

## 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	DESTINATION	MEET	START TIME
28 June	Mannum & Punts	Magill Supermarket	9.30 for 10.00am
July	details, contact Alan		
30 Aug	Ride to Palmer Hotel	Magill Supermarket	9.30 for 10.00am



The club is making tentative plans, Government Health Regulations permitting, to hold Log Book Day towards the end of June. Members with Club (Historic) Rego are encouraged to renew their membership and keep their receipt to streamline the process.  
*Check your e-mail and [classicowners.org](http://classicowners.org) for confirmation of the date.*



**IMPORTANT NOTICE FOR MEMBERS WITH CLUB (Historic) REGISTRATION** You must be a current member of the COMCC to legally ride your club registered bike. Renewals are due **30 JUNE**.  
*Payment methods listed below*

The Classic Owners invite you to renew your membership. Members with an email address will receive an email from Charles with instructions on how to renew your membership and how you can access your personal membership record online, as well as how to create/change your password. This payment option will automatically generate a receipt, which you can print off for your records.

*This is the club's preferred method and the quickest.*  
For those wishing to renew by another method, they are listed below. Renewal rates for 2020/21 are:

**Full membership \$35 Concession membership \$30, Magazine (if you need a hard copy posted to you) an additional \$10.**

Should you be unable to pay using the preferred online method, alternative payment methods are:

### Online banking

BSB - 105 074      Account number - 050754240      Account Name - The Classic Owners MCC SA Inc.

If you use online banking, you can print off your own receipt for your records.

### Bank SA

You can pay into any Bank SA branch using the the deposit form at the bottom of this page. Fill in the date, your name, membership number and sign. Ask the teller to include your name & membership number on the receipt.

### Personal cheque or postal order

Send your cheque/postal order with a stamped self addressed envelope to:  
**The Classic Owners MCC SA Inc, PO Box 642, Plympton, SA 5038**

<b>BankSA</b>	<b>DEPOSIT</b>	Date _____
Name _____	Membership Number _____	
Signature of person paying in _____		
For the credit of		
CLASSIC OWNERS MOTORCYCLE CLUB INC.		\$ <input type="text"/>
BSB 105074	Account number 050754240	
<i>Teller could you please include the Name and Membership number on the receipt issued.</i>		

## FROM THE CHAIR



Hi All:

Hope you have all coped with the restrictions that have been in place, which are now easing. Club activities are starting to come back to normal and we held a committee meeting in May. General meetings cannot commence until the number of people allowed to gather inside is lifted. The FOM organising is still going ahead with a committee meeting on 03/06.

We are hoping we may be able to have a Log Book day before the end of June. Would members please keep checking their email and [classicowners.org](http://classicowners.org) for any updates.

Please note membership renewals still need to be paid before 30 June, payment options are listed on page 3.

Lastly, I would like to thank all who put in place our website options for payment of club membership renewals. What seemed to be an easy task meant a lot of input by some.

The AGM will depend on what restrictions are in place, but hopefully it can take place when scheduled. If any member would like to nominate someone for Life Membership it needs to be done shortly, there is a nomination form on the website or contact a committee member.

Regards to all

**Bob Cole President**

## EDITOR'S COMMENTS



This has been a unique quarter in the history of the COMCC and *Classic Courier*. The pandemic has closed down the usual club activities and a general meeting is probably some months away even if the health news is good. At the time of writing some relief is in sight. Now that 10 people can meet rides can go ahead (larger numbers will have to divide in two groups to avoid white BMWs joining the ride!) and the May Committee meeting was able to be held at the West Croydon & Kilkenny R.S.L.

Thanks to the contributions members sent in, the *Courier* has been able to maintain its 23 pages and I hope you will find it entertaining. I'm sure many of you have been busy on your projects during the lock down and articles and photos will be welcome for the next edition of the *Courier*.

The Events Calendar (page 2) is accurate at time of publication but conditions will change in the coming months. If you have internet access check on [classicowners.org](http://classicowners.org) or contact a committee member (page 22).

