



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
1—3 April 2021 National Historic Championships 2022

1 May Cousin Jack Rally Kadina - macparkraceway.org.au
Aug COMCC Annual Dinner Presentation Night Details to Follow

Oct Festival of Motorcycling— details www.fomsa.org

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

DATE	DESTINATION	MEET	START
27 March	Ride to Bow Hill	9.30— 10am	Hawthorn Crescent, Hazelwood Park

‘CHECK EVENTS’ www.classicowners.org for further dates

**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*



BEST RESTORATION OF THE YEAR AWARD

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



FESTIVAL OF MOTORCYCLING SA



www.fomsa.org

FROM THE CHAIR



Since my last report in December 2021, Covid has once again caused some disruption to our club activities. As well as the usual planned absence of a December meeting, our scheduled January meeting had to be cancelled due to more stringent Omicron restrictions at that time. However, we were able to maintain our regular monthly Sunday runs over the summer period and the weather was quite kind to us. In addition, our mid-week runs continue to attract larger numbers of participants and several of our new members joined the group.

Covid restrictions also caused the cancellation of the usually very well attended All British Day which was to have been held on 13 February at Echunga. Some fast work by our Festival of Motorcycling participating clubs resulted in a consolation event for British motorcycles at the Balhannah Oval in the Adelaide Hills. Well done, guys.

Another upcoming event worth keeping an eye out for is the Australian 2022 Historic Road Racing Championships at Mac Park, Mount Gambier on 1 - 3 April. Our monthly meetings are now going ahead as scheduled (unless restrictions change again). Preparations for this year's Festival of Motorcycling are well in hand, and we can look forward to another excellent event during October.

Alan Kernich President

EDITOR'S COMMENTS



Last year my comments were optimistically looking forward to a year of events as we emerged from Covid restrictions. Despite the restrictions of 2021 we did have a pretty reasonable year of motorcycling. Therefore, I will take a similar stance and be optimistic about the coming year, and there is plenty to look forward to. As well as the regular moped, midweek, and weekend runs we have already had the Festival of Motorcycling 'British Bike Day' (see pages 12- 15). 2022 is the Classic Owners MCC Anniversary year. We are planning a celebratory annual dinner in August and a display in October as part of the Festival of Motorcycling; and I'm sure other events will happen in between. General meetings have enjoyed guest speakers in the last quarter They have been great. I wrote them up in the Courier, but this does not do them justice. Nothing beats hearing them yourself- make a point of attending.

So... send in those photos and your accounts of your 2022 motorcycling.

Trevor Jones Editor

MOPEDS PLUS

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



Williamstown Wander - 5 December 2021 (Replacement for the former BeachRide)

Motorcycles

Paul David 1940 Matchless 350cc

Roger O'Loughlin 1988 Suzuki 650cc Joe Betschart 1986 MZ 50cc

Rob Smyth 1924 AJS 350cc Mick Hayes 2016 Suzuki 650cc

Grant Christie 1987 Ducati 750cc Tony Earnshaw 1972 Yamaha 250cc

Adrian How 2004 BMW 1200cc Phil Baugham 1953 Ariel 600cc

Scooter Graham Riley 1960 Vespa 150cc

The weather was perfect for the start and remained so for the day. Ten riders travelled over to Springton and up the main highway to Angaston. Most participants chose to enjoy a leisurely lunch at the Bakery; but Joe Betschart retired early, heading south to meet other commitments in the afternoon.

The remainder of the entrants returned to Williamstown via Nuriootpa and Lyndoch, and again no significant problems were experienced.

Thanks go to marshals Tony Earnshaw, and Mick Hayes, who looked after the comers, and to Paul David who operated the tail-end Charlie position. Wayne Williams accompanied by Alan Wallis manned the pick/up vehicle and trailer. There were no 'customers' and so they had an easy day.

