

5-11 OCTOBER 2025

MOTORCYCLE RIDE WEEK



CLASSIC COURIER



December 25 - February 26



EVENTS CALENDAR



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

DEC 27-29 2025 SA Historic Road Racing Championships
www.historicmotorcycleracing.org

2026

JAN 25 COMCC Summer BBQ (see opposite page)

FEB 22 All British Day Echunga Rec Grounds

JUNE 13 Log Book Day

OCT 12-16 Veteran&Vintage MCC 70th Anniversary Rally
70thvmccsarally@gmail.com

MOPED RUN DATES

Co-ordinators Malcom Downie 0439 891 355 Geoff Stevens 0419 298 917
2026 MOPED PLUS CALENDAR

- | | |
|---|---|
| 11 January Classic 250 Day | 12 July Mt Torrens Trek |
| 8 February Goolwa- Hindmarsh Targa | 9 August Williamstown Wander |
| 8 March Williamstown Wander | 13 September Uraidla Ultimate |
| 12 April Mount Pleasant Meander | 11 October Mt Barker Burple |
| 10 May Gumeracha Glide | 8 November One Tree Hill Trundle |
| 14 June Strathalbyn Stroll | 6 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.

Club Captain Allan will detail forthcoming runs at the General Meetings

For details of the Run Routes see also www.classicowners.org

**COMCC SUMMER BBQ
 25 JANUARY 2026**

**Thorndon Park
 Hamilton Tce Paradise
 11.30am - 2.30pm
 FREE TO COMCC MEMBERS & FAMILIES**

B.Y.O Chairs, alcoholic and soft drinks
 Thordon Park is very busy on Sundays and members are advised to arrive before 11.30 am for ease of parking -BBQ fired up at 12
 Organiser Bob Cole would appreciate an email rdavidcole@tgp.com.au or phone call 0429 177 413 to confirm you are attending

MIDWEEK RIDE
 Xmas Pub Lunch
 TUESDAY
 16 DECEMBER 2025

Get a head start on 2026



**FIRST RUN OF 2026
 NEW YEAR'S DAY Meet
 Hazelwood Park
 9.30am for 10am start**

FROM THE CHAIR



I am pleased to report that Allan Vaisham has again agreed to accept the Club Captain's role for the coming year. Welcome back Allan! You have probably noticed, if you attend the midweek or weekend rides, that he encourages other club members to lead for part of, or the whole of the ride. It's a recent initiative of his and gives the opportunity for members to lead the rest of us down their favourite hills rides. Give it a go, if you attend either of these rides. We are still looking for a Social Secretary – any takers?

Attendances for both midweek and weekend rides are down on previous years. From one perspective this means that riders seldom get lost, as it's easier to keep the ride group together. I hope as the temperatures warm up that more members will venture out on their bikes. You can give helpful suggestions to the Club Captain, if you have any ideas where we should go for future rides.

Mopeds Plus has made a welcome change to their rides for 2025-26. Instead of the current biannual calendar, they will run additional rides monthly for the foreseeable future. Keep your eye on the website or contact Malcolm Downie/Geoff Stevens for details. These rides are designed for smaller bikes or for members who don't wish to travel so fast on group rides. Perhaps Mopeds Club is a misnomer and could be rebadged.

In October FOMSA ran their excellent Ride Week in conjunction with other local bike clubs including the V&V, Barossa Valley Classic MCC, Ducati Owners, Triumph Riders and Levis MCC. As usual, the weekly ride plan was excellent and for the first time in memory there was no rain! The week culminated in a Poker Run organised by our club and ably led by Alan Kernich. Although numbers were down on previous years, there were more attendees from our club than any of the others. It's great to see our members supporting a great local motorcycling event. It must be stressed that all proceeds go to medical research, not supporting this event or attending without paying the fees is a fairly negative reaction towards the organisers, the motorcycling community and to SAHMRI the benefitting charity. The latest news I have from FOMSA is that the organizing committee is on hiatus and is seeking help from members of affiliated clubs for future projects. Put your hand up to help out and contact Lew Hylton.

Our membership number hovers around the 300 mark, a steady flow of new members are accepted at most committee meetings.