**Trevor Jones**

**Editor**

## MOPEDS PLUS

Enquiries: Warren 8388 1770  
Alan 8295 5097



## MOPEDS ARE BACK !

### Mopeds Plus Strathalbyn Run

Sunday 14th June

Start time 10.00 am at the Goodyear Tyre Dep Rankine St. Strathalbyn  
Route - Strathalbyn, Finnis, Clayton Bay, Milang, Langhorne Creek, Strathalbyn.

Refreshments at the usual stops, Finnis (morning Tea) and Clayton Bay (lunch)

will be available.

**All participants will be required to conform with social distancing and maximum group number regulations applicable at that date.**





## Royal Automobile Museum - Amman Jordan

On a recent trip to Jordan Susan and I had a spare day before joining a tour of the country. It was suggested a visit to the Royal Automobile Museum in the capital Amman would be time well spent, and it certainly was.

The former King Hussein (1935-99) turned out to be a car and motorcycle enthusiast of the first order, leading to his accumulating a large collection of cars and motorcycles, in addition to racing go-karts, competing in hill climbs and sponsoring rally teams. He developed an interest in cars while at school in the UK in the late 1940s, rapidly moving from a Rover 75 to a series of Aston Martins and the finest sports cars of the era, many of which are on display in the museum.

Unlike many car and motorcycle museums the emphasis was very much on the history behind each vehicle and its relationship to the former king and the Jordanian Royal family. Often the history of individual vehicles is overlooked in collections.

Reading about the bikes on display, I gathered one of the advantages of being a head of state is you get a lot given to you as gifts. A superb collection of early Indians was on display as well as a factory Jawa outfit with trailer. The two bikes in the large collection most associated with King Hussein were a 1952 Triumph Thunderbird T6 and a BMW K1000. Above the BMW a screen showed the late King in helmet and leather jacket putting the bike through its paces on a desert road.

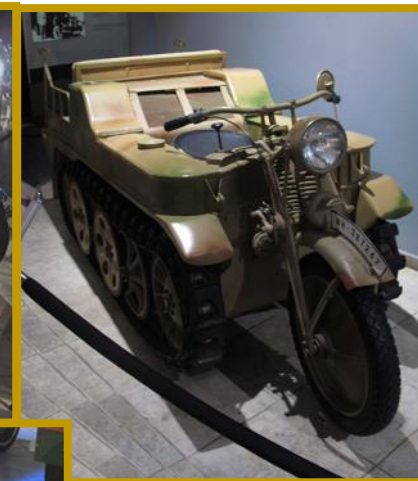
Jordan is a wonderful country to visit. If you do get there, allow some to visit the Royal Automobile Museum.

TJ



^ Jordan has a close connection with Lawrence of Arabia so a Brough Superior is a must.

King Hussein on his Matchless Twin >



^ I was delighted to see an NSU Ketttenkrad after reading René's article on military motorcycles.

< 1934 Harley VLD Big Twin 1200cc  
1937 Indian Chief 1200cc



A very desirable pair of vehicles of the early 1950s—Aston Martin DB2 and Triumph Thunderbird 650cc. What more could you want?



< 1969 Jawa 350 with Art Deco Velorex sidecar and PVA trailer

## Yorke Peninsula V&V Coast to Coast Run 2020

### ***Rosco's account of his yearly pilgrimage to the Yorke Peninsula for the Rally.***

This motorcycle event is run by the Yorke Peninsula Vintage Veteran & Classic Motor Cycle Club and is the 35<sup>th</sup> annual run. Having received the invite some time in December I booked accommodation in the bunk house on the 2<sup>nd</sup> January and forwarded the details of the Rally to Geoff Barnes. I had intended to take my 1965 Honda Black Bomber, the first of the 450cc twins that Honda made and at the time it would easily blow away a BSA 650. So I registered the 450, started it up and went for a short run and found it was misbehaving in the electrical department. So I saw Nigel Camin, who is the best fixer-upper of classic motorcycles in SA. He found it had a busted coil, so he replaced that, only to find bothers with the carbies, so I decided to take my 1971 Honda 750 K1 that Nigel had rebuilt a couple of years ago, and which had won the Best Classic award last year.

