

COOLER WEATHER IS ON THE WAY

Turn your phone off
and get that bike started...



March - May 2025



EVENTS CALENDAR



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

- TBC March** FOMsa 'Night at the Speedway' [Festival of Motorcycling](#)
TBC June FOMsa Under cover Swap Meet [SA – FOMsa](#)
14 June Log Book Day
23 August Annual Lunch, British Hotel ,Pt Adelaide

MOPED RUN DATES

Co-ordinators Malcom Downie 0439 891 355 Geoff Stevens 0419 298 917
2025 MOPED PLUS CALENDAR

- 9 Feb** Targa Goolwa **3 August** Williamstown Wander
6 April Mount Pleasant Marathon **5 October** One Tree Hill Trundle
1 June Strathalbyn **7 December** Charleston Challenge

MIDWEEK 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. Usual starting point is Hazelwood Park.

Allan Vaisham continues in the Club Captain role this year. Allan will outline the rides at the general meetings. Also check

www.classicowners.org

FROM THE CHAIR



We started the year with the now traditional New Year's Day ride, which I was persuaded to lead. Myponga and Delamere were our destinations, mainly because they had the only cafes open on the public holiday. The following month we had our summer BBQ at Thorndon Park, as in previous years. Bob Cole and Alan Kernich reserved our spot early in the morning under the shade trees. The forecast was always going to be fairly hot, but I wasn't keen on cancelling the event. So, it went ahead with about 20 people attending and by about 2pm it was getting pretty hot and we all went home. There was only us and the Citroen Owners Club in the park. A huge vote of thanks goes to Bob and Natalie Cole for organizing the event in the absence of a regular Social Secretary.

Sadly, European Motorcycle Day was cancelled by FOMSA for 2025, but we look forward to FOMSA Ride Week later in the year.

Our membership remains fairly stable at around the 300 mark with the regular acceptance of new members, thanks to the state Government's decision to allow historic registration for bikes older than 25 years.

Catering at the West Croydon & Kilkenny RSL clubrooms continues with many members taking advantage of the inexpensive food on offer. Hopefully, this will continue well into 2025.

Please watch our website www.classicowners.org & FOMSA www.fomsa.org for event announcements for 2025.

Charles Oliver President.

EDITOR'S COMMENTS



Welcome to the first *Courier of 2025* and as this edition's ride reports show the hot weather hasn't diminished the members' enthusiasm to go for a ride. Malcolm's Moped Plus reports and Allan's midweek and weekend reports give great accounts of the respective rides and combined with the photos will encourage more members to join in in the cooler weather.

On page 16 is the first in a series of reprints of articles written in the late 1970s and early 1980s by the late Charlie Brown. Charlie was a good writer and had some great tales to tell of his motorcycling days.

On pages 10-11 is printed the year's COMCC calendar of events planned at this stage of the year. I expect others to be added and possible changes and confirmations, so check the *Courier* and website www.classicowners.org closer to the date.

Trevor Jones Editor

**Charleston Challenge
Participants****1 December 2024**

Malcolm Downie Norton 1971 750cc	Mick Hayes Suzuki 2016 650cc
Grant Christie Ducati 1987 750cc	Mark Beyer Honda 2010 105 cc
Tony Earnshaw BMW 1974 600cc	Bruce Turner Honda 1987 CB350cc
Mika Beyer Honda 2013 109cc	Rex Wallis Zundapp 1960 200cc
Rod Bailey Yamaha 1988 250cc	Graham Riley Zundapp 1958 200cc
Joe Betschart MZ 1986 500cc	John Dwyer BSA 1951 125cc

Another beautiful day for our final ride of the year saw 14 bikes and 18 participants. The usual wide array of motorcycles included a rare 1986 MZ 500cc. Joe assures me MZ motorcycles were being built before BMWs were even launched in Germany.