The catering continues at the RSL on our General Meeting nights with the exception of January 2026, but is expected to return. This is great value and many of our members take advantage. Turn up and try a pub style menu with some added sub-continent culinary delights. A couple of dates to remember:

1 January 2026 New Years Day Ride meeting at the usual place in Hazelwood Park.

25 January Sunday Summer BBQ has been arranged at Thorndon Park, Paradise – same venue as previous years (see poster previous page)

I wish all our members and their families a very Merry Christmas and a Happy New Year. See you New Years Day.

Charles Oliver President.

EDITOR'S COMMENTS



2025 finished with a flourish: regular rides, Motorcycle Ride Week, and Mopeds moving to a ride every month. Plenty of opportunities to get your bike out. Unfortunately, this Motorcycle Ride Week may be the last for a while. FOMSA, the organising committee for the event, has gone into suspension until mid-year when it will decide its long-term future. Like many organisations depending on volunteers not enough people come forward to volunteer. The MRA Toy Run which has been held since 1979 has wound up and will not be held this year, the principal reason being lack of volunteers. The loss of the events means less enjoyment for the motorcyclists but also loss of donations to the benefitting charities.

Thanks to the Courier contributors over the past year particularly Allan Vaisham for his Club Captain Reports, Malcolm Downie and Geoff Stevens for the Moped Reports, and Susan for the proof reading. A Merry Christmas and Happy New Year to all COMCC members and their families.

Trevor Jones Editor

MOPEDS PLUS

Malcolm Downie 0439 891 355
Geoff Stevens 0419 298 917



Uraidla Ultimate

14 September 2025

Participants

Geoff Stevens Triumph 2011 860cc

Mick Hayes Suzuki 2005 650cc

Grant Christie Suzuki 2003 600cc

Roger O'Loughlin Suzuki 1988 650cc

Graham Riley Indian 1948 1200cc

Rex Wallis Zundapp Bella 1958 200cc

Rod Bailey Royal Enfield 2012 411cc

Allan Vaisham Yamaha 1982 250cc

Joe Betschart Moto Guzzi 2000 1100cc
outfit with David Betschart pillion

Mika Beyer Honda 2019 149cc

David Saint Puch 1966 250cc

Adrian How BMW 2009 1200cc

Mark Beyer Honda 2013 109cc

Alison Jones & Malcolm Downie back-up trailer

13 riders for the Uraidla Ultimate Sunday 14 Sept 2025 - a short, twisty 60km ride through the Hills taking in: Scott Creek, Longwood, Bradbury, Mylor through Hahndorf, Verdun, Balhannah, Oakbank, Forest Range, Carey Gully and then back to Uraidla. At Uraidla we viewed Rod Bailey's extensive motorbike and memorabilia collection over a coffee and cake. After lunch, a short ride through the back of Ashton to the starting position at Uraidla Oval. Special thanks to Rod for developing and leading the ride and his partner Alison Jones for hosting us at their home with coffee and cake and also driving the back-up trailer. Very positive feedback received from all riders.





**Previous page
Uraidla Participants**

**Above & Left
Riders at the run start**

One Tree Hill Trundle

2 November 2025

- Geoff Stevens 2011 Triumph 860cc*
- Rod Bailey 1938 Panther 600cc*
- Mick Hayes 2005 Suzuki 650cc*
- Rex Wallis 1958 Zundapp Bella 200cc*
- Alison Jones back-up trailer*

- Grant Christie 2003 Suzuki 600cc*
- Barry Thomas 1969 Honda 350cc*
- Roger O'Loughlin 1988 Suzuki 650cc*
- David Saint 1975 BMW 600cc*

The One Tree Hill Trundle was one of our new rides designed by Mick Hayes and Roger O'Loughlin. Starting at One Tree Hill, eight bikes attended on an overcast and mild day and rode through Humbug Scrub and Cockatoo Valley. Our first stop was at Lyndoch for coffee and then a very scenic ride to Tanunda where we stopped for lunch. After lunch we rode past several wineries and finished back at One Tree Hill. Judging by the positive comments made, this ride will be-

come a permanent fixture on the Mopeds' calendar. Special thanks to Mick for organising and leading the ride and to Roger, Grant and Tony for marshalling duties. Thanks also to Rod for riding tail-end Charlie on his 1938 M100 Panther, and Alison for the back-up trailer.