Roger O'Loughlin ride leader for the day

Targa Hindmarsh - Sunday 6th February 2022
Run Support Staff

Motorcycles

Trevor Veitch 1969 Triumph 650cc

Warren Duncan 2002 Honda 250cc Ian Voysey 1948 Malvern Star 98cc

Roger O'Loughlin 1988 Suzuki 650cc Tony Earnshaw 1972 Yamaha 125cc

Rob Smyth 1924 AJS 350cc Peter Arriola 1957 James 147cc

Graham Riley 1948 Indian 1200cc Mick Hayes 2005 Suzuki 400cc

Scooter Sharon Cooper 2013 V-Moto 50cc

Run Leader Warren Duncan **tail-end Charlie** Roger O'Loughlin
Corner Marshalls Mick Hayes Tony Earnshaw

The morning ride got underway at about 10.30 am in pleasant weather conditions and tracked the usual route down the residential area on the northern shore of the island before turning inland to the main track to the obser-

vation point for the Murray Mouth. Some riders took on light refreshments, coffee etc. at the kiosk prior to departure for the return journey. On the way back to Goolwa, we took a look at marina-property developments on the southern side of the island where \$1million plus permanent homes border the streets that we travelled. On then to Goolwa and a one-hour lunch break.

After lunch, riders followed our Targa Hindmarsh tour of North Goolwa exiting on to Adelaide Road adjacent to the Steam Ranger depot. Goolwa Airport was the next scheduled stop but when we arrived there were no activities to view. After a quick discussion with the troops, it was agreed that we should proceed without delay to the Goolwa Barrage where some of the riders had shown enthusiasm to walk out on the weir and view the seals waiting for a fish meal from the waters cascading from the gates.

On route to the barrage, however, there was a pause at Middleton to farewell Sharon (V-Moto Scooter) and Graham Riley (Indian), who left the ride at this point.

At the barrage, most of the riders took the long hot walk out to the lock on the barrage to see the seals. On their return the group decided that continuing to the No.19 Beacon beyond the barrage, part of our original itinerary, was not worthwhile at that stage. The well recalled "Goolwa Afternoon Northwind" and a temperature in the high thirties had arrived, and it was time to return to the start and prepare for the journey home.

Thanks go to the support staff mentioned earlier, for their help throughout the day. The riders were put to the test by the actions of the ride leader who, affected by fatigue (and possibly early brain fade) took the wrong corner right at the end of day. A short period of mayhem occurred but was easily resolved. Alan Wallis our long time Tail End Charlie and Co- organiser attended, aided by

Paul David who kindly provided Alan an opportunity to observe the morning activities from the comfort of his car.

COMCC Member Trevor Veitch, a Goolwa resident and Club member joined the run for the morning section only. Ian Voysey also apparently retired at the lunch break.

Warren Duncan

NEXT RUN: 29th Annual Moped Marathon – Sunday April 3 2022

MEET: 9.00 for 9.30am start.

RUN: Due to a number of changes that have occurred since the last Marathon, it may be necessary to consider alternative locations for the start/finish this year.

Enquiries will take place to resolve this issue. Members should watch the club website or attend the next general meeting for the result of this research. Alternatively, members can always seek details from the Moped information telephone numbers provided (see pages 5 and 22)

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



'The Targa name itself is inspired by the Targa Florio, a road-rally so wild and dangerous that it could never exist today.'

According to Wiktionary– (they obviously haven't seen an Autobyke at full throttle)



WEEKEND RUNS



Ride to Lyndoch - 28 November 2021

We had a great ride through the Hills to Lyndoch for lunch, dodging the Adelaide Rally only being briefly held up at one point. Seventeen bikes, including one outfit, set out from our usual meeting place near the Burnside Pool at Hazelwood Park. We had coffee at Birdwood before exploring some interesting back roads around the Little Para area, including a bit of gravel road that got everyone's attention. A few riders and passengers left the group at Lyndoch, while the remainder headed back via Tanunda, Angaston, Keyneton, and Mt Pleasant.

Another great ride on a beautiful day with great company and some particularly interesting machines.

Thanks, Tony, for another great ride and some quick footwork to dodge the Rally.

