

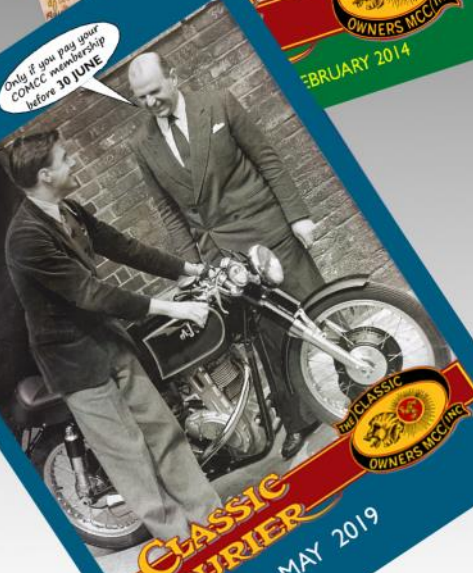
CLASSIC COURIER
MAP

Merry Christmas
and
A Happy New Year
to All Members



FEBRUARY 2014

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



CLASSIC COURIER
MAY 2019

**A.G.M
27 JULY**

**LOG BOOK
DAY
12 JUNE**
9am - 1pm

**RENEW
YOUR
MEMBERSHIP
BY 30 JUNE**
classicowners.org



CLASSIC COURIER



JUNE - AUG 2021



2020
Twenty one
Festival Of Motorcycling

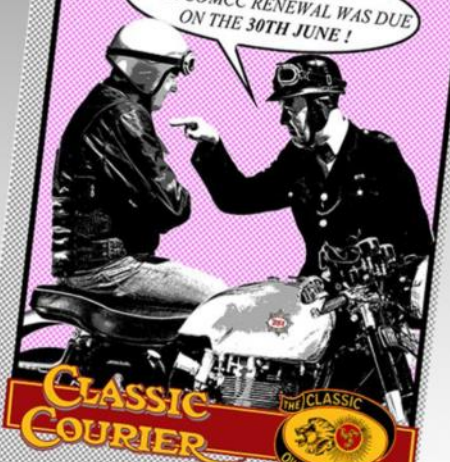
Classics at Hurt
Ride for Life
MILL TO MILL RIDE
and Shine

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



All club activities and runs are subject to the government health regulations which may be in force at the time.

Check with www.classicowners.org or check with a committee member before setting out

Check www.classicowners.org for updates or ring

Run / Event organiser

- 12 June** Log Book Day 9am– 1pm West Croydon & Kilkenny RSL
10 July Annual Dinner & Awards (see opposite page)
27 COMCC A.G.M. West Croydon & Kilkenny RSL
2-9 October Festival of Motorcycling (see page 11)

MOPED RUN DATES

Contact Co-ordinators **Warren 8388 1770 Alan 8295 5097**
2021 MOPED PLUS CALENDAR

7	February	Goolwa	1	August	Williamstown
11	April	Mount Pleasant	10	Oct	Mount Barker
6	June	Strathalbyn	5	Dec	Birkenhead Beach Run

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

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

DATE	DESTINATION	MEET	START
27 June	Milang	Hazelwood Park	9.30 for 10am start

Club Captain Tony will give details of each month's run at the General Meetings or check Upcoming events on www.classicowners.org

IMPORTANT NOTICE FOR MEMBERS WITH CLUB (HISTORIC) REGISTRATION

12 JUNE

LOG BOOK DAY
 Saturday 9am - 1pm
 West Croydon & Kilkenny RSL 19 Rosetta St. West Croydon.
 Don't forget the sausage sizzle!

All log books must be checked annually
 (even if your membership or vehicle registration is not due)

THE CLASSIC OWNERS MCC/INC

ANNUAL DINNER & AWARDS PRESENTATION

Largs Bay Sailing Club

Saturday 10 July 7-10 pm
 1 The Foreshore Largs Bay
Dinner- Spit Roast 3 meats 2 courses
 catered by Aussie Ripper Roasts
Entertainment- Lee & Tony from the 'Lincolns'
Members \$30 Non Members \$35
 Drinks available from the bar

FROM THE CHAIR



Hi All,
Another Club year is about to go. The last year has been difficult due to the pandemic; hopefully we will be fully back to normal shortly. Membership has been growing; we now have 302 members. This year we have had some older members on the sick list, most have improved, but we lost an active, long time member in the death of Phil Reeves. Our condolences to his family and many friends.

A few reminders: nominations for Life Membership and Clubman of the Year need to be into your committee by the June committee meeting. Log Book day is 12 June at the RSL, and the Annual Dinner is on 10 July at the Largs Bay Sailing Club.

