



FOM → 1 - 9 OCTOBER 2022

CLASSIC COURIER

6  

COMCC ANNIVERSARY

June - August 2022



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

18 June Log Book Day see opposite page

26 July COMCC AGM

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
29 May	Kapunda	Hazelwood Pk	9.30 for 10am
3 July	Myponga	Hazelwood Pk	9.30 for 10am
31 July	Lyndoch	Hazelwood Pk	9.30 for 10am

'CHECK EVENTS' www.classicowners.org for changes

IMPORTANT NOTICE FOR MEMBERS WITH CLUB (HISTORIC) REGISTRATION

18 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)

BEST RESTORATION OF THE YEAR AWARD ?



See Page 9

A. G. M.

COMCC
Annual General Meeting
26 July 2022



60th Anniversary DINNER & AWARDS PRESENTATION



Saturday 20 August 7-10 pm

The Foreshore Largs Bay

Dinner- catered by Aussie Ripper Roasts

Entertainment- Lee & Tony from the 'Lincolns'

Members \$25 Partners \$25

Non Members \$45

Drinks available from the bar (card only)

Book on www.classicowners.org
or at
General Meetings

FROM THE CHAIR



Thankfully our meetings have reverted to normal with the relaxation of Covid rules – however it would seem that attendances are still a little down from the recent past.

The British Motorcycle Day at Balhannah held on 27 February was a great success. Over 900 spectators through the gate and over 270 bikes! The Festival of Motorcycling clubs working together were able to donate \$1500 to their charitable partner, SAHMRI PhD Medical Research Student Bursary Fund,

At our March meeting, Andrew Peno and Mark Bayer gave us a very entertaining presentation about their motorcycling adventures in Vietnam. Sunday and Midweek rides have continued to be largely successful, and we have enjoyed mostly fine weather. One or two hiccups with navigation errors – but what's new? I would encourage all members to participate and join the happy regulars.

We have a busy period ahead with the main events as follows:

Log Book Day - 9am Saturday 18 June. All current log books need to be presented for certification along with proof of club membership. Failure to do this means your Club (Historic) vehicle will be UNREGISTERED.

Annual Dinner – Saturday 20 August. Including our 60 year celebrations and motorcycle restoration competition prize-giving. Life Memberships and the Club Person of the year award will also be presented. Members' and partners' meals will be subsidised by the club. Tickets are now available on the club web site.

Festival of Motorcycling- 1-9 October. Event details are now available on the FOM web site <https://fomsa.org>

Please be proactive, spread the word and keep our club vibrant, active, and well supported.

Alan Kernich President

EDITOR'S COMMENTS



Wet weather gear comes out, and the best bike is moved to the back of the shed as we move into winter. But there is much going on in the club this coming quarter. Members with Club (Historic) Registration will be attending Log Book Day on 18 June, and all members are invited to the AGM 26 July. All Committee positions will be up for election, and it is a chance for members to nominate and be involved in the running of the club. Saturday 20 August is the COMCC Annual Dinner, this year celebrating the club's 60 Anniversary. General Meetings featuring guest speakers and the Weekend, Midweek Runs and Mopeds continue. If it's too wet to ride write an article for the Courier! **Trevor Jones Editor**

MOPEDS PLUS

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



Moped Marathon - 3 April 2022

Mount Pleasant to Angaston and return

Motorcycles

	G Christie	1987 Ducati 750cc		
David Saint	1978 Triumph 750cc	Mick Hayes	2016 Suzuki 400cc	
Tony Earnshaw	1972 Yamaha 125cc	L Peno	2019 Honda 500cc	
Mark Beyer	2010 Honda 105cc	Mika Beyer	2014 Honda 109cc	
Roger O'Loughlin	1988 Suzuki 650cc	Robert Smyth	1924 AJS 350cc	
Adrian How	2004 BMW 1200cc			

Autocycle Ian Voysey 1948 Malvern Star 98cc

Scooter Graham Riley 1960 Vespa 150cc

It is of interest to note the content of last year's marathon report was critical of the efforts of some participants to present on time for the start. By comparison, participants in this year's event in the main were on time but confused about a variation in the advice from some origins about whether departure was 9 or 10.30am. A departure at 9.30am had been advised by some sources while 10.30am had been favoured by others on the grounds that the start location at Mount Pleasant is a significant journey for participants who originate their journey from south of Adelaide. This year's Marathon started promptly at 10.30am. The run leader carefully controlled the length of the morning tea and lunch breaks to effect a base return at Mount Pleasant with time to have an afternoon tea session (of sufficient duration to resolve all the issues of the day!) With this year's experience to hand, it is suggested that planning for future Marathons should clearly state and advise a 10.30am departure.

