

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

Only if you pay your
COMCC membership
before **30 JUNE**
can you ride on
historic rego?

CLASSIC COURIER
FEBRUARY 2014

THE CLASSIC OWNERS MCC(ING)

FILM ILFORD 11A 12 12A 13 13A 14

2020
Twenty One
Festival Of Motorcycling

SAFETY FILM ILFORD 10 11 11A 12 12A 13 13A 14

CLASSIC COURIER
December 2021 - February 2022

THE CLASSIC OWNERS MCC(ING)

Classics at Hart
Mill to Mill
Roaring Success...!
JANUARY 2018

Classics at Hart
Ride for Life
MILL TO MILL RIDE
and Shine
19 OCTOBER 2019

CLASSIC COURIER
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 2020

THE CLASSIC OWNERS MCC(ING)

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 the organiser

11 Dec **MRA TOY RUN** details www.mrasa.asn.au/toyrun.shtml
2022

13 Feb **All British Day** Echunga Recreation Grounds- Celebrating 120yrs of Norton & Triumph www.allbritishday.com/entrant-information

1 May **Cousin Jack Rally** Kadina - details to follow

28-30 Oct **BSAOC Berri Rally** contact Dave Long 0413 899 189

MOPED RUN DATES

Contact Co-ordinators **Warren 0417 882 625 Alan 8295 5097**
2022 MOPED PLUS CALENDAR

6 February	Goolwa	7 August	Williamstown
3 April	Mount Pleasant	9 October	Mt. Barker T.B.C.
5 June	Strathalbyn	4 December	T.B.A.

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

NOTE FOR THE SUMMER MONTHS RIDES WILL START EARLIER TO ALLOW FOR THE HIGHER TEMPERATURES

DATE	DESTINATION	MEET	START
2 Jan 2022	Encounter Bay	Servo O'Halloran Hill	8.30 for 9am



COMCC President Alan Kernich, on behalf of the FOM Committee, hands over the event's charity contribution to Khalia Primer to support her work on treatments for diabetes



BEST RESTORATION OF THE YEAR

COMCC is reviving this award next year for restorations completed in 2022.
The award will be presented at the Annual Dinner in November next year.
Start assembling your engines...

FROM THE CHAIR



Hi All,

Firstly, I would like to thank our past president, Bob Cole for his leadership and energy during his time at the helm. I also extend this recognition to our committee for the time and energy they have invested into making our club year another successful one.

Of course, the standout activity was the 2021 Festival of Motorcycling. Covid-19 restrictions once again resulted in us not being able to stage our planned events at Harts Mill. However Motorcycle Ride Week attracted increased interest and the Night of Champions event was a runaway sold-out success. Many thanks to all those involved from within our club, from the other clubs involved, and to the generous support of our sponsors and celebrity guests. This success enabled members of the FOM organising committee to present a \$4225 cheque to Sarah at SAHMRI (our charity partner for this event) on Thursday 18 November. These

funds will help support ongoing research into diabetes. Our special thanks to Lew Hylton for his amazing input into making this event a growing success. Another highlight was the steady stream of invited guest speakers at our recent meetings. Their presentations have been most varied, interesting and well received. I would urge all members to make the effort to get along to our regular monthly meetings at the West Croydon and Kilkenny RSL and join in the fun. As always, check our website www.classicowners.org for the latest information about club activities. If anyone can suggest suitable future speakers, please let the committee know.

Our membership continues to grow and is now at about 300. Thanks to computerisation the record keeping is a much more manageable operation than it was in the past. Similarly, our web and Facebook presence is continuing to grow and improve. The development of a dedicated site for the upcoming Festival of Motorcycling for 2022 is a recent example.

Our library is now conveniently located, and the catalogue has been computerised. A listing of books, DVDs and other items is available on our website. Please ask the librarian, Alan Kernich, for any assistance you may need to locate a sought-after item.

Coming up: Preparations for FOM 2022 are already in the pipeline. Remember, no general meeting in December. Our next general meeting will be on Tuesday 25 January 2022. Weekday and Sunday runs will continue over the Christmas break. Check the website for details.

Best wishes to all for Christmas and the New Year.

Alan Kernich President

EDITOR'S COMMENTS

My ideas for comments for this end of year issue seem eerily like those I made this time last year. We have had another year of Covid 19 restrictions, events including our own Festival of Motorcycling have had to be curtailed or cancelled. I think things are improving, and we should plan for events next year; but I don't think we are out of the woods.