We left Charleston at 10am for the picturesque ride through the rolling hills of Dawsley to Nairne. Mick Hayes kept us in a fairly tight bunch and the two marshals, Tony and Grant, did an excellent job keeping us all on the right route. The only glitch was the right turn off the main road between Nairne and Balhannah. The speed of the traffic meant it was unsafe for the marshal to stay on Junction Rd. One Zundapp, the Norton (tail-end Charlie) and the back-up trailer all went past Wenzel Rd and then had to find a safe place to turnaround!

The ride then proceeded via back roads through Blakiston, Oakbank, Lenswood, Lobethal returning to Charleston for a great lunch outdoors at the Charleston Hotel. We were joined by 9 riders from the Club ride and by Kym Miller and Debbie in their classic white 1970's Triumph TR6.

Thanks to Mick, Tony, and Grant for getting us safely around. Special thanks to Alan Wallis and Geoff Stevens for their support on the back-up trailer. This is an important component of the Moped Plus rides as it ensures all riders can participate knowing they can be safely returned to the starting point (or further) if they encounter any problems along the way.

**Goolwa Hindmarsh Island Targa
Participants****9 Feb 2025**

Graham Riley Zundapp 1958 200cc	Paul David BSA 1953 350
Malcolm Downie Norton 1971 750cc	Tony Earnshaw Yamaha 1972 125cc
Rex Wallis Zundapp 1960 200cc	Joe Betschart Motor Guzzi 2000 1000cc Outfit
Barry Thomas Honda 1969 350cc	Rod Bailey Yamaha 1988 250cc
Alison Jones and Alan Wallis Back-up Trailer	

The Goolwa Hindmarsh Island Targa was held on a warm day that proved to be perfect riding weather for the 8 bikes participating due to a mid-strength sea breeze that kicked in early and stayed in all day. Bikes on trailers started unloading in the Richard Ballard Park parking area from 9.30am.

The riders left at 10:30am and rode over the bridge to Hindmarsh Island where we rode through the older shack sites on the northern end of the Island. We turned left into Randells Rd proceeding to the Murray Mouth Rd when Tony's Yamaha died. Best efforts by Tony assisted by head mechanic Alan Wallis couldn't revive it. So, it was loaded onto the back-up trailer and viewed the rest of the morning run from there. On the way back through Excelsior Pde we met an interesting local who came out of her house to snarl at us exclaiming "... don't you read signs – this is a no through road...". Over lunch, we decided it was clearly our problem that we couldn't understand what she meant. We made a vow to return to Excelsior Pde next year to see if she might make herself a little clearer.

A very pleasant lunch and break at the Riverview Deli & Café on Liverpool Rd and then we headed off at 1.30pm to the local airstrip. Unfortunately, there was no activity, so we headed off to the Barrages. Unfortunately, our ride leader took us along Boeltcher Rd which started in bitumen but turned into a very dry gravel road. All bikes and the back-up trailer were duly covered in a fine white dust – thanks Malcolm!

Plenty of pelicans feeding at the barrages and around 6 seals basking in the sun or sunbaking in the water. The ride then returned to our starting point to enable riders to load their bikes onto trailers for the journey home. A very enjoyable and pleasant ride.

Thanks to Ali and Alan on the back-up trailer and Rod for tail-end Charlie duties – a job well done.

Malcolm Downie**NEXT RIDE: Mt Pleasant Marathon Sunday 6th April**

START: Lovell's Bakery carpark, Mt Pleasant, - 10:00am for a 10:30 start.
We hope to see you there.

**Charleston Briefing**



Zundapp's Pre-start



1986 MZ 500



Barry Thomas '69 Honda 350



2000 Moto-Guzzi 1000 & DJP sidecar



Rex & Graham 1960's Zundapps



Paul David's 1953 BSA 350



The MRA TOY RUN is a case study of how events evolve over the years and hopefully stay relevant. Having ridden on the runs since the first in 1979, I saw the attendances increase from double figures on the old Glenelg parking area at the end of Anzac Highway, to a point where the number of bikes created a procession too big to travel along Anzac Highway. That was the point when it could have been the end of the Toy Run.