As Geoff and Hellina always ride their BSA Gold Flash and Watsonian sidecar to these events. I loaded up all of their extra gear into the wagon and off we went. The first stop is always at the boat ramp in Port Wakefield for lunch, so I met them there and found Martin Blindell was there to on his Royal Enfield Bullet. Coz I wanted to get to Coobowie asap I left the Barnes plural and arrived there and set up my bunk in the schoolhouse in a room with another joker from the Classic Owners. But there I found that the Club couldn't get the accommodation for the Sunday night so I would be kicked out soon after lunch on Sunday, very soon as it turned out! Fortunately Geoff had booked a house near-by and had plenty of room for me, so soon after lunch on Sunday I moved into that accommodation.

There is plenty of room in camping grounds for campers and I found Bluey Hillman and Jim Nixon from the BSA Club there and they took the Honda off the trailer for me. I found that Ray and Elizabeth Sims from Moonta and Peter and Marlene Poole from Tumby Bay plus Buck Yates from Kimba were in the cabins.

On Saturday morning we cooked brekky in the kitchen/lunchroom from 7.30 to 8.30 am then got ready for the Run to start at 9.30. We were called together by John Francis, who has been the Club's spruiker for donks, and advised there would be a long and a short Run with the latter starting at 9.15 and the long Run at 9.30. I elected to go on the short run, which was about 223 K's anyway, a long way for an elderly gentleman. We were to proceed back up the highway to Ardrossan where we were to have morning tea somewhere.

I was appointed tail-end Charlie, and the run was about 80K's. This was a bit of a pain coz many of us had come along that road on Friday and about 70 motorcycles in groups stretched out on the main road were some wot of a traffic hazard. However, we came to a dirt road a bit past Ardrossan and fortunately, being tail-end Charlie, I could follow the riders in front of me and

a couple turned at a spot where a cuppla balloons were hung on a post and we saw a mob getting assembled around some buildings.

By this time the Long Run mob had caught up with the Short Run mob, so we all had morning tea and looked around the site which had a few old vehicles and farm implements. Then the trouble started. No announcement was made regarding which direction the Short and the Long groups should take, who was leading and when they would start. So in the event I think everyone took off at the same time in the same direction with tail-end Charlie following!

However, I did notice Geoff Barnes heading off back towards Coobowie and wondered why?? So, I went as far as Arthurton and found several riders there wondering where to go. I studied the map that had been given out and found that we were well on the way the Long Run mob were taking. After going some way down the road to Maitland, which was a very 2<sup>nd</sup> grade track with no other riders, I decided to go back to Arthurton and Ardrossan, then follow the route shown on the map to Maitland. At Port Victoria I was studying the map when a joker in a car pulled up and asked if I was OK. He said that a lotta bikes had just gone through, so off I went to Minlaton. There I found the mob and John Francis was there to help me park the Honda, which is a handful for an elderly gentleman.

I had to get petrol there and the only fuel available was 91 octane, wot I use for cleaning things, but in a bit went and that got me to Yorkeetown where I could fill with 98 octane .

Later it transpired that the map that I had been given was incorrectly marked and the Short Run mob should have gone direct from Arthurton to Maitland, I think!! Anyway, after lunch we all got back to Coobowie OK and then gathered for the Happy Hour.

I had previously arranged to pick up the Barnes from their accommodation to take them to the Club Dinner at the local pub. When we were discussing this Geoff tried to start his BSA, which always starts first or second kick coz it's got electronic ignition. This time it wouldn't start so Geoff, being Geoff, didn't want any local bush mechanics to look at it and was going to get the RAA to come from somewhere. Then he got talking to Darryl Oldland, who is a well-known local who owns lotsa classic motorcycles and always displays them at the Rally. Darryl had a look at the BSA and found it had a blown fuse. I took them back to Darryl's place at Edithburg where he got a fuse and put it in and the BSA started! Beauty Newk!

I picked up the Barnes plural and took them to the pub, had dinner, but as the noise in the pub was so horrific Geoff went outside to get away from it, and so did I when I could. Eventually we managed to drag Hellina out of the pub and got them back to their pad and thence to my pad.