Festival of Motorcycling will take place again in October this year with our Club's event on Saturday 9 October at the Light House Square. I urge members to make themselves available to help make this event a success. Lew Hylton has spent endless hours as the driver of this event, and our Club appreciates his work.

In the near future, the committee will be conducting a survey on how members would like the Club activities improved to attract more to meetings and functions. Would members please do the survey. Hopefully, with your input, we will have more members involved in regular events.

Last but not least ALL MEMBERS with Log Books must be a current members and have their Log Book stamped to comply with the regulations of Club Registration (Historic Rego).

Regards to All

Bob Cole President

EDITOR'S COMMENTS



We had some great motorcycling weather this quarter, and this issue has reports of the club runs. As this is the last issue of the *Courier* before the Annual General Meeting, I would like to thank the report writers of 2020-21: Warren Duncan for the Moped Plus, and Alan Kernich, Louis Peilschmidt and Tony Mitchell for the Weekend Rides. These regular reports form the backbone of the *Courier*, keeping members informed and providing a record of the club's regular activities. Thanks also to members who have sent in articles and photos over the past year and our proof reader Susan.

A progress report on the planning for this year's major event The **Festival Of Motorcycling** is featured on page 11, and there is another article from a 1979 issue of the *Courier* by Life Member Charlie Brown to get you thinking about club history and our 60th Anniversary in 2022.

Trevor Jones Editor

OBITUARIES

Phillippe Reeves



Phillippe (Phil) Reeves joined our Club in 1978, Member No 207, and held continual membership until his passing in April 2021.

It is fair to say that Phil inherited his interest in motor bikes from his father, Oliver Francis John Reeves, who was a fanatical collector and restorer of motor cycles. There was a period when Ollie and Phil were heavily involved in the collection and restoration of BSA Bantams. At the culmination of their collecting, they possessed about 35 Bantams ranging from the first D1 to the B175 Bushman. Phil's reputation as a restorer was so appreciated that he drew the attention of Jim Scaysbrook (editor of *Old Bike Australasia*) to the extent that one of Phil's machines adorned the front cover of Issue No 17, along with a comprehensive 6-page text and photo compilation inside. Phil's interests were not confined to Bantams, as he also constructed a 250cc Gold Star BSA. I know there are many who will not believe the authenticity of the previous statement (and they are quite correct in not believing it); but Phil's reasoning for creating this unique motor bike was that he could not afford the genuine article and wanted to create a talking point among other bike enthusiasts, a goal that he certainly achieved. One could be forgiven for believing that this home built "special" was nothing more than a bitsa, but nothing could be further from the truth. The quality of the project was of such a high degree that it also featured in *Old Bike Australasia*. Phil's interests were not confined to British bikes. He also developed an

appreciation of Italian bikes, notably Moto-Guzzi and of course Ducati, both marques of which Phil possessed. Phil was also employed as a mechanic for an Adelaide-based Ducati dealership.

A personal anecdote I can relate about Phil's expertise, and his willingness to assist a fellow Club member in trouble occurred to me one day while out on a run in the Adelaide Hills on my ST4 Ducati. I am sure you have all heard about the dubious reliability of Italian electrics. This particular day, after morning tea at the Lobethal Bakery, I attempted to resume my ride. However turning on the ignition key did not result in the customary fuel pump priming. After many futile attempts to start the bike, I hit on the rather inconsiderate decision to Phone Phil, and seek his advice. I explained the situation to him, he was able to walk me through various tests that could be performed on the roadside. They proved to be successful and saw me get home without needing a trailer. Needless to say, my respect and admiration for Phil on that day knew no bounds.

This willingness of Phil's to assist other Club members, saw him being recognised with Life Membership of our Club.

Phil will be sorely missed by Club Members, and all who knew him.

Ken Hartland

See www.classicowners.org for Rob Eliot and Diana Waters' tribute 'REMEMBERING PHILIPPE REEVES'

Phil's appearances in 'Old Bike Australasia' can be read at

[BSA Bantam - One clever little rooster - Old Bike Australasia \(oldbikemag.com.au\)](http://BSA Bantam - One clever little rooster - Old Bike Australasia (oldbikemag.com.au))

[Honey, I shrunk the Goldie! - Old Bike Australasia \(oldbikemag.com.au\)](http://Honey, I shrunk the Goldie! - Old Bike Australasia (oldbikemag.com.au))

EASY STEPS TO RENEWAL ON LINE AT www.classicowners.org



Under the club logo on classicowners.org Home Page click on 'Members Renewal'

Sign in

Click on 'Renew Membership'

MOPEDS PLUS

Enquiries: Warren 0417 882 625
Alan 8295 5097 (0417 897 296)