However, the MRA organisers found an alternative route. After initially reduced turn-out, the numbers of riders returned and more importantly the charity donations. In recent years the Toy Run has adapted to the Covid 19 epidemic and a rain storm that caused the cancellation of the ride proceeding further than a lap of Victoria Park. The 2024 run was a new format which no longer featured a ride to an oval in the hills. The event was centred around Victoria Park with the bikes riding up the motorway to the Mt Osmond turn off and returning to town. I think this new format will be successful for a number of reasons. It will probably attract more donations from the general public at Victoria Park. I think riders have always proceeded on their own rides after the Toy Run. My memories of the ovals in the hills were that by 1-2pm they were pretty well empty. Lastly motorcyclists want to make donations to charity at Christmas.

So perhaps this new Toy Run format will suit you and you will turn out next year. Another reason to turn out is that the sight of a thousand motorcyclists on TV reminds politicians that we vote when they are considering matters concerning motorcycles.

TJ



Thanks for the photo Susan





SUMMER BBQ

This club's Summer BBQ was held at Thorndon Park on 2 February. The decision at the preceding General Meeting was to go ahead with the event despite the predicted temperature of 37 degrees. The prediction proved correct and numbers were down, about 20 members braving the conditions. A combination of an early start and the shade and breeze afforded by the park meant the attendees had a pleasant lunch, sharing the normally crowded Thorndon Park with half a dozen members of the Citroen Car Club. Bob Cole, although no longer the club's social secretary, was responsible for most of the organising of the BBQ. A big thanks go out to him and the other members who stepped in to assist him. **TJ**



2025 COMCC CALENDAR

accurate at time of printing check closer to the date
www.classicowners.org



FEBRUARY

9 *Mopeds Gawler*

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after
General Meeting
Committee Meeting 3rd Tuesday
General Meeting 4th Tuesday

MARCH

TBC FOMsa Night at the Speedway

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after
General Meeting
Committee Meeting 3rd Tuesday
General Meeting 4th Tuesday

March-May Courier

APRIL

6 *Mopeds Mt Pleasant*

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after
General Meeting
Committee Meeting 3rd Tuesday
General Meeting 4th Tuesday

MAY

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after
General Meeting
Committee Meeting 3rd Tuesday
General Meeting 4th Tuesday

JUNE

1 *Mopeds Strathalbyn*
14 *Log Book Day*

TBC
FOMsa Undercover Swap Meet
Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after General Meeting
Committee Meeting 3rd Tuesday
General Meeting 4th Tuesday

JULY

22 *COMCC AGM*

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after
General Meeting
Committee Meeting 3rd Tuesday
General Meeting & AGM 4th Tuesday

June - August Courier

AUGUST

3 *Mopeds Williamstown*
TBC August Annual Lunch

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after
General Meeting
Committee Meeting 3rd Tuesday
General Meeting 4th Tuesday

SEPTEMBER

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after
General Meeting
Committee Meeting 3rd Tuesday
General Meeting 4th Tuesday

September-November Courier

OCTOBER

5 *Mopeds One Tree Hill*
12 *FOM Motorcycle Ride*
Week 29 Sept – 11 Oct TBC

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after
General Meeting
Committee Meeting 3rd Tuesday
General Meeting 4th Tuesday

NOVEMBER

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after
General Meeting
Committee Meeting 3rd Tuesday
General Meeting 4th Tuesday

DECEMBER

7 *Mopeds Charleston*

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Last Sunday in
December TBC

NO MEETINGS HELD IN
DECEMBER

December-February Courier

JANUARY 2026

Date TBC Summer BBQ

Midweek Rides 1st Wed 3rd Tues
Weekend Ride Sunday after
General Meeting
Committee Meeting 3rd Tuesday
General Meeting 4th Tuesday