On the positive side the Festival of Motorcycling was a great success- increased participation and thanks to some clever improvising by the FOM committee, a substitute event The Night of Champions raised - over \$4,000 for the SAHMRI charity.

Apart from the FOM, it has been a busy quarter for the club as can be seen from the articles in this issue. Members should particularly note we are having guest speakers at the General Meetings, another reason to attend, the others being the raffle and the tea and biscuits!

Now a plug for the club website www.classicowners.org. Many of the events have considerably more photos posted online by Charles than is room for in the Courier. Log on and have a look!

Finally, a Merry Christmas and a Happy New Year to all members and their families.

Trevor Jones Editor



MOPEDS PLUS

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



Mt. Barker Burble - 10 October 2021

Motorcycles

Peter Arriola 1957 James 150cc

Tony Earnshaw 1972 BMW 600cc

David Saint 1973 BMW 600cc

Mick Hayes 2016 Suzuki 650cc

David Byard 1973 BMW 750cc

Rob Smyth 1924 AJS 350cc

Joe Betschart 1950 CZ 150cc

Alan Wallis 1950 Tilbrook 197cc

Grant Christie 1987 Ducati 750cc

Paul David 1940 Matchless 350cc

Mike Ryan 1968 Honda 450cc

Scooter Graham Riley 1960 Vespa 150cc

Bike & sidecar Don Jennings 2010 Harley Davidson 1584cc

Riders assembled as normal at the Apex Park on Flaxley Rd. Mount Barker venue in anticipation of the Burble commencing at 10.00am. A total of 13 riders lined up. Scooter specialist Graham Riley carried a pillion passenger and Lyn Jennings occupied the sidecar attached to Don Jennings' Harley Davidson bringing the travelling total to 15 persons. The Jennings crew seem determined to create Moped history. In the 2020 Mount Barker Burble, the record shows we were afforded a demonstration of how to consume double decker ice creams in full sun conditions without losing a drop. This year they established a new record by leading the Moped run with a fully staffed Harley outfit! Many thanks, Don and Lyn, for stepping in at short notice to fill the space after the absence of the regular leader. Thanks also for those who assisted Don with marshalling duties in the course of the day's proceedings. By all accounts the initial run down to Meadows was uneventful and, although the weather forecast was for a dry day, some drizzle was encountered in the early part of the ride. After morning tea, three riders of larger machines chose to leave the group to travel further South. Travel back to Mount Barker for the lunch interval was without incident; and on arrival Joe Betschart, Paul David, and Alan Wallis decided to "call it a day", and head for home.

Resuming after lunch, the remainder of the group had a good ride up to the Woodside Chocolate factory. As in previous years, a number of riders then elected to travel back to the Adelaide suburbs directly from the Chocolate Factory, to avoid the freeway and other heavy traffic areas.

The remaining riders which included Peter Arriola and Rob Smyth, both travelling on older machines, were escorted back to the Mount Barker starting point by the ride leader, just in case assistance was required. Missing on the occasion of this year's Burble was Wayne (and the dog) and the back-up

trailer. Particularly in the last two years, we have all tried to adjust to living in a world full of confusion, so be not concerned over your small mistake, Wayne. No harm was done as there were no breakdowns for the day.

Warren Duncan

NEXT RUN: Williamstown Wander -5 December 2021

(Carried forward after cancellation on 10 October 2021)

MEET: Adjacent Williamstown Oval just outside oval gates off Springton Rd. (right hand side)

START: 10.00 for 10.30 am Departure

RUN: Williamstown/Springton/Eden Valley/Angaston (lunch)/ Nuriootpa/ Tanunda/ Lyndoch/ Williamstown (80 kms.)

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



**Two scooters
spotted on the
FOM runs
3—9 October**



WEEKEND RUNS



5 Sept Museum Visit and 19 Sept Collingrove Hill Climb

For this month's ride we tried something a little different. Thanks to Lew Hylton we were invited to view a private mini museum of magnificent motor-cycles. After a quick ride through the hills, we are welcomed by the collection owners Rod and Allison. A fantastic spread of coffee and cakes preceded our viewing of the collection of great bikes. Rod gave us a rundown of each of the bikes and then after a little cajoling he started the Ariel



square four and what a magnificent sound that was. Look for Peter Perry's post on "Classics at Hart" to hear it running. After two well spent hours checking out the bikes some of us headed off to Mt. Pleasant for lunch then home.