28th Moped Marathon – 11th April 2021

Motorcycles

Alan Wallis 1950 Tilbrook 197cc

G Christie 1987 Ducati 750cc

David Saint 1966 Puch

Mick Hayes 2016 Suzuki 650cc

Warren Duncan 2002 Honda 250cc

Tony Earnshaw 1972 Yamaha 125cc

Pud Freeman 2013 Honda 125cc

Joe Betschart 1956 MZ 500cc

Paul David 1950 Ambassador 197cc

Scooter Graham Riley/Sharon 1956 Vespa 125cc

The departure of this ride was adversely affected by some very familiar delaying influences prior to the start. Scheduled departure was advertised for 9.00am assembly to achieve a ride start at 9.30 am. Every effort is made to keep these events informal and relaxing, giving participants a break from the often high pressures of our weekday chores. However, if we incorporate a few things in the day's program, these events often involve agreed timing to suit other parties. We therefore need to try and maintain appropriate timing throughout the day. Hence there is a need to be reasonably accurate with timing of departure at the start, at 'coffee' breaks, lunch, and in the case of this particular run, the return to the hotel for afternoon refreshments.

At the scheduled departure time of this event, a registered participant missing from the start site, other intending riders were just arriving and had yet to be registered, and other riders were on site but nowhere near ready to go.

As a result, the important pre-ride briefing was very brief!

Riders departed just after 10am. Your Moped Coordinators would appreciate it if, in future, riders can consider this issue. It is understood that unexpected delays can occur. We will always wait if there is a problem or will leave someone on station to guide you to the peloton. The two mobile phone numbers at the start of this report are always available under such circumstances.

After a 'Marathon start', the ride ran down to Williamstown where a brief break for a cuppa took place. From there it was a fairly hilly ride to Springton and then on to a most pleasant ride to Angaston. Good fortune gave us no engines less than 125cc in the fleet, and we ran 10 kmph faster than our normal cruise speed. By the time we reached Angaston, our earlier delayed schedule was practically recovered.

Departing after lunch, riders wound their way out to Kyneton and then down the attractive gumtree ride to Eden Valley and through Springton to Mount Pleasant. At Springton we took a 10 minute pause at the Herbig tree to read

a little of the saga of that family who established their first home inside the hollowed tree. This small delay adjusted our arrival at the Totness Inn Angaston to the scheduled time. As previously arranged, the Inn served a very nice 'afternoon tea' sponsored by the COMCC to finish off our day. On this particular outing it is opportune to direct special thanks to Wayne Williams for his services. Wayne normally provides his car and trailer to all Moped events but in this instance, there were no breakdowns. When this occurs, Wayne however makes a special effort to provide any help needed for participating riders – there may be a need for storage for helmets, riding gear, paperwork, and other items during breaks and these duties are attended to and completed without question. Wayne is continually active with these issues – a service appreciated by all of us. Many thanks also to the marshals for the day Mick Hayes, Tony Earnshaw, and Graham Riley, and to tail-end Charlie Alan Wallis for keeping an eye out for stragglers. Prior to the run, advice was received that Roger O'Loughlin, always a regular at moped events, could not be with us due to family matters. We look forward to his return.

Late news: Graham Riley put on a spectacular performance at the entrance of his driveway on arrival home after the run. Apparently, the front wheel of the scooter lost traction on some moisture and Graham and pillion rider Sharon were unloaded. Early news says no serious injury reported so far, and we trust that they will both recover soon. The scooter received fairly significant damage.

Warren Duncan

NEXT RUN: *Strathalbyn Run -Sunday 6 June 2021*

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

RUN: Strathalbyn/Milang/ Clayton Bay /Finniss (Lunch) p.m. Milang/ Langhorne's Creek / Strathalbyn.

REMEMBER: These runs cater for the slower rider; backup trailer always provided.

**See page 2
for full Mopeds + calendar**



Graham demonstrates the correct way to avoid the loss of front wheel traction in a driveway.

WEEKEND RUNS



Ride to Mannum- Sunday 28 February

Another perfect day for a ride.

Today we had 2 classic and 15 modern bikes, one with pillion, ready for the ride to Mannum. First stop was the Throttle Shed at One Tree Hill. Unfortunately, the Triumph Riders beat us there so the place was packed. No problem: some of us went to the shop down the road for our morning coffee and then we were ready to go.

Next problem was as we were leaving: Roger headed for home, and some riders followed him instead of looking for corner markers. Then one of our riders decided to ride off the road and down a bank. No injuries (well maybe his pride); so while we waited for everyone to catch up and regroup, we decided to shorten the route to make up some time. Finally, we were on our way to Mannum.