Report and photos Peter Perry



BSA Rally 2021

The BSA Rally this year marked the 30th Anniversary of the first BSA Rally in Burra. It was organised by Verity Robertson who had organised many of the local groups to support the event.

I had originally booked with Wendy, and we were going to share a cabin with Geoff and Hellina Barnes; but Wendy was too crook to go, so Verity volunteered to sell her ticket to a late entry. As it turned out this proved to be easy, so I recouped my \$100 odd. I had planned to take a lot of Geoff's gear in my wagon, as I had decided not to take a motorcycle. I did think about taking the BSA Gold Star, which is insured with Shannons for \$50,000, being one of the best 1958 DBD 34's around, I decided against this coz there was to be no opportunity to display it safely and it might disappear.

We had a leisurely trip up to Burra and arrived by 12.30pm and went to the booking office for the key. But we couldn't get in until 2.00pm so we joined a pack of BSA Rally entrants champing at the bit! The Rally was located at the Paxton Square Cottages. These were a group of around 40 adjoining cottages that were probably miners' accommodation in the 1850's. Each cottage accommodated two couples and was well equipped, so we moved in and got organised. On the Friday evening Verity had organised a dinner get-together in a garden setting and we were able to catch up with lots a mates that we hadn't seen for donks- the Mob from the West Coast, and others from around SA. I don't get about much these days, so it was good to catch up.

On Saturday we were to meet on a road adjacent to the Cottages, so Geoff rode around there and I drove my wagon over and parked. When the group took off on the Run a joker near me was having trouble starting a BSA 500 single, so I waited until he got it going and took off up the street. Somehow, I was delayed and didn't go the right way. I thought I'd better consult the map, and then got going on the correct route. However, it's not possible to follow directions on a map if you don't know the area, so I had to stop at a number of farm houses along the way to verify the route. As it happened, I followed the route exactly as planned but could have cut off a section had I thought about it at the time. Eventually I found Bundaleer Forest where we were to have lunch and hopefully find the Rally. No such luck! It was around 12.30 pm, lunch time, so I drove back to the main road. Low

and behold there were two jokers on BSA motorcycles there, and I found they were the leaders of the Run and were getting ready to guide the group in to lunch. So I'd caught up! We had lunch at Bundaleer Forest then set off for home, being careful to keep the pack in sight. I was with the back-up group that included a few broken down BSAs on trailers. We went past a broken down BSA near the corner of a dirt road that led into a parking area. I stopped to see the joker and then a trailer arrived to pick up him and his bike. I had a look around and found that we had stopped by one of the blades of the wind power generators that were very prominent in the area. I took a photo of this blade but didn't have time to read any of the signs that described the generators, so I thought I'd go back later to record it. Unfortunately, I missed out on this as I was unable to find it again.

Light rain started to fall and as this got heavier I caught up with the Barnes and John and Maria Cribb who were in their very nice 1936 BSA outfit that had run out of petrol. Geoff drained one half of his tank, one drinking cup at a time, to replenish John's tank and they headed for home. As it turned out Geoff ran out of petrol 10 yards from our cabin so was able to coast the rest of the way. Meanwhile the rain was becoming heavier by the minute. Then the heavens burst! I've never seen such heavy rain. Then the power went off! No lights, so we wondered how we were going have dinner that night. The power went back on at 5.30 pm so we could have a shower and look forward to dinner.

On Saturday night we all got spruced up and I drove us over to the Burra Bowling Club for dinner. This was the first group gathering we had had indoors and demonstrated the difficulties that Verity had in organising for over a 100 people. There was nowhere in Burra that could accommodate such a group. The Bowling Club had to cram around 150 people into a room built for 100 and had to cater for them. Geoff Barnes got us a table in the corner of the room as far away from the door as possible and we had a decent meal. The noise was oppressive and the group I was with went outside as soon as dinner was over. I stayed on coz I had tickets in the raffle. When this was all over, I also fled the joint and drove home.