Part two of our monthly ride was two weeks later and a visit to the Collingrove Hillclimb, where we watched competitors blasting up the track on everything from an electric bike to a Honda Grom to 70-year-old Manx Nortons. Some of us made the trek to the top of the hill to view the track from there. Others stayed around the start line to watch

the bikes launch off the line, some of them quite spectacularly with the front wheel pointing to the sky.

Although it was rather cool the sun was out, and it was a most enjoyable way to spend the day with fellow enthusiasts.

Tony Mitchell Club Captain

Ride to Rapid Bay- 30 October

First stop: Meadows Bakery

18 riders fronted up for the October Sunday ride. Club Ride Captain Tony led our merry crew on a truly lovely ride on a beautiful (perfect) day of around 250km. A map of our route can be seen by following the link below.

, www.relive.cc/view/v26MxVY7L3O .

Our journey started on Greenhill Road, crossing over the Freeway through Bridgewater. We stopped for coffee at Meadows then suitably fortified with caffeine we tackled some new roads and some familiar ones on our way to Cape Jervis via the exhilarating Ridgetop road from Victor Harbour for a photo stop.

No matter how many times I ride down that long straight descent into the Cape ferry terminal the view takes my breath away. It is always beautiful, but today it was awesome. The sky and the sea were both the darkest deepest blue. KI seemed to swim suspended between sea and sky.

We backtracked to Delamere for a bite to eat and a comfort stop before revelling in the beautiful road to Rapid Bay for another photo stop and for the writer to get ever so slightly bogged- big shout out to the rider who gave me a push back allowing me to retain some dignity. We concluded with a run over the Myponga reservoir from the Carrickalinga end.

The only real adventure was earlier on in the ride when a dog wearing the 'collar of shame' wandered out into the middle of the road and our group. Poor thing could only see straight ahead. Thanks to some fine bike handling by all involved and some excellent hand signals disaster was avoided.

As the photos show we are truly blessed to live in what is arguably the best state in the best country in the world. We have some problems, of course we do, but on balance we are truly blessed. For me this was a wonderful ride, and I was very glad to be able to share it with Darryl Vee, a Hard Arse brother. I promised Darryl an entertaining ride and this ride certainly delivered.

We stopped for the last time at the Aldinga OTR and dispersed from there. If you are not making it to our Club rides you are missing great times.

Till next time keep the rubber on the road.

Thanks to Peter Perry and photos from Adrian How.

Rapid Bay Beach



First stop: Meadows Bakery.

See those stripes, they're painted', scene at Cape Jervis.



MY F.O.M. DIARY 2021

Saturday 2 October

Called into the West Croydon and Kilkenny RSL and picked up my entrance pass stickers etc.

Sunday 3 October V&V 25th Anniversary Swap Meet

Skipped this one. It was raining and I have more old bikes and sheds full of bits to be going on with.

Monday 4 October V&V 65th Anniversary Rally

According to Google maps the quickest route to Mannum is Hahndorf and then the old highway 1-hour 20mins- more like an hour and 45 minutes in practice. The weather was holding up and a bike display greeted me at Mary-Ann Reserve. COMCC was well represented and the V&V had brought out some very old machinery. I was on my Moto-Guzzi T5 which has the legs to get to Mannum in good time. Call to form up for the rides. I intended to go on the big bike run- bike wouldn't start. Not - a grinding starter motor, won't start but ignition on- nothing. Won't start. I pushed to the carpark (bikes always gain about 50 kilos when they have mechanical problems). I figured it was the starter button and using the wire ring off my key ring I bridged the start terminals and I was ready to roll- with the small bikes, mopeds, scooters and very oldies. The first hurdle was the ferry across the river. Should I cut the engine on the ferry? Could I start it again or would I block the caravans behind? I erred on the side of caution, kept it running. The 'small bike etc. run' didn't mean slow bikes and they punted along at a good rate, despite the strong cross winds, to a stop above the Murray for a walk about and chat about the bikes. They ranged from 1960s two strokes to pre-war BSAs. A quick examination of the Guzzi's starter switch detected the trouble as the switch moving in its housing. A screwed-up piece of paper jammed behind the switch effected a temporary repair which lasted the rest of the day. Heading back to Mannum the two rides intersected and I found myself now in with the big bikes. The ferries were working at maximum capacity and we ended up waiting for about 20 minutes to cross the river. Here we encountered a heavy but brief shower, which probably helped cool those old British twins that for some reason were kept idling for the whole time. Back to the Mary-Ann reserve lunch and then the run home, a few light showers, but along roads surprisingly empty for a holiday weekend.