NEXT: Mopeds Plus Ride will be the Charleston Challenge on *Sunday 7 December 2025, 9.00am for 9.30am start* at the rear of the Charleston Hotel to enable our return for Christmas lunch at 12.30pm. We hope to see Alan Wallis back to full strength as head mechanic for this fixture, and as many members with their classic bikes as possible in attendance.

MOPEDS PLUS Rides for the first Quarter 2026

- 11 January** Classic 250 Day
Meet car park opposite Lyndoch Bakery 10am for 10.30am start.
- 8 February** Goolwa- Hindmarsh Targa (week later due to Club Ride)
Meet car park Liverpool St, Goolwa 10am for 10.30am start.
- 8 March** Williamstown Wander 1 (week later due to Club Ride)
Meet car park opposite caravan park, Springton Rd, 10am for 10.30 start.



**< Old and new
v The Crew**



MOTORCYCLE RIDE WEEK DIARY

Oct 6 Veteran & Vintage Gumeracha Ride

The ride up to the start at Gumeracha for the V&V's classic and large bike rides suggested it was going to be a good day for a ride. The weather was cool and no rain in sight and the roads through the hills were pretty well free of traffic despite it being a holiday weekend. The V&V, as always, had the organisation of the rides running like a well-tuned motor.

The field was split into the slower classic machines and the larger faster bikes, the latter taking off first. I was riding my Matchless single and decided to take it easy and go on the slow run with two Beeza Bantams, a 1920 Harley Sport Twin and COMCC Treasurer Dominic Brown on his 350 Velocette among the runners. A relaxing ride followed, hovering around 40mph (bit slower on the hills) to a morning tea stop in Mount Pleasant. The second half of the ride took us back to Gumeracha followed by an empty back-up trailer- evidence of good maintenance! The large bikes arrived about 20 minutes later and after post-run chat, a great run home with even a bit of sunshine.

Oct 8 Barossa Valley MC Barossa Valley Ride

I started the day with a great ride through the hills to Lyndoch to the start of the Barossa Valley Classic MC's run. I arrived well ahead of

time and chatted and took some photos as the 55 participants arrived including a contingent including the Classic Owners MCC who had ridden up from Tea Tree Gully. I don't think I've seen so many three wheelers on a run before. As well as the traditional outfits at least half a dozen Can Am assembled as well as a custom job powered by a Fire Blade motor (see photo). The run headed along good open roads in fine conditions to Nurioopta via a stop at the Mengler's Hill lookout. Lunch was at the Barossa Vine Inn for those who did not head off. After lunch Alan on his BMW R80, accompanied me on my Matchless Super Clubman to our respective homes via Williamstown and Cudlee Creek.

Oct 9 Triumph Riders Club Adelaide Hills Ride to Birdwood Mill

A very healthy turnout of about 40 bikes assembled at Hazelwood Park for the Triumph Riders run. The Triumph Club ride predominately Hinkley Triumphs, and very nice they are too. But the COMCC provided some classic class with my 3TA, Alan's Trident Triple, and I think the immaculate Triumph Hurricane maybe belongs to a COMCC member. The first section of the run to Lobethal covered some very twisty roads via Marble Hill meaning a million gear changes on my 350 before a coffee. The roads opened

out in the second section to Birdwood Mill where the riders we could park up on the oval and spend some time in the museum. After a look at the bike collection David, Ray and I had lunch at Lovells Bakery before heading home.

Oct 10 Ducati Owners SA Historic Motorcycle Racing Register SA Southern Vales ride

A similar number of starters to Thursday's run squeezed into the forecourt of the Kensington Rd service station to begin the Southern Vales run. After the raffle draw, the briefing. The raffle had to be redrawn twice because the two ticket holders had already won a prize hat earlier in the week. The day's run began with a hills ride to Summertown before crossing the freeway and heading south via McLaren Vale to a morning tea stop at the Willunga Bakery.

A reduced number continued with the second stage of the ride to the Royal Hotel in Port Elliot and a stop at the scenic lookout above Port Elliot. The weather was fine and warm for the time of year, but we had to battle strong winds through the Southern Vales. I was glad I wasn't on yesterday's bike, a Triumph 350, but my big heavy 850 Moto-Guzzi. After a pleasant lunch in the hotel's beer garden, a windy ride home.