WEEKEND RUNS



New Year's Day Ride 1st January 2025

17 riders mounted up for our New Year's Day Club ride. At 10 o'clock we rode up Greenhill Rd with Charles Oliver our President leading. Turning on to Mt Lofty Summit Rd, we proceeded through Crafers, over the Freeway and onto Sturt Valley Rd, We then wound our way through Ironbark, Cherry Gardens and Clarendon, right at Bakers Gully Rd, left at McLaren Flat Rd, right at Wickham Hill Rd, and straight through to the top of Willunga Hill, where we stopped to gather any stragglers. We turned onto the Victor Harbor Rd, where for the first time we met heavy traffic but only briefly. Pages Flat Rd, to Myponga was reasonably quiet; but Myponga, where we stopped at the Bakery for our morning break, was very busy.

As always, the conversations over coffee covered many topics but somehow always returned to motorbikes and rides.

After the break Charles took us over the Myponga Dam. This required a U turn outside the Bakery which was a little dicey because the traffic was heavy and impatient. Once turned, we were able to proceed to Reservoir Rd, over the dam. Then on to Normanville and Yankalilla, where a few bikes filled up their tanks. Next stop lunch in Delamere via Inman Valley Rd.

It was particularly pleasant in Delamere, the weather was perfect and the company enjoyable as we swapped stories over lunch.

The road home was through Yankalilla, Myponga, Willunga and Meadows with our number dwindling as riders peeled off for home.

Many thanks to Charles for leading such an enjoyable ride!

Ride Report Sunday 9th February 2025

The weather was perfect for a ride; and 10 riders and one pillion were at Hawthorn Crescent ready to roll at 10 am. Interestingly, the vintage bikes 1971 to 1999 outnumbered the moderns. The Club Captain led the group up Greenhill Rd to Beaumont Rd, Verdun, Hahndorf. A right turn onto River Rd (which is now all 60 kmph speed limit until it joins Echunga Rd) then on to the Pick a Pie in Meadows for our morning stop. The Cafe was busy with many other motorbike riders sampling the food.

As we rode out of Meadows a group on Harleys with riders wearing jeans and T-shirts passed us with much noise and haste; they were obviously in a hurry! We turned onto Brookman Rd and headed for Willunga, on to Mount Compass, and turned left at Goolwa Rd which took us to Goolwa and The Heritage Bakery for lunch.

The Bakery was busy, and we had to wait a few minutes for a table. The Moped Riders were to meet us there, but they decided to lunch at a less busy café. A wise move as it turned out.

After lunch we set out for Adelaide via Meadows. This gave us a chance to ride Bull Creek Rd. By the time we reached Meadows, there were fewer riders as people had branched off for home at convenient points.

It was another great ride with perfect weather except for a little wind at one point.

Thanks to Roger O'Loughlin, for riding Tail End, and thanks to all the riders for your company!

Allan V. Club Captain



← COMCC mobile museum
Club Captain Allan Vaisham
V

Tail-end Charlie-
Roger O'Loughlin



MIDWEEK RUNS

Weekday Ride Report Wednesday 5th February.

At 10am, Alan Kernich led 22 riders up Greenhill Rd on our way to Marble Hill Rd, eventually coming out onto Lobethal Rd near Ashton. These are magnificent roads for motorbikes: steep hills, tight corners and lush green vegetation along Sixth Creek. We followed the road through Lobethal and turned left on the Cudlee Creek Rd, right on Gorge Rd, and then straight on to Mount Pleasant and our morning break.