The actual journey to Angaston and return took place in perfect autumn weather, and there were no problems with the participating machines. Adrian How and company elected to leave the run at Angaston to return via an alternative route.

Run Support Staff for this Event

Run Leader - Roger O'Loughlin

Corner Marshalls - Mick Hayes Tony Earnshaw Graham Riley

Tail-end Charlie and Rescue Vehicle - Alan Wallis and Warren Duncan

Proposed New Marathon Start Venue - Laurels Bakery

This year's ride originated from Laurels Bakery, main street Mount Pleasant. The change was selected because the former location, the Totness Inn, which we have used for several years, was sold and will be completely reno-

vated before re-opening. Options for further use of a venue at this location remain open, but it appears from comments from participants at the Marathon this year that the Bakery option is well suited to our future requirements. Even with the disadvantage of a total loss of electricity supply for 6 hrs on the morning of our visit, the Bakery was able to support our needs. Off-street parking for bikes, cars and trailers is particularly more convenient than offered at the hotel.

NEXT RUN - Strathalbyn run- Sunday 5 June 2022

Meet- 10.00 for 10.30am start @Goodyear Tyre Depot Rankine St. Strathalbyn

Run- am/ Strath-Milang- Clayton Bay-Finniss (lunch) pm/ Milang-Langhorne Creek- Strathalbyn

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

JUNE

18 LOG BOOK DAY

30 MEMBERSHIP RENEWAL

HISTORIC REGISTRATION ? DON'T GET CAUGHT RIDING UNREGISTERED. RENEW YOUR MEMBERSHIP NOW!



JULY

26 AGM

AUGUST

20 60 ANNIVERSARY DINNER



WEEKEND RUNS



Weekend Runs continued this quarter, led by Club Captain Tony Mitchell. Members are reminded the details of the next run are given at the General Meetings or check

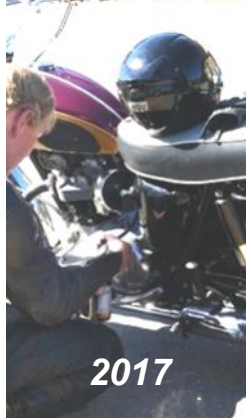
www.classicowners.org EVENTS- WEEKEND RUNS.
Here are some photographic highlights of previous runs.



2015



2016



2017



2019

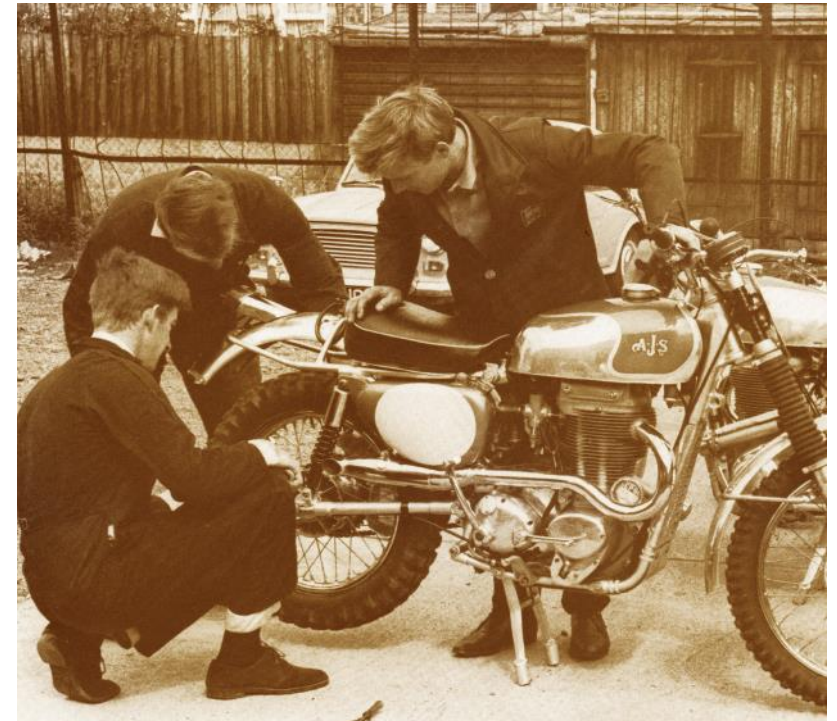


2018



2020

COMCC Best Restoration Award 2022



Entries are invited for the **'Best Restoration Award'** for a project completed in 2022, to be presented at the Annual Dinner in August.