Sunday morning was similar to Saturday, brekky and ride instructions, but as we were being evicted from the headquarters building by noon, I had to pack all my gear in the wagon before the ride. This was to be about 94 K's with all bikes although there was quite a large gathering of 1920's machines and perhaps earlier. Darryl Oldland in particular was well represented as



were Kevin Heritage with a 1926 Triumph, Terry James with a 1927 Triumph and Leon Yard with a 1914 Indian. The older machines got to Minlaton somehow and were put on show there in front of the memorial to Harry Butler, the WW1 pilot whose aircraft, the Red Devil, is on display. He freighted the aircraft to Adelaide and flew it to Minlaton and it was the first recorded flight across water. Then we were off to Stansbury, where I had a good look around, then back to Coobowie where Bluey and Jim Nixon put the Honda back on its trailer for me. Of course this took a bit of time and when I went in for lunch the girls, Glenys and Suz-Anne, were serving sweets. Glenys directed me to some chops and salad and Suz-Anne cut me up some peaches and she had custard if I wanted it. All this hurry was to get out of the building I suppose, by noon! Anyway, they did well.

After lunch we said our goodbyes and I took off for the Barnes' house believing they would soon follow (I learnt a bit backing the bike trailer in their driveway). Anyway, they eventually arrived, and it seems that the BSA had blown its fuse again and Darryl had had to go and get another, hence the delay. This gave me a bit of time to go out to Oaklands where Dad was born in 1898. His father was the school master there from 1895 to 1905 and I like to see the schoolhouse which is still there, but very neglected! It's apparently owned by hippies or similar undesirables who have turned it into a rubbish dump. In the yard there are wrecked cars and boats, rubbish galore, all overgrown, but the main building still looks OK. While there was a four-wheel drive in the yard, no one seemed to be around, so I took photos of the building and departed.

Sunday evening was all a bit rushed. Apparently, Secs and Barb Scholar were going to pick us up just after 5 and take us to dinner with son Trevor and wife Lynn at Pt. Vincent. I had to shower quickly and look respectable for a change! It transpired that Trevor and Lynn had taken the house in Pt. Vincent for a week with their kids and their friends. They had a house full, but Lynn got fish and chips locally and it was proper garfish, so we had a good tea. Barb drove us back to Coobowie by 9.30. By that time, it was pitch black and I could see the stars for the first time in many years. The Milky Way and the Pot were obvious, so I had a bonus look.

Now I must add a bit about the local fixtures. The most prominent is Millie, Richard Germein's border collie. She goes everywhere, either with him or with anyone else who's available. This year there was another dog that was apparently her pup, and the bastard bit me twice. Another joker who has impressed me each time I go there is Darryl Oldland. I won't call him a fixture, but he's always there with a 1933 Dodge ute and a number of very early motorcycles. This year I became more closely acquainted with him due to the work he did on Geoff Barnes' BSA. Then there's the girls who do all the cooking and serving, John Francis' partner Glenys Denton and Suz-Anne Warren. (Hope I've got the spelling correct). They've been doing this for donks.

On Monday we all left Coobowie about 9.15 and I travelled behind the BSA

all the way back to Adelaide. Didn't want Geoff breaking down without me knowing. We both filled up at Port Wakefield and I got home around 3.30 and was nearly licked to death by Rotti. She was as glad to see me as I was to see her. But I refrained from licking her. A cuddle had to do.

Then I had to get the Honda off the trailer, so rang big Merv Edwards and strangely Don Wakefield arrived by accident at the right time and helped get it off so I could return the trailer and finally have a rest!

It was a good weekend even though the organisation of the rides was not up to scratch, the Honda went well, we all got home safely and Rotti was OK.

*I'm still stuck self-isolating in the shed, but I can renew my COMCC membership on-line by logging on to*

[https://members.classicowners.org/register/existing\\_member](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 [membership@classicowners.org](mailto:membership@classicowners.org)

'Battle bikes' held many hazards for their riders in both conflicts and even the best were prone to breakdowns, flat tyres, etc. They were often difficult to ride because of poor brakes, lighting, lack of suspension, and lack of universal controls. Location of brake controls varied, gear changing differed on UK and American machines, and sidecars were attached on opposite sides of the bike! Oil leaks and fuel contamination leading to rapid wear were common problems as well as operating conditions like dust and ice.