After lunch and chat on the banks of the mighty Murray, it was time to refuel the bikes and get back on the road to Adelaide– an uneventful ride except for being stuck behind a truck and trailer filled with cattle. Don't you just love that smell. Still, it's always a good day to be out riding with friends. I made it home after 323kms of very enjoyable riding.

Ride to Encounter Bay– 2 May

We had 13 bikes for our ride from O'Halloran Hill to Encounter Bay. Bikes ranged from a very new Royal Enfield to a 52 year old Honda. First we rode around the suburbs and then through Onkaparinga River Park and the back roads of McLaren Vale and into Meadows for coffee.

Then down everyone's favourite road- Bull Creek, around to Mt. Compass, and after crisscrossing the Peninsula for 180 kms we made our way into Victor Harbour to refuel. Then over to Encounter Bay for lunch. Some of us sat in the sun on the waterfront, and others enjoyed fish and chips looking out over the bay.

The return ride was a spirited run back to Seaford, again covering many of the back roads of the Fleurieu. I travelled about 300kms so those riders from north of the city must have covered over 350kms. Maybe next time we do this ride, we'll do it in the warmer months and spend time stopping at the lookouts and enjoy the scenery.

Tony Mitchell Club Captain



Encounter Bay



**Enjoying the sun
at Encounter Bay**



**Fish and Chips for
lunch**



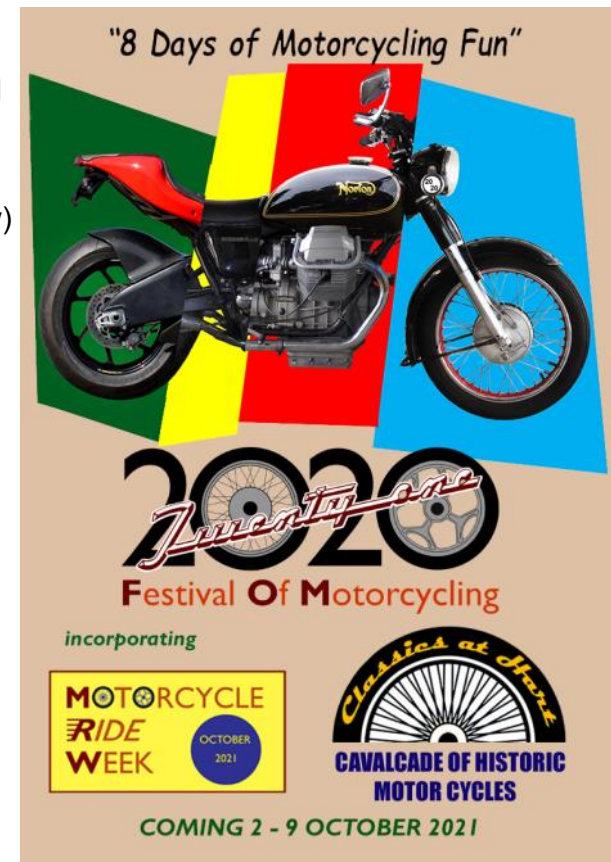
**When did I get
my last Courier?**
**Have I missed
an issue?**

**If you have subscribed (\$12) to the print version of
The Classic Courier you should receive your copy in the first
weeks of MARCH -- JUNE -- SEPT -- DEC. Any problems
contact magazine@classicowners.org or phone
Trevor Jones 8298 7545**

The planning for this major COMCC and combined SA motorcycle clubs' event is well underway. The steering committee has been holding monthly meetings and a provisional programme (below) has been formulated. Six of the clubs from last year's Motorcycle Ride Week have returned to participate in the expanded event 'Festival of Motorcycling' which incorporates the popular MRW programme. Joining us this year is the Ulysses Club who are organising the Barossa Ride. Covid is still casting a shadow over events, and the committee has had to opt for a one-day outdoor display in Light House square at the Port combined with a Show and Shine and Cavalcades along the beach front to Outer Harbour and return. There is something 'motorcycling' for all members in the programme. Note: the club will also need volunteers to help with the Saturday events in the Port.

2021 October Festival Of Motorcycling provisional programme

- 2 Saturday** – Reception day.
- 3 Sunday** – V&VMCCSA swap meet.
- 4 Monday** – 2 rides- mopeds, scooters & smaller bikes. Large Bikes V&V 65th Anniversary Rally plus display at Mannum.
- 5 Tuesday** – Triumph Riders Club ride in the Adelaide Hills.
- 6 Wednesday** – Ulysses Club ride to the Barossa.
- 7 Thursday** – BSAOC ride(s).
- 8 Friday** – Mallala track day with Ducati Owners/ Triumph Riders and the Historic Racing Register's assistance.
- 9 Saturday**– Grand Display at Lighthouse Square includes Cavalcade rides organised by COMCC and a Show 'n' Shine.