Tuesday 5 October Triumph Riders Club Run

In keeping with the organising club I was Triumph 350 3TA mounted for the run to Birdwood. The biggest crowd of bikes I have seen at Hazelwood Park: numbers of 60 were suggested. Weather was excellent and the run was first to Lobethal for morning tea and then on to Birdwood for lunch and a look around the Museum. The route was familiar but well chosen and seemed to suit all the bikes even the Vespa. The group thinned out by the time we parked up in the grounds of the Bird-

wood Mill- ticket holders only probably.

Wednesday 6 October Ulysses Club Barossa Ride

Like many others on the rides, if you live on the other side of town to the starting point you have an hour's ride before you start. However starting at 10am is pretty civilized. As on Tuesday a large turn out including quite a few sidecars, I opted for riding the big Triumph. I was beginning to notice apart from COMCC members, riders and bikes from the previous rides. First stop was Mt Pleasant for pit stop only- too many to order coffee - and then on to Mengler's Hill look out. At this point a group of COMCC riders decided rather than complete the ride in Nurioopta we would head back to the less crowded Lyndoch for lunch. A very pleasant day.

Night of Champions

Skipped this one. The evening raised in the region of \$4,000 for charity!

Thursday 7 October BSA Club Southern Vales Ride

Today I had the benefit of a starting point 10 minutes up the road from home. I rode the Matchless G80S to the Aero Club grounds at the top Cement Hill. The assembled bikes were a good representation of the British motorcycle industry of the 1950s although I spotted one old friend a Suzuki T20 250cc, one of the first bikes I rode. In those days I would have definitely turned my nose up at a Matchless G80. First stage was morning tea at a local airfield. The ride to the airfield was a glimpse of how the suburbs have crept south down the coast. A cup of tea and another look at the bikes before heading on a great ride to Middleton via Ashbourne and Mt. Pleasant. A bunch of cows in a paddock near the road headed for the hills as Dominic's Velo single thundered past followed by my Matchless single which really got them moving. We all headed for home after lunch at the Middleton Bakery, and I enjoyed my solo ride home via the Bull Creek Road and McLaren Flat.

Friday 8 October Triumph Riders Club ride to Mallala and Track Day

Skipped this one too

Saturday 9 October Classic Owners Club Ride to Mypolonga

The earliest start so far- usually if I get up this early it involves an aeroplane, but I can't miss the COMCC ride! Good turn out, I think all the rides had doubled in size since last year. First stop Birdwood, traffic was quite light for a Saturday morning. The remaining ride to the Murray was mostly straight open roads suiting my Triumph Bonneville. You can't miss with a visit to a motor museum, and the Revolution Museum didn't disappoint. Some very rare vehicles. Next stop Sturt Reserve Murray Bridge and lunch with the Lions. The weather was starting to look a bit iffy mid-afternoon and we headed back to Adelaide the group shrinking as we rode until Lew, Tony, Graham, and myself stopped in Littlehampton to declare the ride over.

TJ



MORE
PHOTOS...
classicowners.org
Thanks to Lew for pictures



MORE
PHOTOS...
classicowners.org
Thanks to Lew for pictures



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. The first article dates from January 1983. It is entitled 'Not Quite the Bargain I thought! A story with a moral' and was written by Paul Attard. It appears that rogues selling dogy bikes didn't arrive with the internet.

The second is a piece extolling the joys of owning and riding classic motorcycles. The *Courier* editor of the day, Mick Godfrey, must have appreciated the sentiments expressed in the article and reprinted it from 'a New Zealand publication'.

Some time ago I heard a fellow had a couple of classic bikes that he might sell. I made further enquires and then went to see the machines. While I was looking at the machines the fellow mentioned that he had a friend who also had a few old bikes he didn't want. The outcome of all this was that I became the new owner of a Royal Enfield 350, an Excelsior 250, an Ariel 500, a BSA 500 and a New Hudson autocycle- all for \$1500 the lot.