Motorcycles were particularly vulnerable to attack. Sharp objects could be placed in the road, and a nasty way of combating motorcycles was to stretch a wire across the road injuring or even decapitating the rider. This led to most bikes having a form of wire deflection fitted.

Riders in the early years had the problem of no special riding kit, just standard uniform with perhaps a pair of goggles. The steel helmets were worn as protection in combat rather than concern for road accidents. In later years specialised clothing made life easier. These included leather-type helmets, special jackets, and waterproof gear. Some troops in the Wehrmacht's Kradschutzen appeared to be very well equipped with heavy, double-breasted leather or rubberised coats.

In Russia the use of motorcycles had been enthusiastically taken up with initial purchases of British and American machines. In the course of 90 years the Russian forces employed 5 million motorcycles. Many of the machines prior to WW 2 were German and some were built in Russia under contract. They continued producing these bikes during and after the war with Russian nomenclature. The Russians managed to mount drum-fed machine guns onto the handle bars of solo machines and one wonders how much collateral damage these caused, including to the rider. The culmination of Russian development of German machines resulted in a sidecar with a power sharing differential to drive the sidecar wheel.

In the U.S.A. the mass utilisation of the Willys Jeep (G.P.) supplanted most of the Allies' motorcycles during WW 2. Germany also produced a light all-purpose vehicle based on the Volkswagen with two-wheeled drive. Although it was a useful addition, it lacked the Jeep's four-wheel drive capability; so motorcycles with nearly the same or even better cross-country capability continued to be used by the Wehrmacht in large numbers.



*Typical riding gear being worn by Matchless mounted British soldier 1939-45.*

*Soviet mounted infantry men riding TIM (TIZ) AM600 solos in a May Day parade with handle bar mounted machine guns.*



*1932 Sankyo Rikuo Type 97 with sidecar. The only motorcycle used by the Imperial Japanese. The motor appears to owe much to contemporary American motorcycle design.*

*1990 RMCS/Hayes M1030 diesel motorcycle based on the Kawasaki KLR 250*





The statistics of motorcycles used in WW 1 attest to the role that they played. At the end of the war-Germany 5,400, USA 60,000, UK 48,000 and Italy 6,500. Many of the machines used were improved civilian types and there were 50 different makes in the UK military alone. Many of those makes would be known to the reader, but you may not know that Australia obtained machines (F.N.) from Belgium. Likewise it is little known that Triumph made bikes for the UK and in Germany Triumph made them for the Reichswehr where they were known as Triumph TWN. In 1916 the UK banned the production of civilian machines and diverted many companies into war production. This sounded the death knell for many of the 200 companies making motorcycles in 1914 as they could not recover after the war. I would have liked to quote the number of motorcycles used by the French and Belgians but can only surmise they were large numbers.

In WW 2 motorcycles became airborne as special light-weight transport for para troops. These included: Simplex, Indian, Cushman, Royal Enfield, James, Excelsior, Welbike, Volugafo, Areomoto, to name a few. In Australia we made a light Villiers powered bike called a Waratah, but my reference suggest the military never took it up. It was made from 1918 to 1948.

After WW 2 there was a hiatus in the use of motorcycles in the military, but they have returned because of their unique qualities of being highly mobile and manoeuvrable. These qualities allow them to be utilised in today's conflicts in dry, mountainous regions in the Middle East. They now also use the common fuel of other military vehicles- diesel. As solos or quad (farm bike), they have taken over many of the roles of the heavier HMMNV (HUMV) and Land Rovers. FN of Belgium made a foldable light weight tricycle for four personnel which also mounted a machine gun. This, the FN524 was never put into production; but it suggests the evolution of military motorcycle is not over!