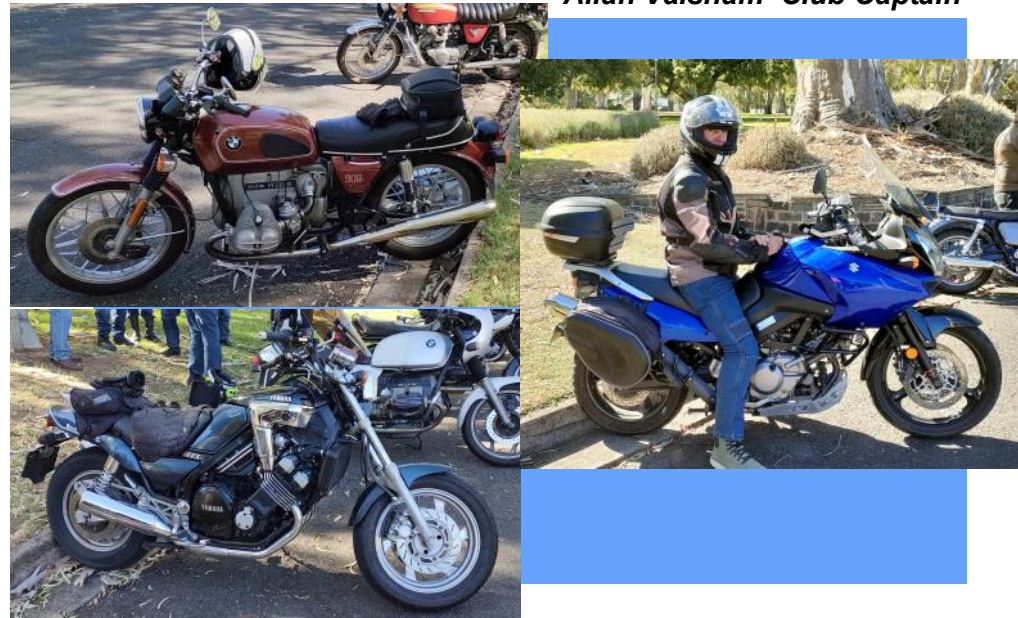
Our morning stop was very congenial; and as usual many of the world's problems were solved, many roads ridden recalled, and even the most difficult mechanical problems fixed over our coffees.

After the break we set out for Nairne via Mt Torrens, Woodside, and Harrogate, emerging onto the Old Murray Bridge Rd near Dawesley. These roads left no doubt about the season: the padlocks were all yellow, bone dry, and crying out for rain. We turned right and arrived at the Little Birdy Bakery for our lunch.

The Little Birdy Bakery has a lovely outdoor setting perfect for our riders lunch. The choice of food was excellent, and the riders wasted no time in getting down to solving any problems left over from our morning stop. The ride broke up after lunch with riders heading off in the best direction for home. It was an altogether excellent ride. The weather was perfect for a ramble through the hills. The roads a good mix of hills, bends and straighter faster roads.

Many thanks to Alan for leading, and thanks to all the riders for joining us!

Allan Vaisham Club Captain



NEW MEMBERS

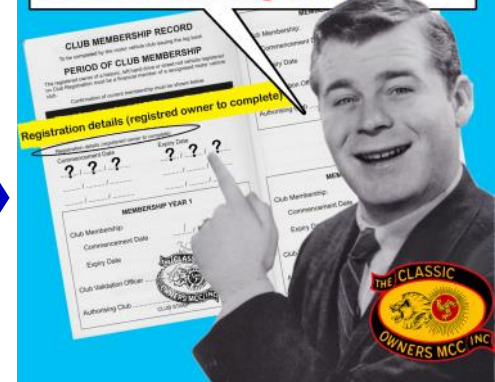
A welcome to the club is extended to...

Mark Thomas Coromandel Valley **Stephen Greenan** Munno Para W
Damian Schoneveld North Haven
Belinda De Palma Newton
Peter Rogers Flinders Park



Do you have
**CLUB (HISTORIC)
 REGISTRATION ?**

**Have You filled in Registration
 Dates in Your Log Book?**



My Motorcycling Days

This is the first instalment of a series of 11 articles written in the 1970s and early 1980s by Club member the late Charlie Brown. The complete series will be reprinted in the Courier. The complete series is also available on www.classicowners.org

I can always remember having an avid interest in motorcycles. Going down to Calcutta to see my Uncle Tom was the highlight of my early years. Uncle Tom owned a motorcycle, a Harley Davidson I think, and I can remember riding on the petrol tank from the age of five.