October 11 COMCC Poker Run Adelaide Hills & Barossa

Saturday was the closest to rain all week with a few drops on my visor on the way to the Tea Tree Gully RSL for the start of the run. After drawing our

first cards we followed Alan on his Triumph Triple with Allan riding tail-end Charlie on his Honda 450. It was good to see our COMCC Federation Rep Hilary Edwards and pillion joining the ride on her candy apple red VW-based trike. Our first stop was Lyndoch via the Humbug Scrub Road. Our visit coincided with a CFS get together that had completely occupied the park's parking area with fire trucks and utes with flashing lights. Undeterred we parked on the road side and walked back to the bakery. At the second card, I was in with a chance of winning the Worst Hand. The roads opened up on the next stage and we made good time to the lunch stop at the Lovells Bakery in Mt Pleasant. At the third draw, I was out of the running for the Worst Hand when I drew a king. Gumeracha was our last stop before returning to Tea Tree Gully. Ride leader Alan had the only mechanical problem I saw during the week. His clutch lever clamp had snapped; but with plenty of advice, zip ties, and of course duct tape he was able to continue to lead back to the RSL for the finale. With a round of drinks the final cards were drawn and the winners congratulated and the officials thanked for a very enjoyable day.

Winner Archie Skarmoujtsos

2nd Michael McDonald

3rd Charles Oliver

Worst Hand Malcolm Downie

**Thanks to the FOM Committee
Lew Hylton, Malcolm Downie,
Rob Elliot and the participating
clubs for organising a great week
of motorcycling. TJ**

MOTORCYCLE
RIDE 5-11 OCTOBER
WEEK 2025

Veteran and Vintage MCC Ride



Wayne and his Honda 750



Harry his BSA outfit and passenger



1949 BSA B33 outfit



Un-restored Honda XL 250 S

Barossa Valley Classic MC Ride



Bob fires up his Yamaha



Racey Red Honda powered three wheeler



Ray and his BMW R90/6



Honda CB1100 at Lyndoch



Riders parked outside the Birdwood Mill



Laverda RGS 1000 Triple



1954 Ariel Square 4 1000cc

Triumph Riders Club Ride



COMCC contingent share a joke before the start



Ducati Club Ride



^ 31/2 Moto - Morini



Poker Run

< Captain Allan tail-ending Poker Run



^ Poker Run start

< Alan jury rigs clutch lever

R- Winner Archie Skarmoujtsos
L-Worst Hand Malcolm Downie

Lew deals the cards at Lovells Bakery
Mt Pleasant



CLUB CAPTAIN'S REPORT



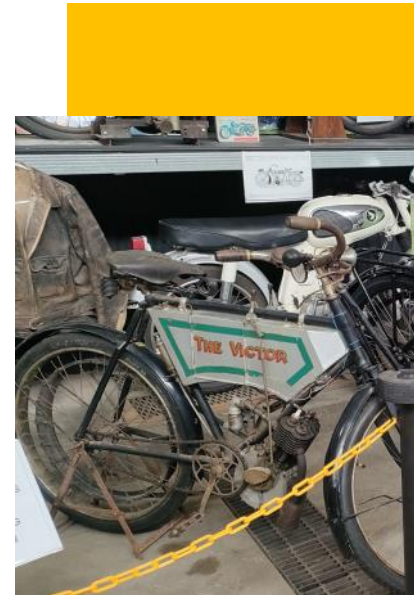
Wednesday 3 September 7 bikes turned up and Tony Mitchell led the ride by roads less travelled to Woodside, where the riders stopped for a morning break at the Lovell's Bakery. After the break they rode to Williamstown, via Yettie Rd, and Cockatoo Valley, taking them to Lyndoch for lunch. After lunch the riders headed home.

Tuesday 16 September 4 riders turned up and Tony again led the ride to Echunga this time. They stopped at the Farm Gate for coffee. With the ambience, the good company and excellent coffee and cakes, it was too comfortable to leave so; they stayed till after midday and then rode home.