Sunday's Run was to start at 9.30am so we had a bit of time to have brekky and go up to the start. I was determined not to lose sight of the pack this time and all went well. We went through a lot of small towns that brought back a lot of memories for me. Seven Hill, where there is an old church with a lotta history, and Watervale where Wendy's mum was born. Morning Tea was at a park in Auburn; don't remember

much about it. Then back to Burra through Manoora and Black Springs. In Burra we headed for the old Railway Station for lunch This is a museum site, the railway having closed donks ago and it was nice to explore it before moving on to the Bon Accord Mine Museum just up the road.

After lunch I explored the Museum area where there is a lot of historical info. The mine started in 1851/2 as a shaft mine. Copper ore was found by a shepherd. Miners worked by the light of a candle attached to a band on the head. Miners carried many candles with them to see out the shift. Cornish mining methods and equipment used was copied. Horse powered pumps were used to pump water from the mine shaft. I think the mine closed in the 1870's but was reopened as an open-cut in the 1980's for a time.

After studying all of the mine exhibits I was pretty tired but then there were all the BSAs parked nearby, and I could take a few more photos. I could also reflect on the mates that I saw once again; the Mob from the West Coast, Ray and Elizabeth Sims from Wallaroo, Buck and Heather Yates from Kimba, Peter and Marlene Poole from Tumby Bay. Then those closer to home: Robert Underwood and his wife, Dean Launer, John and Maria Cribb, to name a few.

On the Monday after the Rally Geoff and I set out for home by the direct route We got safely back to his place and unloaded his gear. I didn't stay long, wanted to get home, and was glad to relax when I got there. Home at last! Own bed that night! Bloody Beauty!

Rosco



Maybe next year Rosco can attend the BSA Rally on one of these 2022 Gold Stars– it has an electric start!



Norton
TRIUMPH
120 YEARS





BRITISH MOTORCYCLE DAY TROPHIES

Sponsors	Shannons	Scammells	Old Bike	FOM
Best Competition Bike	Flaherty Bros.	Vincent Speedway outfit		
Best Solo	K Burgan	BSA Firebird		
Best Triumph	Barry Ross	Triumph Hurricane		
Best Norton	Rob Elliott	1926 Norton		
Best of Show	Brian Golding	Vincent with Tilbrook sidecar		
Best Exhibit	David Long	BSA Club Display		
Best Outfit	Tony Kester	Norton with Hawke sidecar		



v Classic Owners MCC Tent



^ Trophy winners

The Festival of Motorcycling began 2022 with a motorcycle display in the absence of the cancelled All British Day, and incorporating a celebration of the 120th Anniversary of Norton and Triumph. In the very short time frame of 4 weeks the committee organised a 'British Motorcycle Day' on the 27 February on the Balhannah Oval. It proved extremely successful with an excellent turn out of machinery and attracting a continuous stream of spectators numbering in the hundreds. Congratulations to the FOM committee, the organising clubs, sponsors, and exhibitors on putting on a great show.

FROM THE ARCHIVE

2022 is COMCC's 60th Anniversary. Another dive into the old copies of *The Classic Courier* and an article from the past. This article dates from November 1984. It is Life Member and former President Rudi Vuurens' account of his participation in the 1984 Bay to Birdwood.



Well, the Ariel had been cleaned, polished, checked over and was now raring to go and earn itself another Bay to Birdwood Rally badge, hopefully with a lot less trauma than the previous run in 1982. The weather was fine and at 7.25am Lucy on the Ariel, and I on the V50, headed down the North East Road for the Colley reserve, Glenelg. I rode the small Guzzi so that if anything unforeseen happened to the old girl we would at least, continue our journey two-up.

The Ariel sounds crisp in the cool morning air and the spitting of the fuel from the carby, evident on the run to Mallala, had ceased. Halfway up the rise to Holden Hill I noticed panic signs from the rider and silence as she pulled into the gutter. A couple of swift kicks - nothing! Finger on the spark plug and -whoopee- plenty of spark. Having utmost confidence in the bike's ability, no tools were taken along on this journey. Confidence is the mother of disasters, and a quick trip home soon brought the necessary tools back to the Ariel.