COMCC Visit to Pt Pirie Museums

Eighteen bus passengers and 17 motorcyclists congregated at the West Croydon & Kilkenny RSL on Sunday morning for another Pt Pirie trip. As our registrar, Bob Finnie, remarked 'It's a pretty piss-poor turnout considering we have almost 300 club members to date'. Bob's damning assessment is unfortunately quite true, and we should all be

grateful that he made the effort to arrange this excursion. Thanks, Bob!

We hit the road at 8:45am. First stop was the United servo in Pt Wakefield. After a quick coffee, we were back in the saddle – next stop: Pt Pirie. The bus and most of the bikes parked on the side of the road just outside the town and awaited the stragglers.

We were guided to our first attraction: a collection of old bikes including some lovely examples of early Indians. The gentleman who owned the bikes, was delighted to show us around his sheds. Some highlights included an Indian 4, an Indian Scout, a Scott Flying Squirrel and an early 250cc Levis, all restored. In the back shed was a timber framed Humber car and a freshly restored Tilbrook sidecar destined for an early BMW. The owner was particularly pleased to see Alan Wallis, from whom he sought for some Tilbrook expertise. There were several unrestored bikes: a Velocette GTP, a 1930s 500cc BSA, and an early Velocette LE – a great collection!

After a short speech from President Bob Cole thanking the owner for showing us around, we took off again to visit a transport museum on the outskirts of the town. The owners, a retired couple, had an amazing collection of material. It was predominately transport related, but also what I would describe as early Australian social history. This included masses of toy cars, dolls, a small military exhibit, tools, Elvis memorabilia, Coca-Cola paraphernalia, Nevil Shute's 'A Town Like Alice' exhibit and much, much more. There was almost too much to take in on such a short visit. Out in the back sheds were trucks, cars, buses, and some small stationary engines. We enjoyed a BBQ lunch outside, and the owners really did us proud with a great selection of salads, sausages, and steak. We all agreed that it was a glorious day with lots of interesting things to look at. Bob Cole thanked the owners for their hospitality and for allowing us to inspect their collection.

Most riders and the bus opted to take the quick way home via Pt Wakefield. A handful of us took the scenic route via Crystal Brook, Gulnare, Spalding, and Burra. I clocked up about 500 kilometres for the day. What a great day, and again many thanks to Bob Finnie for making it happen.

Charles Olivier



Charles's great shots of the trip



As the COMCC approaches its 60th Anniversary next year I thought it was timely to dive into the old copies of The Classic Courier and print some articles from the past. This story dates from November 1979. Life Member Charlie Brown buys a Velo Thruxton and goes rallying...

My forte is road riding and touring, although I enjoyed the dirt riding on a suitable bike, so when I came upon an ad for a 1968 Velocette Thruxton in original condition for \$650 registered, I hurriedly visited my bank (I was a bit more affluent by now). Unfortunately, the owner wasn't home when I called, but his wife said he was disappointed at the two previous callers who thought he wanted too much for an old-fashioned bike!! I said I'd call again to buy at the weekend after having a good look. I noted the big G.P. carb and competition magneto, if those previous callers only knew that a bike similar to this old fashioned one had won the 500cc class of the production TT and placed 2nd overall to a 650 Thruxton Bonneville in 1966, both clocking over 150mph on Sulby Straight!

That cunning brain of mine went to work again. I put \$600 in my wallet and the other \$50 in my hip pocket before I called again. I learned that he was a 'swinger' for one of the sidecar racing boys and they needed money to update their old Triumph outfit. He said he bought the Velo new from Burling and Simmonds in order to burn around and thrash his mates. He obviously knew the potential of a Thruxton and said Bonnies GT Falcons were no match, but he couldn't take a 750 four. I let him know I couldn't raise more than \$600 which he reluctantly accepted after he had shown me the starting technique and how well the bike ran.

The ride home was quite exhilarating, it seemed like an incredible speed at so little revs. My wrists hurt when I reached home and on closer inspection, I noticed the clip-ons were in reverse, giving an unnatural upsweep and with the steering stop filed right back they cleared the top of the tank, giving a better turning circle. It was then I also noticed the slight bend in both fork legs, as if the previous owner had hit a brick wall. I soon got the opportunity to right all the faults I had discovered for I kept my promise and allowed Stan Edwards a ride.