About eight months later there was a knock at my door and a policeman asked me if he could inspect my sheds. As soon as he entered the shed, he pointed out these five bikes and told me that I had stolen property. I told him I had bought all five from a couple of lads and his reply was "Tell it to the judge!". As he then charged me with receiving, I did in fact have to tell it to a judge. Luckily the court believed my story and I was acquitted but not before it had cost me \$1000 in legal fees and two years of worry. My case was not helped by the fact that I had paid cash and had not demanded some kind of receipt.

The police did catch up with the two and it seemed that the story was that a farmer had left the bikes on his property after he sold it. The new owner had demanded that the machines be taken away by a set date and had given the bikes to two of his relatives when no action was forthcoming. When the previous owner finally turned up the machines had gone and he reported them stolen. The two fellows were charged but I have no idea of the outcome of their case.

I have written this article to warn members of the dangers of buying bikes without some idea of their history. Always ask for some identification of the machine's history, most machines can be verified by a single call, always ask for, and keep a signed receipt. Always ask for some proof of ownership – the presence of spares can often indicate the machine was used by the seller.

Never be carried away by a bargain – my five machines at \$300 each became a two year nightmare and a total loss of \$2500!!!



The Classic Motorcycle

It is not uncommon to return to your parked classic bike to find a few of the older generation (and some misguided young ones) marveling over your machine. You may hear them say, "They don't make them like that any-more", or "Cruise all day in the seventies", or "Fires every other lamp post", or even "My old girl would start first kick every day". Obviously, memories deteriorate with time and certainly only the good bits are retained. We all know better, however, but look forward to a club run to 'Club Run' day, itching to get a machine out for a beat. This is the 'fun part' particularly when you find that the last time you used the machine you left the petrol on and the carbs' float needle having doubtful capabilities has filled the sump with petrol, which of course, already had a pint or so of oil in it, the effect of the gravity on the oil tank.

Once the sump has been drained and you have got the motor running (first kick ??) you can revel in these 1950s machines' incredible ride and handling, accentuated by such devices as BSA plungers, Ariel's Anstey Link, Triumph sprung hubs etc. These all assist in giving added 'jolt' to the springs in the spring saddle, this even occurs on visibly smooth surfaces! However, machines after 1950 were fortunate enough to have telescopic forks up front which move up and down, continuously altering the wheel base, causing a sickening roll when negotiating corners. Some makes were better than others at this phenomenon.

Most large capacity 350 and 500 singles are very popular for "Firing every other lamp post".

I haven't learnt yet to comprehend this as yet since a 350 'M' does about 6200 rpm at 70 mph when a certain flat four does about 4500 rpm at this speed and goes to 8000 rpm in vibrationless silence.

In contrast to this, these old girls are very pleasant to ride, pottering along at the legal limit of 50 mph taking in the scenery and hearing the pleasant burble of the exhaust, only being shattered by the roar of passing traffic doing some 20 mph faster than you! All these features combined with the occasional noises from the big end or piston, clutch slip, mag troubles, oil leaks from almost anywhere for no particular reason, brakes that fade after only three applications and a carbie that drips onto your magneto, does not seem to have much effect and only adds to your enjoyment.

These machines have real 'character' and require special skills to know their particular personality unlike the modern '10,000-mile whiz bombs' as some of the older generation refer to our Japanese machines. They should know, they owned real motorcycles!!

**MEMBERS ARE ADVISED
ANY BUSINESS CONCERNING LOG BOOKS
IS NOW CONDUCTED 7 to 7.45 PM
BEFORE THE GENERAL MEETING**

***This is to allow the Meeting to proceed uninterrupted
and the registrars to participate in the meetings***



Lions' Bike Show Macclesfield

On a glorious Adelaide spring morning we attracted possibly a dozen riders for the trip to the Lions Bike Show at Macclesfield Oval departing from the usual spot ie. Hazelwood Park at 9 am.

One of the more noticeable bikes was a Suzuki GS750 cafe racer, which sported some fairly chunky Hayabusa forks and a nice paint job, including the lovely retro 'S' Suzuki tank badge.



We took the most direct route – Mt Lofty, down to the Freeway, turned off at Stirling, through Echunga to Macclesfield. After an incident-free journey we arrived at the oval, found Wayne Williams (gazebo transporter) and erected said gazebo along with a couple of club flags just behind the bikes. Quite a few of our members, who weren't part of the ride, added their bikes to our display and there would have been possibly 15-20 bikes there at one point.