**1942-45 Excelsior Welbike**  
*'Parascooter' the smallest military motorcycle. Paras unpack and assemble a Welbike which had been air-dropped in a container. The bike had a post-war life as the 'Corgi' scooter.*

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

# 2020

## Festival Of Motorcycling

### 4 - 11 OCTOBER



### A Week of Motorcycling Fun

**5 Organised Rides-**

**The Hills - Barossa - Southern Vales**

**Moped Scooter Run**

**Track Day at Mallala**

**2 Day Exhibition of Bikes and Scooters**



event organisers

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

Details of the events subject to change check website



## WEEKEND RUNS



### Ride to Cape Jervis, Sunday 1st March

Once again there was only a fairly modest turnout for our run to Cape Jervis on Sunday 1st March, the first day of Autumn. Due to Murphy's Law, the early start once again ensured mild and pleasant conditions. Historic machines were relatively very well represented with 6 of the 8 bikes in this category. The historic bikes in ascending order of machine age were: Charles Oliver 1959 BSA A10R 650cc; Darryl McWaters 1972 Kawasaki Z1 900cc; Allan Vaisham 1975 Honda CB500T; Campbell Blaney 1977 Triumph T140V 750cc; Simon Scutt 1984 Yamaha FJ1100; Alan Kernich 1985 BMW R80 800cc.

Modern bikes were: Wayne Williams 2008 Yamaha XVS 650; Louis Peilschmidt 2019 Yamaha Tenere XT690.

Graham Riley also attended the start at the Caltex servo at South Road, O'Halloran Hill on his 2016 Indian Scout 1200cc but due to other commitments was unable to ride with us.

**Messrs Kernich, Mitchell, Williams, McWaters & Vaisham with 1959 BSA A10SR**



We got off to a good start and had a very pleasant ride to our coffee stop at McLaren Flat via Clarendon. After a leisurely break we headed west through McLaren Vale and down to the coast at Aldinga. Along the esplanade, down to Sellicks Beach and then back to the Main South Road towards Myponga. Across the reservoir wall then up and over the ridge before descending into Carrickalinga. Here we had a regrouping stop but it soon became apparent that the misfire earlier reported by

Campbell had worsened to cause a complete breakdown. Louis generously volunteered to back-track and offer support, which was later provided by the RAA.

Meanwhile the rest of us pushed on through Normanville and Delamere and on to Cape Jervis. From the lookout we could see quite a large number of vehicles in the ferry car park. The owners were taking advantage of subsidised fares to travel to the Island to support local businesses in the wake of the recent bushfires.

**Allan Vaisham and his Honda CB500T**



After a short break it was back on the bikes to fortuitously meet up with Louis at Delamere after his ride back from assisting Campbell. We were then off via Parawa and Torrens Vale to Yankalilla Bakery for a well earned lunch. Here we had another delay in getting the whole group together. After a bit of a wait we learned that Allan Vaisham had had a low-speed fall at one of the T-junctions. He was OK but the bike suffered a bit of damage to lights, mirrors and indicators, etc.

**Alan Kernich Club Captain**

## MID-WEEK RUNS



The mid-weekers managed a couple of runs in March before the club's official runs were suspended in April.

The weather was very pleasant on both occasions and we had the usual turn out of about 20 starters, good selection of classic and modern machines, and a few new faces under the helmets. The Wednesday run took in a new café stop at Kersbrook Hill Winery and the Tuesday run found us on our regular route south to Normanville via the Myponga Dam. I think

everyone is hoping we will be able to resume soon and that there is still some fine weather left. **TJ**



**Alan's Honda 400**



**Morning tea**





## FROM THE ARCHIVE

*Barry Young passed on this piece of SA motorcycling history from 'Motor Cycling'*



## TRIAL BY ENDURANCE

Stiff South Australian Event Won by Les Fredericks (500 Norton). B.S.A. Take Team Prize

**MOTOR CYCLING**

July 19, 1951

KNOWING that Australians like their motorcycling to be tough, the M.C.C. of South Australia recently staged a reliability trial warranted to satisfy the most "he-men" of tastes. Sponsored by "The Advertiser," of Adelaide, this 36-hour event started on the Torrens Parade Ground, Adelaide, at midnight, on Saturday, June 9, when the 26 competitors—8 sidecars and 18 solos—set out to cover in 36 hours 825 miles of real "outback" country, much of it flooded by torrential rains. Although the "field" will appear small to readers at home, it included no fewer than 10 trade-nominated teams of two riders each, the makes represented being Ariel, Jawa, Puch, Vincent, A.J.S., Panther, Triumph, B.S.A. (two teams) and Harley-Davidson.