I expected his ride to take about 10 minutes but when he didn't return after about half an hour, I went out in the Mini to find him. He wasn't far from home, all puffed out and pushing the bike. "It just stopped!". He couldn't restart it, even the kick-starter wouldn't turn it over. I couldn't believe it had seized and started to remove the tank to get at the motor, but when I reached under the seat for the 30 X 12 inch rag I kept there it had gone. Fearing the impossible I lifted the carburettor slide and spied a wisp of rag deep down the inlet tract. Removing the head revealed all the rag packed tightly into the combustion chamber with a leading and trailing end in the inlet and exhaust ports. There was not enough room for the piston to reach

top dead centre. The cartoon of the little man being sucked down the carb bell mouth of a Thruxton 'Fishtail' now had some bearing.

Luckily, the engine damage was minimal, with only a bent exhaust valve and pushrods. I took this opportunity to have the forks straightened with new seals fitted. Besides replacing the valve and pushrods, I checked the rest of the motor for wear and only fitted new piston rings. The clip-on handle bars were refitted the right way with a new steering stop to prevent the bars hitting the tank. I also discovered it had a non-standard 19 tooth countershaft sprocket fitted, no wonder the previous owner burnt off Bonnevilles. I fitted the standard 21 tooth which made its legs even longer.

With the bike running sweetly again I was the envy of the town's biker bods and was often engaged in conversation with reminiscing old-timers. Imagine me restarting the Velo in the main street after a shopping stint; the distinctive 'single' thump attracting all ears and then all heads turn for the first gear only acceleration for the whole 100 yards of the street. The gearing was incredibly high, I could only use first and second gears for legal about town speeds, in fact I only changed into top above 70mph. This feature proved quite amusing when riding home from work with Johnny Guillam. He was on a Tiger 100SS and feeling quite pleased with his machine as he thought we were both in top at 70mph until he heard me change up!

Since acquiring the Velo I made a few very good friends, notably Bernie Spencer, who owned a rarely used Venom. It was in Bernie's 'Green Horror' that I saw the Southern Cross Rally advertised. Johnny Guillam was also interested, so we entered our bikes and started out early one Friday morning to make Melbourne that night. I was disappointed in John's bike or was it his riding? He wouldn't cruise higher than 70-75mph and insisted on long and frequent stops to rest his aching bum and torture his lungs with tobacco smoke.

We left Melbourne next day in pouring rain which came bucketing down near Ballarat, so we stopped under a shop awning to gain respite (and for John to have a fag). Through the waterfall we could see a little figure on a motorbike approaching. At the sight of us the rider pulled in and dismounted - only just, as her feet barely touched the ground. We soon introduced ourselves and got chatting. Her name was Barbara and we have always referred to her as 'Ballarat Barbara', so I've forgotten her surname. We were then joined by another rider on his way to the Southern Cross on a 750 Four K1. Barbara, however was on her way back to Ballarat on her 350 Honda she called 'Honny' after attending lectures in Melbourne. When we



COMCC 1962 - 2022

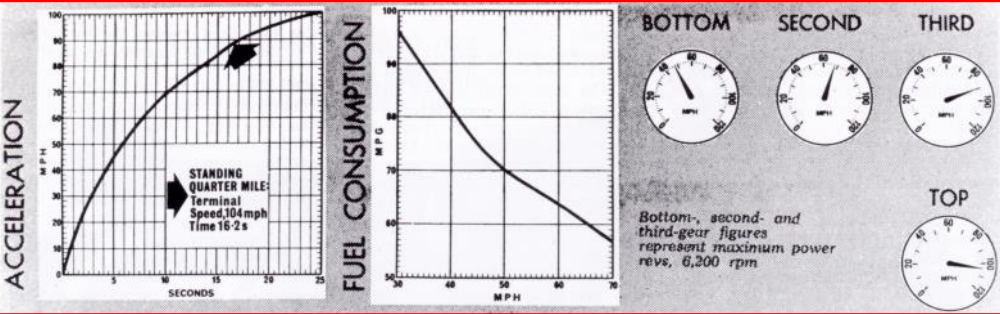
mentioned our intentions of looking for a hotel in Ballarat to avoid the incessant rain, she quickly offered the use of her flat as she was working at the Ballarat Hospital that night.

We set off together for the 10 miles to Barbie's flat. In conversing we learnt that the boys from the Ballarat Rovers MCC (still in operation -Ed) were very good to her when she was hospitalized as a result of being knocked off her bike by a motorist. They even looked after and paid for her flat. Consequently she had a lot of time for motorcyclists.