This year's Lions Show attracted many more bikes than in previous years. It was a perfect day to get out on the bike and mix with fellow enthusiasts in a spacious outdoor setting in the Adelaide Hills. A handful of local bands entertained the punters with a good mix of rock favourites. The coffee stand and the BBQ were very popular throughout the morning. Even the swap meet stall holders managed to attract my custom, for a change.

The Norton Owners won the Best Club Display with a fine row of mainly Commandos. The British Triple enthusiasts had a good selection of Tri-dents, Rocket 3s and a couple of Hurricanes. Other displays from, Ulysses, VJMC, Harley, Choppers, V&V, Adventure Riders, Triumph Riders and COMCC lined the oval.

I stuck around for the prize giving: V&V President Brian Forth won the Best American bike award with his Harley Davidson outfit for the second year running and a splendidly restored 1927 Rex Acme TT took out Best Bike. The Lions Bike Show is going from strength to strength and the organisers would be delighted by this year's turnout, which was reportedly just under 3,000 – a great effort!

Charles Oliver



HARD ARSES AND IRON BUTTS AT THE SEPTEMBER GENERAL MEETING



Members at the September General Meeting were introduced to the world of long-distance motorcycle riding challenges. COMCC member Peter Perry explained the concept of the 'Hard Arse Riders Challenge' and the American version; 'The Iron Butt Association'.

Riders set themselves a high mileage long distance routes, planning all the details of timing, speeds, rest stops, and re-fueling etc. This plan is registered and approved by the association, and the rider completes (or not) the challenge proving their progress with photographic evidence. Riders wishing to participate must 'ease' themselves into the challenges with introductory level rides starting at 600 km in 12 hours, progressing up to 2000 km in 36 hours. The next level Advanced includes 'Dawn to Dusk' rides and leads to the Elite level starting at 3000 km in 48 hours and includes coast to coast rides. Peter described his own recent riding challenge, what in pre-Covid times would be called a '3 State Run'. Restrictions at the Victorian border meant a detour North over dirt roads which proved Peter's and his trusty BMW's undoing. Despite leaving Adelaide at 4 am Peter failed to beat the road work gangs earning him a drenching from the water trucks to go with the minus 4° temperatures at Yunta.

Constant vibration, causing a puncture kit to explode and loosening the bike's nuts and bolts ultimately caused Peter to call off the ride and head to Renmark. Safety is an essential part of the challenge. Peter finished his talk with a glimpse of the US equivalent – the 'Iron Butt Association' and their yearly Rally. Competitors circumnavigate the US and add a couple of loops North and South. The 2021 winner Mike Brooke completed 13,906 miles in 11 days on his Suzuki Hayabusa. Photos showed the bike fitted with an array of electronic equipment similar the cockpit of a jet fighter and a back-up crew for Mike that wouldn't be out of place in the Paris – Dakar Rally.

Thanks to Peter for his presentation to the meeting. **TJ**

(Interesting stats of the Iron Butt Rallies are at [IBR Facts \(ironbutt.org\)](http://IBR Facts (ironbutt.org)))

Cruising the World in a Concrete yacht...

Members were entertained at the October general meeting by a talk by Mike and Gay Lewis. Mike described the two major overseas trips the couple have made 1973 to 1987 and 2010 until the recent Covid outbreak. Mike began with some photos of his and Gay's motorcycling days in the 1970s and the bikes, including a Tribsa, on which they toured Australia. The Tribsa was sold to finance the construction of the concrete yacht to carry them on their adventures. A steel frame was constructed, covered with mesh, and plastered inside and out with cement. The result, to my untrained eye, looked like a 'proper yacht'. As their story unfolded, it proved to be a very sea-worthy vessel which is still afloat 43 years.

Mike and Gay are living on it at the Port.

The final destination of their first cruise was the UK to meet Gay's parents. The voyage began in the South Pacific cruising the Islands and visiting New Zealand. Mike explained the trips were not just sailing. Extended periods off the boat were spent scuba diving, bush walking, and touring. Perhaps the most dramatic episode of this first trip was sailing the Southern Ocean and rounding Cape Horn in heavy seas. Mike described the Atlantic as easy going in comparison. Some of the 'old school' details of the trip were; navigating by Sexton and beaching the yacht on a convenient spot for cleaning.