The winning project will be chosen on the following criterion:

- General interest
- Rarity
- Quality of the work
- Persistence

The deadline for entries is 30 June

Entries to the competition should be accompanied a description of the restoration process - photos would be useful.

The entered machines will be displayed and judged at the A.G.M 26 July at the West Croydon & Kilkeny RSL. Entrants will be asked to give a brief presentation about their restoration project.

Register by contacting **Bob Finnie** 0411 687 666

or

Tony Mitchell 0419 245 631

or

Lew Hylton 8449 7470 / 0488 800 857

TASMANIAN MOTOR MUSEUMS

A revisit to Tasmania last month after 41 years (that time, by 750 Yamaha Triple; this time by Suzuki - rental car) was a chance to take in the local motorcycle and car collections. There were three listed on the internet: the National Automobile Museum of Tasmania in Launceston, Wonders of Wynyard in Wynyard, and the Bicheno Motorcycle Museum. The latter proved to be no longer in existence. We discovered this shortly before diverting to Bicheno, thus saving ourselves a trip. The postings about that museum were in fact 5 years old. Once something is on the internet, it's there forever.

Wynyard and the 'Wonders of' was our first stop. This is basically a collection of Veteran cars with two motorcycles: a 1922 Raleigh and a 1913 Indian, both V twins. The cars included some very rare early Fords made before the famous Model T. All were immaculate restorations and well presented. I was surprised to see the first Fords were actually powered by boxer twins and used chain drive.

The National Automobile Museum of Tasmania should include motorcycles in their title, because the motorcycle collection rivals the car exhibits. They have a selection of classic bikes of the 1960s and 1970s, racing machines from the 1950s, and some rare early bikes. The collection of Hondas is one of the best I have seen. The feature of the car collection is Australian muscle cars, displayed in the appropriately named 'Hall of Muscle'. Both museums are housed in new buildings and are easy to find. TJ

National Automobile Museum of Tas.
www.namt.au

Wonders of Wynyard
www.wondersofwynyard.com



1936 Ariel 4 OHC



7 South Australian Motorcycle Clubs invite you to a week of motorcycling fun **1 - 9 OCTOBER 2022**

7 Organised rides - Adelaide Hills - Barossa Valley - Southern Vales - Track Day Mallala - Moped & Scooter Run - Eundurance Ride - Swap Meet - Bike Exhibition - Show & Shine - Cavalcades - Night of Champions



Open to all motorcycles
www.fomsa.org





1933 SS80 Brough Superior



1974 Ducati 750 GT



1939 Velo KTT 350
OHC what's with the
pillion seat?



1975 Triumph Trident 3200miles
on the clock



1911 Dot-JAP 1000 engine



Suzuki 750s



1913 Indian



1925 Indian 350 single



1911 Dot-JAP 1000 engine



Suzuki 750s



1949 Norvin



Kawasaki 500 & 750
triples



Kawasaki 500 & 750
triples



1938 BSA 500 SV

Recorded 104.6 mph
on Baker's Beach in
1960—just the thing
for Sellicks



Rosco's 2022 Trip to Coobowie...

In early January 2022, I received an email announcing the Coast to Coast Run 18 - 20 February 2022, at Coobowie; so I contacted Geoff Barnes and we decided to go. He would ride his 1960's BSA with sidecar, and Helena and I would take a lot

of their gear in my wagon. Geoff booked a house there and I had a room therein. I made out the entry form that had to be in by Friday 21 January 2022 when all of this covid thing started to happen. I got an email on 27 January that announced that the Rally was off, but the Committee decided to have the runs. We could still attend, but all meals would have to be 'self-catered' and there were no entrance fees.

I decided to take my 1971 Honda CB750 K1 and booked a loan of Mike Apthorpe's trailer. My mate Big Merv and a friend of his duly loaded the Honda and I packed ready to go on Thursday 20. This included making arrangements for my son-in-law Neil to feed Rotti 4. Coz I had the trailer in tow I couldn't get into Geoff's street so made arrangements to catch them up en-route, having agreed on wot route to take. Now Geoff only does 50mph so I thought I'd catch him not far up the road. But he made good time, and I didn't see them until the lunch spot at Port Wakefield. We always stop at the head of the gulf; there are toilets, tables, and BBQ facilities. I also found another of the mob there, Martin Brindle riding a modern Honda.