The next day was thankfully dry and after a hot shower, a good night's sleep and a hearty breakfast we were more than ready to reach the rally site that day. After our goodbyes and thankyou's when Barbara returned from work, we set off at a pretty pace, as the Honda rider did not hang about. At our first stop at Horsham we had to wait a fair while for John to catch up. When we set off after lunch it wasn't long before John disappeared from rear vision mirrors, but we two pressed on regardless maintaining 85-90mph. At the next fuel stop the Melbourne lad suggested we carry on and wait for John at the rally site. This time we wound it up, holding 95-100mph. I was amazed how well and smoothly the Thruxton at speed, at 95 the rearview mirrors were stock steady and the exhaust sounded like a very fast Triumph twin tick-over. The Honda rider was even more shattered by the Velo performance saying it was far better than his previous bike, a Bonneville. We reached the rally and about three or four hours later John rolled into the camp and I suffered some abuse. John reckoned he couldn't even stop for a smoke while trying to catch up.

This was my first Australian Rally and I wasn't disappointed. Not as large as the Dragon but the same type of fellas and some interesting machines. That was when I saw the 'Another Triumph for Harley Davidson' special, a Harley in a Triumph frame. I also saw a Velo in a Norton frame. The Thruxton came in for its fair share of ogling, especially as it was very standard and the unbelievable but true ravings of the Honda rider about the Velo's performance.

John and I returned to Nowra via the Sturt Highway through Mildura, Wagg Wagga, and Gouldbourn. We spent the night at the side of the road with a piece of canvas tied from the bushes to our bikes. I stayed at John's pace as I felt so guilty at not waiting for him the last time. The only excitement came when I tired of waiting while one semi trying to overtake another. As they were taking so long and had left such a big gap between them, I changed down and blasted past them down the middle of the road. I was only disappointed that John couldn't follow.



For younger readers! Test data from a 1969 'Motor Cycle' test of a Velo Thruxton

MID-WEEK RUNS



Overall good weather for this quarter with one 'rain stopped play', for me anyway. Club Captain Tony did double duty leading us to Wistow in March and Lyndoch in May. This extra duty no doubt necessitated the purchase of a new Royal Enfield 650 (see photo). Riders for the start were around 20, and a range of bikes participated. We covered most of our usual routes are generally covered about 250kms for the day. Thanks to our rider leaders.

TJ



< Birdwood Mill

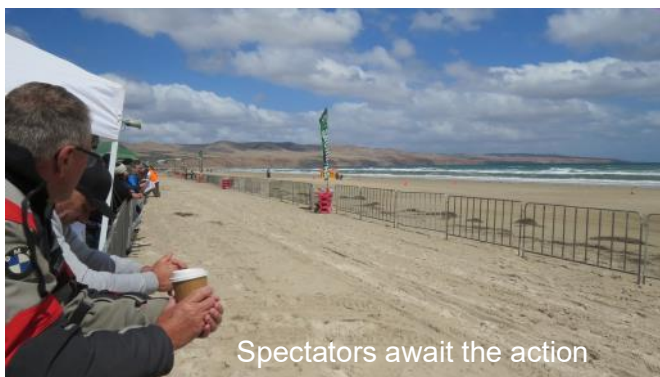
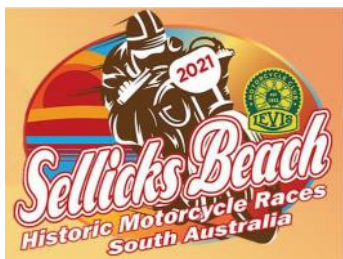
Royal couple >



< Hazelwood Park

Morning tea Birdwood >





Spectators await the action



Start of Group G period



G. Thompson 500 Triumph Rickman leads out L. Toohey 440 BSA and R. Davis 500 Matchless

Club Vice Pres. Alan Kernich attended the revived Sellicks Beach races 13-14 March. These are some of the photos he sent in to the Courier.



Return to the Pits

One of the events, among many, that was stopped its tracks in 2020 was the COMCC's Dinner at the Historic Semaphore Carousel scheduled for 31 March 2020. Thanks to Lew Hylton's efforts in 2021 to re-jig the event, it was able to take place, a nearly a year later on the 6 March 2021.

The venue was moved to the Largs Bay Sailing Club and incorporated free rides for families at the Carousel before moving to the club for the dinner.

The sailing club proved to be a well-appointed venue with great views over the gulf, particularly at sunset. The catering by Aussie Ripper Roasts met with everyone's approval.

ANNUAL DINNER AND AWARDS PRESENTATION Saturday 10 July 7-10pm at the same venue (see page 3) with the same caterers and will feature entertainment by Lee & Tony from the 'Lincolns' as well as the presentation of the Club Person of the Year and the decades of membership badges.