After summer in the UK, the trip was put on hold while the couple recouped their finances working in Saudi-Arabia before crossing the Atlantic again to the US via the Caribbean Islands. Leaving the yacht in Baltimore, they then spent a year touring the US by camper van, before sailing south to Brazil and crossing the Atlantic again to the West coast of Africa. The final leg of this trip was home to Adelaide via the Southern Ocean.

In 2010 with the yacht refurbished and improved, Mike and Gay set out into the Islands of the Pacific via the southern most point of the South Island of New Zealand and travelling North along the East Coast. They spent an extended period in Micronesia, and it was hard to believe places still exist that have not been touched by the tourist trade. Mike's photos reminded me of Paul Gauguin's paintings of Tahiti. Several years in the Philippines followed before the trip was brought to a close by the outbreak of the Covid

pandemic necessitated a return to Australia via the West coast.

Thanks to Mike and Gay for a fascinating account of their travels and for Bob Finnie for arranging the visit to the general meeting. **TJ**

**Phil
Baughan's**

CLASSIC RACERS



^
**Period 4
Honda 350**



< **Period 3
Tribsa 650**

Much to the delight of the membership it was classic racing bikes again for the November general meeting. COMCC member Phil Baughan brought along his two immaculate racing machines- a Honda 350 and a Tribsa 650. Phil has constructed the machines himself drawing on his background as an engineer. The Honda is based on a CB350, a project Phil began 28 years ago. The bike was refined with frame and brake modifications using parts from other Honda models like the front disc brake, but in keeping within the rules using parts only available pre-1972. The output of the motor is 48hp at 13,000rpm running on methanol.

The Tribsa represents the third version of the bike begun 6 years ago. The frame is a lightened and modified BSA A10 the motor a Triumph Thunderbird 6T with a Bonneville head coupled to a Triumph 750 5 speed gearbox. As with Lee Kernich's Triumph racer Phil had modified the crank to 190° firing to smooth out the usual Triumph vibrations. Output of the Tribsa is 57hp at 6,500rpm. Perhaps the most surprising modification to Phil's bikes was he had adapted the ignition system from Honda CT110 postie bike to provide the sparks for his racers! **TJ**

MID-WEEK RUNS

Spring weather was a bit unpredictable this quarter but the prospect of a dry day meant a good turnout at Hazelwood Park. Club captain Tony did most of the ride leading and he seems to be able to include some new stretches even if we end up at the usual destinations. The Mid-weekers seem to have mastered the idea of a travelling corner marshal and a tail- end Charlie in a green vest so the runs have gone pretty smoothly. Here's hoping for some better weather next quarter. TJ



^ Line up at Strath. Two Moto-Guzzis quietly celebrate the marque's 100 years - 1921-2021

V If you have to kick start your bike it's a good idea to get it going before everyone else has got their helmet on.

^ Coromandel Valley Bakery

V Hazelwood Park



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

Converted 24 hour trail sidecar
was fitted to XT500 Yamaha.
Suitable for camping or passenger,
complete with lockable boot, tool
compartment, Excellent vinyl cover.
16inch spoked wheel with new Ikon
shock. Adjustable dual threaded
attachment mounts, LED clearance
and taillights. Aluminium body pan-
els.

\$680.00

Dean Launer **0417 806 658**

Three 6 volt regulators

one Lucas two replica but only one
cover. All were working.

Replica 6 volt horn

Chrome front with longitudinal slots
brand new.

\$10 each item

Trevor Jones **8298 7545**

Front and rear tyres

Front 110/90

Rear 130/80

Metzlers

\$50 for both

Bernie **0423 977 746**

WANTED

Sealed beam for Headlight

Yamaha 350cc = R5 (1971-2) or
early RD350.

Ron **(08) 8396 3546**

Horex parts wanted for:

Regina 1953/54 Resident 1956

Anything considered.

Roger **0412 805 618**

**Evangeline
has the club
regalia
on sale at the
General
Meetings.**

**Is your bike complete
without a COMCC
sticker?**

**Are you complete
without a COMCC
windcheater?**

Great Christmas Gift - New design
windcheater

AVAILABLE
AT
GENERAL
MEETINGS



Classic Owners Motor Cycle Club

PO Box 642 Plympton, South Australia 5038

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



OFFICE BEARERS 2021 - 2022

PATRON: Gary Johanson

President Alan Kernich 0429 093 821 president@classicowners.org

Vice President Bob Cole 8337 7065 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 vicepresident@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 30 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

March—May 2022
General Meeting last week
in February

'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!

CLASSIC
COURIER

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