Throughout my schooling days in India I was always attracted by any of the few motorcycles around, my favourite then was a Tiger Cub, it was just my size I guess. One day Dad came home on a brand spanking new Lambretta 150, he had been eyeing this machine whenever he passed the showroom and after he had a big win on the horses the machine was no longer in the window.

I did not get a lesson on the Lamby for a good many years, in fact the machine had covered over 25,000 miles. I clearly remember that my Dad was very excited when he realised that his machine had covered more miles than the circumference of the earth without any overhauls or repairs whatsoever. My Uncle Morton (who insisted that his initials stood for Deadly Savage also purchased a Lambretta 150 Deluxe about this time and when Dad was at work and Uncle Morton's scooter was stored with us I pestered Mum for half a day until, in frustration, she allowed me to ride my Uncle's scooter. Unfortunately, Dad found out somehow and that was the end of my riding days then. I was restricted to enviously watching this rich shop-owner sedately riding his new, immaculate 250 BMW down the road daily, and listen to stories of Dad's exploits on a 550 Royal Enfield before I was born.

When I finished school I went to England to further my career. Did I look forward to meeting the land of the motorcycle! My owner-riding days were hare-brain, hairy and out of this world. I find it hard to believe that I was so silly or suicidal. I used to ride my pushbike down Gascoigne Road in Barking, South East London on my way to work and I noticed this old side-valve Ariel hitched to an equally old Watsonian single adult sidecar parked there daily. Then one day I saw a new red B.S.A. Super Rocket and sports sidecar with the Ariel coupled to its back wheel. Seeing the bikes in this fashion for a few days led me to believe that the householder had brought a new machine and I considered enquiring about the sale of the old Ariel. I surveyed my finances, done in two seconds then; no bank balance (didn't know what banks were) and a regular apprenticeship wage of £5 to £6 a week. Come pay day I fronted up to the house and asked the owner if he wished to sell his old bike. Imagine my joy when he said that I could have it for £5. My money was

out before he could think of fetching the rego. papers and log book. The Ariel was a 600cc side-valve, model VB of 1950 vintage. The chair was a quaint, narrow, single seat sidecar body built like a boat with a prow, high sides, a door like a car, glass windows all around and a canvas sun roof. The striking feature was the narrowness of the thing. The machine had a month's rego. left on it but I had no licence or any experience of even sitting on an outfit. This did not deter me so with the pushbike sticking out of the top of the sidecar I set off home; using all the back roads I knew for the five-mile ride to Forest Gate, London, E.7.

My first ride was both hairy and scary. Can you imagine the first time on an outfit with the sidecar pulling here and lifting there but I soon got quite proficient. I rode that bike about and to and from work for a month before obtaining my Learners Permit as I was still a shade under sixteen. I used to take my mates for rides through London. Can you imagine three in the chair and a pillion passenger. I soon got to know a particular idiosyncrasy with this bike. Whenever I exceeded about 50 mph there was a loud bang; even a big blue flash at night, and the bike coasted to a stop with a quiet 'fuff, fuff, fuff, fuff', a blown head gasket.

Now I got my first lessons as a mechanic, simple for a side-valve. Off with the head by removing five bolts, fit a gasket and then on with the head again. It never occurred to me to investigate the reasons for the blowouts. I imagine it was because someone prised the head off with a screwdriver at an earlier date and all that it needed was to shave the head lapped in and any future head-removal done by removing the head bolts and kicking it over.

Soon I was ready to do my riding test. When the tester learnt that I was riding an outfit he said "Good, I can sit in the chair". But when he stepped outside and had a good look at the combo he scratched his head and said "I will walk and observe. That sidecar is too narrow and there's no quick escape". My riding was faultless. The riding at walking pace to evaluate clutch control was a cinch.