After lunch I drove behind the outfit all the way to Coobowie and out to the house that Geoff had booked. It's along the beach front a cuppla miles from the caravan park. After 4.00pm, I drove into the HQ and saw John Francis. He organised a cuppla jokers to come with me and take the Honda off the trailer.

Since we had to organise our own meals, we had dinner at home that night and I inspected the house. It was very well appointed, had a bigger TV than mine, and all mod cons. But we were all stuffed after the trip over and retired early. Because I have to take heaps of tablets daily, I have to get up several times a night to empty the sump and stumbled over other members of the house hold doing the same. I normally don't wake up till after 8.30, but Helena was up bright and early making a pot of tea, Geoff is accustomed to having a cuppa in bed every morning about 7.30 am! So that fixed that.

All we had to do a bit before 9.00am was get the motorcycles out of the shed, then take off for the School Retreat that was the meeting place for the ride. I was amazed to find around 80 motorcycles had gathered there.

Around 9.00am, John Francis blew a horn and we all gathered to hear instructions for the Run. First he welcomed Rosco, announcing that he was nearly 87 and this would be his last Bottom End Run. This brought a round of applause from the mob! Then Richard Germein showed the route we would take. This was roughly Edithburg, Port Moorowie, Foul Bay, Marion Bay, Corny Point, Point Turton, Warooka, Yorketown, and home! I think this was over 200 k's, and the Honda went well all the way, I think I got lost somewhere around Warooka and was lucky to meet someone who knew where we were going. I caught up with Geoff and Helena somewhere, and we had the sandwiches that we had made. We got home OK and had dinner in-house again Saturday night. The Honda has become too heavy for me to handle, and I had to get someone to park it at each stop.

After we got home, I took Hellina for a run around the coast towards some silos that can be seen for miles. They are similar to those at Ardrossan. Both have large mounds of grain around them covered with tarpaulins. I'd say that's because the Chinese won't take the barley anymore. Then I wanted to go to Oaklands where Dad was born in 1898. His father was the school master there from 1895 to 1905 and I always like to have a look at the school building. There's no town there anymore, only the school which is surrounded by a rubbish dump. I took photos of it; I'd like to get the it classified as a National Trust building.

Sunday's Run was much shorter. When we met, I noted the number of riders had dwindled to about half of wot we had on the Saturday. This Run was up the coast to Stansbury, then inland to Minlaton, Brentwood, Hardwicke Bay on the west coast, then Warooka Yorketown, Edithburg and home. Fortunately when I arrived back at the School Retreat, Dave Long pulled up alongside of me on his Ariel Square Four outfit with Lady Di and announced they would put the Honda back on the trailer! So off we went. It didn't take them long to get the Honda all tied down, so I could relax a bit.

Later I took Geoff and Helena out to Bublacowie where there is a Military Museum. It's well worth seeing. This time we saw the owner and he showed us around and gave us some of his and the Museum's history. He spoke for more than half an hour without drawing breath! Seems he was in the army and served in Malaysia and Vietnam and did a lot of training of troops. It's hard to distinguish between his private belongings and wots on show.

On Sunday night we decided to have dinner in the Coobowie pub, and wot a great dinner. We both had garfish, mine was crumbed and theirs was just fried and it was the best fish that I've had. So it was a good way to finish a memorable weekend.

On the Monday I had to go into Edithburg for petrol. Geoff took off straight



for Port Wakefield, and again I thought that I'd catch up with him soon but didn't. I decided to stop at a place near Port Vincent where there is a high tower and some buildings that can be seen from the road. I'd say they had been there a long time, so I emailed the Coobowie Mob asking what it was and got a response ASAP!

The concrete structure was a power plant and crusher for a lime kiln and was closed in 1973. The reinforced mound of earth was for trucks to go up and tip the limestone rock into the crusher. It's been abandoned for 50 years. Thanks to John Francis and the mob at Coobowie.