Members who were at the carousel dinner will surely to want to repeat the experience: and those who weren't, should sign up and experience what they missed. **Book a place at General Meetings or contact Lew Hylton 8449 7470 / 0488 800 857 or Book on www.classicowners.org**



Touring Northern Vietnam by Scooter

Guest speaker Robert McClelland at the May General Meeting

Scooter enthusiast Robert McClelland entertained the members at the May General Meeting with an account of his Tour of Vietnam in 2019.

Robert's history with scooters goes back to his first bike in the 1970s: an ex-postie 150cc Vespa. On the lookout for a two-wheeled adventure holiday, Robert decided to join an international party in Hanoi to tour the northern part of Vietnam on vintage Vespas and Lambrettas. Italian scooters were popular in 1950s Vietnam. The fleet were effectively caught in a time bubble by the hostilities in the 1960s and 1970s, and many have subsequently been restored. The tour travelled with a back-up vehicle and a mechanic to deal with occasional engine seizure. Robert's mount was a 175cc Vespa; others in the party rode 200cc Lambrettas and 150 Vespas. Road conditions varied from smooth highway to track, but Robert reported that every day of the two-week tour provided good rides and spectacular scenery. Responding to questions from the audience, he highly recommended a two-wheeled tour of Vietnam. Thanks to Robert for the talk and Lew for organising the guest speaker.



Next General Meeting in June, Lee Kernich will be bringing a racing Triumph and talking classic racing – not to be missed.

TJ



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

Sidecar unfinished Project

Body copied from an old Tilbrook sports sidecar. The chassis has a trailing arm, air bag suspension and shocker. Hydraulic Disc Brake, new 13' mag wheel and tyre. New wheel bearings. Foam for the seating, Perspex screen.

1984 Yamaha Virago 1000cc

V Twin. 13000kms only. Original tyres, no damage, 990cc model with wider head gasket, earlier models could blow back cylinder head gasket. Brackets to attach sidecar which can be removed. No welded alterations. Shaft drive, no battery. 10 years in Storage Rego Number YZX-578 Engine # 24M003966 Vin# JYA24M002DA003966 Would take a good offer for bike and sidecar; prefer to sell together but will separate to right person.

Sidecar \$2,000 ono

Virago \$4,500 firm

Daylight inspection only

Bob Chantrell **0413695053**

Tip Truck Ford Econovan Maxi 1994

Petrol and LPG Rego VPH 774
UL 1440kg
GV 3065kg
GC 4165kg
\$4500

John **0432 637 763**

WANTED

Project bike pre-1980s, 500cc or larger – not Harley-Davidson and not Japanese.

Ed Lowrey **0413 304 979**

Steering wheel lock circa 1980s, Type that locks the steering wheel to the foot pedal, pref. with key.

Ron **8396 3546**

Norton Twin 500/650

88 model on - any condition considered

Trevor Jones **8298 7545**

Owner's Manual for 84/85 Honda XL250R

Louis Peilschmidt **0419 840460**

-

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"MAICO-MOBIL"

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Classic Owners Motor Cycle Club

PO Box 642 Plympton, South Australia 5038

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



OFFICE BEARERS 2020 - 2021

PATRON: Gary Johanson

President Bob Cole 8337 7065 president@classicowners.org

Vice President Alan Kernich 0429 093 821
vicepresident@classicowners.org

Secretary Charles Oliver 0466 863 932 secretary@classicowners.org

Treasurer Graham Riley 0403 365 780 treasurer@classicowners.org

Club Captain Tony Mitchell 0419 245 631

Social Sec Lew Hylton

Member Sec Ed Lowrey membership@classicowners.org

Special Events Lew Hylton 8449 7470 / 0488 800 857
classicathart@classicowners.org

Librarian Alan Kernich 0429 093 821

Photographer David Byford

Moped Co-ordinators Alan Wallis and Warren Duncan

Federation Rep Bob Cole 8337 7065 president@classicowners.org

MAGAZINE & WEBPAGE

Mag Editor Trevor Jones 8298 7545 magazine@classicowners.org

Web Editor Charles Oliver 0466 863 932 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

Barry Young 0419 858 871

CLUB MEMBERSHIP FEES 2021-2022

Joining \$15 (includes lapel badge)

Full \$35 **Pensioner** \$30

Magazine printed and posted \$12 or e-mailed free

All membership renewals due before 30th June of each year

MEETINGS ARE SUBJECT TO GOVERNMENT HEALTH REGULATIONS

General Meetings 4th 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 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.

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

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 2021
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 MEMBERSHIPS
DUE
30th JUNE

Log Book Day 16 June!

AGM 24 July!

CLASSIC
COURIER

JUNE - AUGUST 2018