Sunday 28 September Ride to The Gilbert Motor Museum, in Strathalbyn. 3 riders turned up at Hawthorn Cres. and another joined us at the museum. The weather was distinctly wet all the way to Macclesfield, our first stop, but dry from then on. The Museum was well worth the visit, with many reminders of motoring days that most of us remembered from our younger days.

Wednesday 1 October Ride to Birdwood and Woodside. 6 bikes turned up, the weather was overcast but not wet. 3 riders turned for home after our morning stop at Lovell's Bakery. The remaining 3 explored some roads between Lobethal and Woodside, where we stopped for lunch before heading home.

Tuesday 21 October Ride to the Bakery at Coromandel Valley for smoko and Lunch at Myponga.



Gilbert Motor Museum
Strathalbyn

My Motorcycling Days

This is the fourth 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 <https://classicowners.org/charlie-browns-motorcycling-memoirs/>

I could have choked the guy who sold me the Triton. I learnt in a roundabout way that it had a bent frame before I bought it. Others believed that the engine was set too high in the frame causing a gyroscopic effect, hence the difficulty in leaning it over. I enlisted Brian's help (the one with my old 350 NH) to drag the bent Triton into his back garden. He only lived in the next block to where I kissed the lamp-post.

As luck would have it, Roy was still on the lookout for a feather-bed frame (refer episode two). I offered him the remains of mine in exchange for his T110 frame. He had the Norton frame checked and trued and I made part payment towards a pair of later model short Roadholder forks. I had had an offer of £25 for the T100 engine from Potts, the guy who had souped up Brian's 250 Honda. He owned a hot 500 Goldie which was reputed to chew up clutch plates at the rate of a set per month. He saw some potential in my 500 engine and reckoned it was a T100C model as it had square shaped alloy barrels. Knowing about this interest in my engine made me more determined to keep it so I set about fitting the T100 motor into Roy's 1959 T110 frame using his slick shift gearbox.

While without wheels my brother, George, requested me to look out for a machine for him. I located a pretty good 1954 650cc BSA Golden Flash, in original fawn colour, attached to a matching Watsonian Monaco Sports sidecar for £25. This appeared a damn good buy so I got it for him. This was ideal as George had only just got his learners which restricted him to 250 cc solo or unlimited sidecar. As R.A.F. rules strictly disallowed the ownership of motor cycles, I had charge of it until George could find a hideaway garage in a nearby town to the Halton R.A.F. base in Buckinghamshire.

I completed the engine transplant in the T110 frame which was just as well as George had found a secret home for the BSA. The Triumph had a short but hard life until major internal complications took over. I was returning home from work when a crunchy and disastrous sound coming from beneath me prompted me to cut the engine immediately.

My acquired wisdom (just age and experience I guess) and the ominous quality of the sound told me I should not attempt to ride the Triumph home as I did the Ariel when it exhibited the same gut problems.

I got my mate to use his van (that's what friends are for) and transported the stricken machine to the lock-up garage that Roy and I rented at East Ham. It was a good thing we rented that garage as it gave us a lockable area to do our work in. That's where the frame/engine swaps were made and where my Triumph was to be transformed into the fastest 500 of the area. But first, I



Museum goes at Strathalbyn

Wednesday 5 November Chris Herreen led 15 bikes to Coromandel Valley Bakery for the morning stop and then to Goolwa Heritage Pies and Pasties for lunch. The weather was kind and it was great ride, many thanks to Chris. All the riders expressed the hope that Chris will lead again soon.

Tuesday 18 November Rod Bailey led a ride to Nairne and Tailm Bend. Eight turned up, one rider dropped out with a painful knee, the rest rode to Murray Bridge then down the west side of the river to Jervois. Unfortunately, the ferry was closed for maintenance; so they rode to Wellington, crossed the river, and rode to Tailm Bend for lunch. After lunch it was back to Wellington and Strathalbyn, where the ride broke up. Many thanks to Rod for leading a top ride.

Allan Vaisham Club Captain



< Tony and Martin on a damp October Midweek run



^ Waiting for the ferry Tuesday November

stripped the engine down that evening to find that a 1/6d part had been the cause of so much damage. Triumphs used a small clip to hold the oil scavenge pipe to the wall of the crankcase and the screw holding this clip had fallen off, releasing the clip into orbit. The flying projectile smashed the bottoms of both cylinder liners which protrude into the crankcase. The underside of the pistons and the alloy conrods were deeply gouged. I sadly left the remains in my garage and made my way home for tea knowing I was in for a long, hard and expensive rebuild. I was glad I had made the right decision not to ride the stricken bike.