I pressed on towards Port Wakefield knowing Geoff would be way ahead. I went slowly through the town looking for the outfit but didn't see it so drove on towards Adelaide. I hadn't been home long when Geoff rang to say they had seen me in Port Wakefield now home, so I took their gear down to them and we had a cuppa tea. Next day I had to organise to get the Honda off the trailer and return that to Mike Apthorpe. Then there was the unpacking and making friends with Rott 4 again. While on her own, she had been naughty, digging holes and digging up plants. But I was glad to see her!

When Big Merv and his mate took the Honda off the trailer, I had to park it and realised sadly that this was very likely the last time I would ride it.

Rosco



Rosco with fellow Rallyists

Left to Right- David Long, Ray Sims, Trevor Veitch, Heather & Buck Yates, Rosco, Richard Germein (President of the SYPHVC) Geoff & Helena Barnes

Photo courtesy of the 'Beesa Journal'

TOURING VIETNAM BY MOTORCYCLE

Members at the April General Meeting were treated to the 'virtual' experience of being a pillion passenger on a Honda XR150 touring through North Vietnam. Andrew Peno and Mark Bayer presented 40 minutes of highlights from the helmet mounted Go-Pro footage of their trip. The pair were with a group led by a local guide travelling between homestay accommodation enjoying the generous local hospitality.

North Vietnam is a mountainous country and provided the tourists with spectacular scenery and challenging road conditions. Smoothly paved highway gave way to sections of goat track which would not be out of place in a trials competition. Local traffic was manageable once you learned to 'go with the flow'.

Their recommendation was: if you are looking for a motorcycling holiday in a country with welcoming locals, are up for a two - wheeled challenge, and have the modest price of \$US 1100 plus airfares, this is the trip for you. **TJ**



READY FOR COLLECTION



Members can collect their 100 x 50 enamelled 60th Anniversary plaque at General Meetings and Log Book Day

***This article appeared in the
December 2012 –February 2013
Classic Courier at the time of COMCC's 50th Anniversary...***

Prime Minister Robert Menzies Premier South Australia Thomas Playford
Australian Ballet founded Empire & Commonwealth Games Perth 38 Gold medals
Melbourne Cup Even Stevens SA Premiers Port Adelaide
Marilyn Monroe dies Graeme Bell All Stars formed
Andy Warhol paints a soup can Australian GP Formula 1 Bruce McLaren (Cooper)
Lawrence of Arabia Oscar for Best Picture Brazil Soccer World champions
Sean Connery plays James Bond in Dr No

1962

“Where Were You in ‘62 ?”

Were you admiring a new Holden for £1,107 (\$2,214), checking your pay packet for the average male earnings of \$49.40, or listening to Elvis Presley on the wireless top the charts with 'Return to Sender', one of his many hits that year?

In the world of motorcycling, 1962 was the second year of what was to be the terminal decline of the British motorcycle industry. In 1961 new machine registrations on the home market declined 35% from the all time high in 1960, and that set the trend. AMC made a £219,000 profit in 1960 but by 1961 made a £350,000 loss and speed twin designer Edward Turner retired from BSA-Triumph. The Japanese motorcycle industry was on the rise; and fierce competition had reduced the forty-odd makes to about ten by 1960, headed by the marques which would dominate in all markets by the 1970s: Honda, Suzuki, and Yamaha.

Japanese prowess was beginning to be reflected in the Road Racing World Championships. 1960 saw all classes won by Italian or German machines; 1961 Honda took the 125 and 250. But by 1962 with Suzuki winning the new 500cc category, only the 500cc (MV Augusta) and the Sidecar (BMW) remained in European hands. Mike Hailwood was the 500cc champion with a convincing 6 wins out of 7 starts. The highest placed Australian was Tom Phillis 4th in the 250cc; and one of Australia's most successful riders, Jack Findlay was in the early years of his career with a 14th place in the 500cc Championship on Norton.

Suzuki's sudden leap to prominence in 1962 had much to do with the defection to the West the previous year by the East German rider Ernst Degner, bringing with him the secrets of engineer Walter Kaaden and MZ, a reminder of the political divide which existed 50 years ago. However, the Japanese

factories were quite capable of developing their own designs. In late 1962, Yamaha produced the TD1-A, their first purpose-built racing bike, a 250cc air cooled twin, which raced on Australian circuits the following year. This was the beginning of the series of Yamaha production racers which came to dominate grids worldwide for the next 20 years and culminated in the TZ 750cc water-cooled fours.

A little bit of history- so what are your memories of 1962?