Removal of the carby seems inevitable and as I do so, white, milky liquid comes running out of the float bowl, must have been a little over-exuberant when I cleaned the bike! A quick wipe and dry and we are off again. As we are heading down Melbourne Street early starters are already heading to Birdwood, at least we can admire the scenery as we go along. The Ariel sounds very sweet but halfway down Anzac Highway - silence again. This time no sparky sparks so a new plug inserted but still no - go. (Gee, plugs are hot to handle!)

A check of the high-tension lead reveals grease on the brush pick-up, I wonder how that got there? We are off again and at the Colley Reserve we are the only bikes among the one hundred and fifty cars still to leave. After issuing final emergency instructions, Lucy speeds off towards the general direction of Birdwood and planned petrol stop at Saint Agnes where a few loose nuts and bolts are tightened.

Kick, kick, kick, etc. No - go. A shock through the fingertips shows that the plug is in excellent working condition, a finger down the plug hole remains devoid of petrol traces so off comes the carburation system again. I really cannot see anything wrong, but I go through the motions of pulling everything out and cleaning it. Some helpful people offer assistance in various ways, but we have until 3 o'clock to persevere. As far as Lucy is concerned

it is all over, seeing that we only live a street away from the service station, but I do not intend to give in this easily.

All of a sudden a backfire announces that all is not lost and then the motor bursts into life and off we go again. The climb up the hill is a breeze for the Ariel, top gear all the way and passing many a slow or broken-down vehicle on the way. The RAA blokes are probably glad when this day is over, just about all the patrols in Adelaide are being pressed into service on this stretch of road.

The Birdwood Mill complex is finally reached and our ways part. I park the V50 in the Cockatoo Gardens and meander over to the Mill. The Ariel is holding up a tree as the stand has decided to play silly beggars!

After replenishing the inner person we went for a look around the bike and car parks. Even the Mounted Police were represented. There was so much to have a look at in the short time which was left over after our 'long' journey.

We decided to leave at an early time, just in case there were any more problems, and I started the Ariel for Lucy. Fortunately, in front of all those spectators, it started almost immediately. I told her to take it easy so I could get my bike and join her in the run down the hill.

I left Birdwood and sped towards Gumeracha expecting to catch up with the Ariel, but nowhere was there an Ariel to be seen. Same thing as I thundered through Chain of Ponds. I must have missed her somewhere along the line, I was probably going too fast. When I get home I'll have to get the ute out and back track towards Birdwood. When I reached Saint Agnes I noticed a grey helmet amongst the cars, heading down the road. It was indeed the Ariel and the rider who must have taken a short cut or grown wings and she beat me home all right. My question of 'How the Hell, etc.' was answered with the simple reply, 'It went lovely and gave no trouble!'

Well, it had been a long and eventful day, but we had persevered and obtained a badge once again and enjoyed the thrill of motorcycling with all its wonderful facets. The weather gods had been kind, the turn - out of bikes and cars wonderful, and if this was a good entry, just what will it be like in 1986? I must extract the digit and get the other Ariel together for that one so I'll have at least twice the headaches and worries- but that's all part of being afflicted by the disease called MOTORCYLES.

The Advertiser, Monday, March 30, 1992

Male bonding

BLOKES no longer seem to kick tyres when they're examining cars, not at the Motor Show at Wayville anyway. Still, in this male bonding ritual, they have to lift the bonnet of their shining potential mistress and discuss the plumbing. They have to feel that the gearstick slips in easily. And they have to oggle the bikini-clad women in the accompanying "fashion" parade. But

amid such car-marketing hype, it is refreshing to see the exhibit by the Classic Owners Motor Cycle Club. A 1929 Ariel is billed as "rattles", a 1979 Honda Elsinore scores "a lot of hard use", and a Harley-Davidson needs no elaboration on its legendary qualities. The sign simply says: "Nuff said!"