### 30 hours' Rain

After a relatively easy 24-mile run to the first check at Two Wells, roads in the recognized sense of the word finished, and for 30 of the 36 hours continuous rain was

added to the natural hazards of the course. Throughout the night the riders battled on and, although the driving downpour eased a little on the Sunday morning, conditions were still as bad as they could be when Germain Gorge was reached.

Here there were three sections, each approximately five miles long, to be tackled. The first was a creek bed of deep silt into which those unfortunate enough to stop sank up to their knees, and the other sections were little better, being a mixture of clay, mud and sand covered by water of varying depths.

By the time the field had struggled through this section its ranks were appreciably thinned. For those who carried on, however, after breakfast at the Melrose stop, there was a four-mile long section of Survey Road which, despite its pleasant title, meant loose gravel, resembling small ball bearings, on a polished clay foundation. The passage of cars had swept the gravel from some of the swerves, at which points the wet clay had become a skating

rink which still further reduced the field. By 3.30 on the Sunday afternoon only six solos and six sidecar outfits remained in the trial, a major cause of retirements being rear chains which had become as tight as bow strings when clogged with clay, absorbing horsepower to the point at which machines wouldn't even pull their own weight.

Those that were left had the toughest task of all to face with the crossing of the Flinders Range, when it was possible to ride for scores of miles without seeing signs of human habitation. At 10 p.m., at the Renmark check, there were only nine riders still in action, and all of them complained of sore wrists and eye strain. Before daylight came there remained Ashbourne Hill, an atrocious obstacle with a mile-and-a-half ascent and a descent over a similar distance, the surface being thick leaf-mould which concealed boulders of assorted sizes, the whole being shrouded in fog! Every one of the riders had to dismount and push up the final stages of cheeking point and had to return, losing marks on time.

### A 2,000-strong Welcome

But even the toughest of trials must come to an end, and on the stroke of noon on the Monday the first of the gallant strugglers clocked-in at the Torrens Parade Ground, from which he had started just 36 hours earlier, to receive a rousing welcome from a crowd of about 2,000

spectators, and to be followed across the line by the remaining five survivors in an event which none of them will forget in a hurry. Nor will some of those others forget, who fought adversity only to fail—for example, K. T. Wesslink, who, having broken the throttle cable on his twin Triumph, jammed the throttle slide half-open and subsequently covered nearly 200 miles, controlling his speed by the magneto cut-out button, before he retired.

Dennis Minett, whom many readers will remember for his record-breaking exploits at Brooklands, in a letter accompanying this report, says that the only way to appreciate the strenuous nature of the trial is to compare it with the Scottish Six Days event of approximately 1,000 miles—and then remember that the "Aussie" boys had to cover 825 miles in 36 hours, with at least a third of that period of time spent riding in darkness.

### Results

**Outright Winners: Les Fredericks (Norton), 8 points lost; 2. Ron Ophel (B.S.A. s.c.), 11; 3. Max Wright (A.J.S.), 17; 4. Ken Darwin (B.S.A. s.c.), 58; 5. Bert Darwin (B.S.A.), 80; 6. David Powell (A.J.S.), 81. Winning Trade Team: B.S.A. (K. Ophel and K. Darwin).**



*The outright winner, Les Fredericks on his well-illuminated 490cc "Competition" Norton on Pearly Stairs - a rocky staircase near the finishing point*



*The winning B.S.A. team. (Left to right) Ken Darwin, Ron Ophel and passengers G. C. Davis and M. Reed.*



## Vehicle Review

March 2020

Colour: Black/Red  
Cubic Capacity: 250cc  
Engine Number: 308  
Frame Number: MF510  
Country: United Kingdom  
Cylinders: 1



The British Excelsior Motor Company did not take that name until 1910 when the German motorcycle manufacturer of the same name went out of business. However, Bayliss, Thomas & Company had been producing motorcycles in Coventry since 1896, placing it among the first British companies to do so. Like so many early motorcycle manufacturers, it equipped bicycle frames with proprietary engines such as those of Minerva, Motor Manufacturing Company (MMC) and De Dion Bouton, the latter of which it built under licence. By 1903, Excelsior had claimed world speed records and advertised its products as having "no equal as a touring or business vehicle."