TJ



Indian Chief



**Norton 650
Dominator SS**



Yamaha YDS 2



**Triumph
Bonneville T120**



BMW R 60



BSA A65L



**Harley - Davidson
Duo Glide**



**Honda Dream
250 CA 72**

What might you have been riding in 1962 or perhaps what you might have seen when you pressed your nose against the window of the show room

glass ?

MID-WEEK RUNS



I missed the May midweeks being in Tasmanian (see page 11- 13) for the Wednesday run and Tuesday was too wet for me. However, March and April provided good riding weather; and we visited our usual bakeries and rode to the usual destinations. We had the occasional confusion with marshalling, but the riders all found their way to stops and enjoyed a slightly different route. There seems to be a higher number of classic bikes coming out on the runs of late, which is good to see. **TJ**



Top left- Don's big Honda

Top right - Ed's Triumph 750

Above - The last quarter for T-shirts

Right - President's Honda 420



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

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**

Motorcycle and camper trailer

Fits 3 bikes, fully covered.

Electric brakes, new tyres- but needs new exterior paint. \$2,000.

Numerous Jawa/CZ parts

Kawasaki 500/750 4 cylinder GTs

1928 KCR55 Velocette 350cc OHC

\$60,000 ono.

Bob/Robert Freeman **0491 622 620**

WANTED

WLA Harley frame and parts

Enamel Signs petrol items, Oil tins etc.

Looking for a Restorer

Interested in rebuilding BSA Bantam with Tilbrook Tom Thumb sidecar

Mark **0411 303 732**

Suzuki TS185 rear mudguard

for 1973-75 model.

Mick Hayes **0435 380 710**

Honda CB250/350 camshafts

any condition.

Phil Baughan **0412 043 48**

Parts 1965 BSA A65 Star

Side cover, Badges etc.

Daren **0447 408 093**

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 classicathart@classicowners.org

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 & Kilkeny 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 & Kilkeny 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

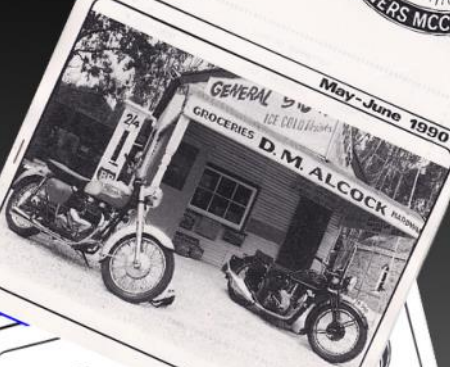
DEADLINE FOR

September - November
General Meeting last week
in August

**THE
CLASSIC
COURIER**
Adelaide SA

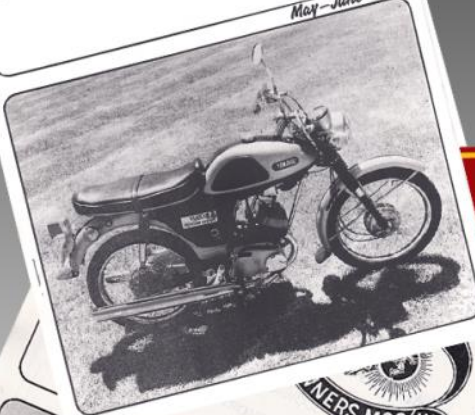


May-June 1990

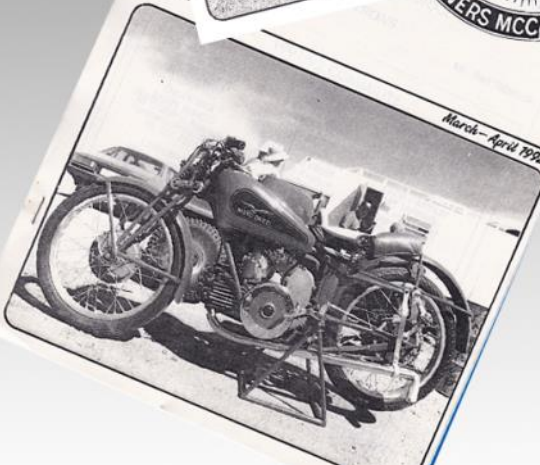


**THE
CLASSIC
COURIER**
Adelaide SA

May-June 1991



March-April 1992



**THE
CLASSIC
COURIER**
Adelaide SA



November-December 1989



2-1987

25th ANNIVERSARY

January-February



**THE
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