BACK CHAT
—PAUL LLOYD—

Paul Lloyd

Courier May-June 1992



The 2021 Toy Run hopefully represented a step back to the runs featuring thousands of bikes and truckloads of toys. The MRA, as in 2020, opted to run a Covid - safe event with a drop - off at Victoria Park. The change for 2021 was Santa, in

his yule-tide sidecar, leaving at 11am for the drop - off point at the usual end of the Toy Run at Callington. He was followed by groups from local motorcycle clubs and others keen to head for the hills. The day was shaping up to be extremely hot, so we decided to drop our toys at Victoria Park have a cup of coffee at the old grandstand, and watch the bikes. I met club member John Groeschel at the Park who did make the trip to Callington. Not quite the traditional Toy Run but certainly more bikes than 2020 and what looked like a good haul of toys for charity. Fingers crossed for this year.

TJ



Santa in the chair

Santa's helpers on appropriate elf - sized



Riders assemble for the ride to Callington

Thanks to Susan for the photos

Motorcycle Touring in The Philippines

Mike and Gay Lewis returned the COMCC General Meeting in February to entertain members with a slide show of their motorcycle tours covering thousands of kilometres in the Philippines. Their bike was a Suzuki Mola 150cc, which qualified in the Philippines as a large bike. Minimal modifications were a rear carrier and panniers.

As can be seen from the map the Philippines is a collection of islands so loading the bike onto ferries was an essential part of the journey. The loading systems looked pretty precarious, but the locals have everything under control. Road conditions varied throughout the trip. Highways were concrete but often damaged; backroads ranged from dirt roads to virtually impassable rock-strewn tracks. This inevitably led to some 'get offs' and injuries, which with the help of locals and their herbal remedies did not hold up Mike and Gay.

Amongst the shots of the spectacular scenery were the local motorcycle riders. Motorcycles as in many countries (including Australia in the past) are working vehicles: freight haulers, taxis, and transport for the whole family. Mike had photos of 5 or 10 people on one bike, planks placed at right angles across the seat with large carry large baskets on each end. Other modification included caged sidecars for livestock transport, planks to extend the dual seat, and rear footrest rearwards with a gazebo styled roof.

Thanks to Mike and Gay for the talk and the pictures, and thanks to Bob Finnie for arranging the visit to the General Meeting.

TJ

Suzuki Mola 150



Mike at the slide screen



MID-WEEK RUNS



January and February are traditionally the hottest in Adelaide, but this year must be exceptional. The mid-weekers were met with mild conditions this quarter and began the year with a rainy and cold run 5 January to Yankalilla via Meadows. I naturally packed no over-trousers and wore thin summer gloves, after all it's summer. We ran into the Indian riders at Meadows (see photo) good to see the 'braves' are not deterred by a bit of rain.

Richard took the lead again on the Tuesday run - Lyndoch via Cuddle Creek. A very pleasant run, good weather, but no photos: I forgot to put the memory card back into my camera. My phone only makes calls. On the February Wednesday run, President Alan led us to Strathalbyn for lunch before departing. The group split up to make their own way for the afternoon.

Graham, Mike, and I visited Collectable Classic Cars in Strathalbyn, something I had wanted to do for some time. Bikes are included, and the number of Beeza Bantams suggested that some of departed member Phil Reeves' stable had found their way there.

Well worth a look especially if you are in the market for a Rolls or Cadillac. The quarter's final outing was led by Wieste to Milang via Meadows. A mild 30° and a chance to enjoy the open roads.

TJ



Indians in Meadows



Cruisers at Milang



Running Repairs



Beauty and the Beast

FOR SALE & WANTED

Check
www.classicowners.org



For Sale & Wanted ads will run for two issues. Placement of ads restricted to Club members only. Photos of most of these items on www.classicowners.org

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 panels.

\$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?*

LOOK LIKE A CHAMPION

COMCC
Black
'EST 1962'
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

June - August 2022
General Meeting last week
in May

**THE
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November-December 1989



2-1987

25th ANNIVERSARY
January-February



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July-August 1992