The 250cc racing model was produced from 1934 until 1939. It developed 18bhp and, with an Albion four-speed gearbox, had a top speed of 80mph (129kph). Although it never won a TT, the Manxman enjoyed considerable and widespread success including winning the Manx GP three times from 1936 to 1938 in the hands of Denis Parkinson. The 250cc engine was changed to a shorter stroke in 1937 when an aluminium alloy cylinder head replaced the bronze one.

This 1935 example was purchased for the NZ Classic Motorcycles collection from a private collection in Christchurch, New Zealand, in January, 2011. It was acquired by Transport World for their Classic Motorcycle Mecca collection in May 2016.

*Re-printed from 'Rumour', magazine of Southland Branch of the Vintage Car Club of NZ.*

## NEW MEMBERS

A welcome to the club is extended to...



6033 Mark Haniford  
6034 Barry Ross  
6035 Samuel Lacey

6036 Martin Hamilton-Smith  
6037 Phil Newton  
6039 Alister Haigh

## 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.



### FOR SALE

#### BMW K1100 with DJ sidecar

1994 low mileage. Needs attention.  
Rego. YY1-543  
\$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 de-  
sired.  
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)**

#### 1 Yamaha and 3 Hondas

From the estate of Les Tapping  
Yamaha 1980 XV750  
– missing carb. and starter motor

– speedo reads 75,315 kms  
– rego TFT 820

#### Honda 1985 CBX250

– appears complete but partially  
disassembled  
– rego THK-599

#### Honda 1984 CBX250

– starter motor turns over but engine  
Honda XR250R FTR  
– chassis and wheels only  
– rego THA-277

Michael **0404 441 772**

#### 1957 Matchless G3Ls 350cc

The bike is in above average  
condition  
3 owners.  
Serviced and checked over by  
Brian Kurchner [Nipper].  
Engine number 57/G3LS 32930  
\$7250

John Tilbrook **0418 859 118**



## 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  
**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)

**Club Regalia** Evangeline Finnie  
**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**

MEETINGS WILL ONLY GO AHEAD IF GOVERNMENT HEALTH  
REGULATIONS ALLOW. CHECK ON [classicowners.org](http://classicowners.org)  
OR CONTACT THE COMCC COMMITTEE.

**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** 3<sup>rd</sup> 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 website and in the *Classic Courier*.

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

Photos can also be placed on the website:

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

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

please send an e-mail to  
Ed Lowery  
membership@classicowners.org

# CLASSIC COURIER



Classic Courier Magazine is published  
quarterly

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

## DEADLINE FOR

SEPT - NOV 2020  
General Meeting last week  
in August

'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



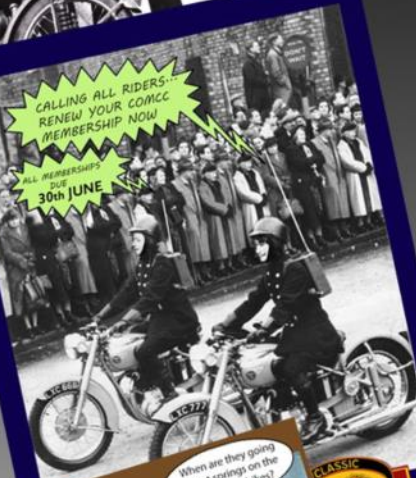
Yes Miss, your renewal of  
your COMCC membership  
means your Classic Registration  
is all in order, but since this is  
2017, I'm still going to nick you  
for not wearing a helmet.

RENEW  
YOUR COMCC  
MEMBERSHIP  
NOW!



CALLING ALL RIDERS...  
RENEW YOUR COMCC  
MEMBERSHIP NOW!

ALL MEMBERSHIP  
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