Road regulation question time was a different matter, I couldn't answer the question, 'What shape is a stop sign and a give-way sign?' He shook his head no matter what shape I gave him and when I questioned the value of knowing the shape when the words 'STOP' and 'GIVE WAY' were already written on them he said, "When we have a heavy fall of snow you won't be able to read those signs". With a grin on his face he told me the shapes and passed me. I went back to my mates bragging "How's that for first time?". By now I travelled armed with about a dozen head gaskets in the sidecar boot. I had also managed to wring a best of 55 mph from this bike I had grown to love before it rewarded me with a rude noise and went on strike; I used to take the gasket changing as all part of travelling. It took me 10 to 15 minutes to do the job on average.

My average speeds worked out to the speed limit or under: What I used to gain in speed I lost in roadside repairs...

To Be Continued

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

-Genuine new BMW windscreen for R90S type fairing

-Genuine new BMW motometer quartz clock (black faced, green dial, 2 white hands for 1977-1996 all models) Will fit and replace any earlier BMW model motometer clock.

-Genuine BMW tankbag for R1100-R1150RT

-DRIRIDER seat bag for rear of seat

-RJAYS Extra Large lined waterproof motorcycle cover

Best offers

Detlev 0437918221

2001 BMW 1200cc 63,000km

New clutch

\$6,000 in receipts

Reg YZJ 772 **\$18,000** or offer

Bob 0411 687 666

2003 HONDA 250

(Unregistered YYK613)

Completely as new, unmarked Xtras: new tyres, battery, cover, Martins Clock, First Aid Kit
Make an offer \$2000 plus -
Wflight 5245@email .com
Warren Duncan 0417 882 625

WANTED

Old BSA parts

Parts and manuals for restoration.

1926 BSA sidevalve twin port engine parts or complete engine.

1929 BSA sidevalve twin port engine complete.

We have a 1929 BSA dirt track frame.

Breakdowns of pictures of how clutch and gearbox work.

Any help would be appreciated

Ben Lake Broken Hill
0428311194

**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?**

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 Malcolm Downie 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.

Classic Owners Motor Cycle Club



PO Box 642 Plympton, South Australia 5038

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

OFFICE BEARERS 2024 - 2025

PATRON: Gary Johanson

President Charles Oliver 0466 863 932 president@classicowners.org

V. President Ed Lowrey 0413 304 979 vicepresident@classicowners.org

Secretary Malcolm Downie 0439 891355 secretary@classicowners.org

Treasurer Dominic Brown 0407 396 935 treasurer@classicowners.org

Club Captain Allan Vaisham

Social Sec Mark Howson 0439 831 862

Member Sec Ed Lowrey 0413 304 979 membership@classicowners.org

Special Events Lew Hylton 8449 7470 / 0488 800 857

events@fomsa.org

Librarian Allan Kernich 0429 093 821

Photographer Not appointed

Moped Co-ordinators Malcolm Downie & Geoff Stevens (**contact see p2**)

Federation Rep Rod Bailey

MAGAZINE & WEBPAGE

Mag Editor Trevor Jones 8298 7545 magazine@classicowners.org

Web Editor Malcolm Downie 0439 891355 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

Enquiries about club registration (Historic Registration) should be directed to the Machine Registrars. **Information is posted on**

[Club Requirements for registering historic vehicles – The Classic Owners Motorcycle Club Inc.](#) on the club's website www.classicowners.org

CLUB MEMBERSHIP FEES 2024-2025

Joining \$15 (includes lapel badge)

Full \$35

Magazine printed and posted \$15 or e-mailed free

Pensioner \$30

All membership renewals due before 30 June of each year

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. Meals available before the meeting from the RSL kitchen.

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.

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 Lowrey
membership@classicowners.org



Classic Courier Magazine is published
 quarterly

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

DEADLINE FOR

June - August 2025
 General Meeting last week
 in May 2025