It's marvellous how my luck runs, being without wheels is like being without legs. About, this time George asked me if I could take the Beeza back. One of the R.A.F. guys had been killed while riding this 654 BSA Spitfire Mk 3 Special. A bike I'd love to own now and would top my list of most wanted. BSA built them in 1965-66, I believe, and equipped them with over 10 to 1 pistons, a hot cam and twin GP's !! Getting back to the point, the R.A.F. was on the hunt for fellows with hidden bikes and things were-getting hot for George.

The Golden Flash was a very pleasant sidecar bike. It would do around 70 mph with a passenger, flat out. One of the Daves owned a Tiger 110 outfit and we had many speed and manoeuvrability skirmishes on our club runs. His bike was fractionally faster but I got my own back on the first 'Dragon Rally' I attended in 1965. He had bought one of the new 'fan type' of Stadium visors for use on the rally. On the many long straights he would allow me to overtake and then quite nonchalantly get past while I was flat out. On one occasion he did this and turned around to pull a face. The wind caught his fancy visor and blew it off. It landed on the road so I took careful aim and planted both wheels over it. In the meantime Dave made a flying 'U' turn to retrieve his visor. I saw him in the distance jumping up and down and shaking his fist. Needless to say, he did not speak to me all weekend.

Getting back to the Dragon (you must have heard of it), it's held on the coldest weekend of the year, the first week of February, at the foot of Mount Snowdon in North Wales. The ride takes you through Llanberis Pass and a lot of picturesque country but when the weather is mean, it most often is, it can get bitterly cold and treacherous. The Rally atmosphere is truly fantastic. When you ride in to the site you are met by a welcoming committee who show you to the check-in tent There you get a hot mug of beef and barley broth or coffee if you prefer, and your Rally Badge and 'Dragon Songbook'. That songbook (I've still got one) contains words for 'bawdy bikie ballads' sung to the tune of popular songs. That evening at 7 pm there is an organised 'head-light parade' on the foothill roads of the mountain. It is something to see - like a glowing, growling motor cycle snake meandering its way around the mountain. On returning from the parade we collected around the 30 foot, organiser supplied bonfire and used our rally songbook to lend a little music to the Welsh countryside. The entrants came from far and wide, many from Germany, France and Italy, mainly on B M W s. Unfortunately we had to leave on the Sunday and so fare-welled our new found friends.

The excitement began on our return journey. There were about 8 or 10 in our group with only Dave and I riding an outfit. I cannot tell you of the events before my 'incident' as I cannot remember it to this day. I was groggily waking up in this darkened space that I thought was my tent when I saw Eddie lying beside me, guess who was in the side car chair. He told me I had smashed the bike up. I said "Bullshit" but then I noticed this white clad figure in a corner and the sensation of moving. I then shut up and we duly arrived at the Litchfield hospital near Birmingham and I was not allowed to walk although I felt fine. So I got carried onto an examination table where a doctor checked for any broken bones, at the same time questioning me as to how far back I could remember in order to estimate the degree of amnesia and subsequent concussion. A nurse arrived with a wheelchair and ORDERED me to get into it when I said that I could walk. To my dismay I learnt that I was to be kept in for a week under observation whereas poor old Eddie was allowed home as pale and shaky as he was.....

Next episode, my hospital experiences, bike retrieval, Eddie's dilemma and more biking....

NEW MEMBERS

A welcome to the club is extended to...

Christopher Weatherall	Ashley Pyman	Micah Lord
Jarrold Elson	Kym Bussenschutt	Christopher Cornish
Hunter Cornish	Jasper Greenfield	Paul Cauchi



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 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.
 -DRIRIDER seat bag for rear of seat
 -RJAYS Extra Large lined water-proof motorcycle cover

Best offers

Detlev 0437918221

1980 Yamaha YB100

16,000km good original condition
 \$2,000 ono Rego TFE 160

0473 701 959

Triumph T140e 1982

untouched original paintwork, motor has matching numbers in very good condition.

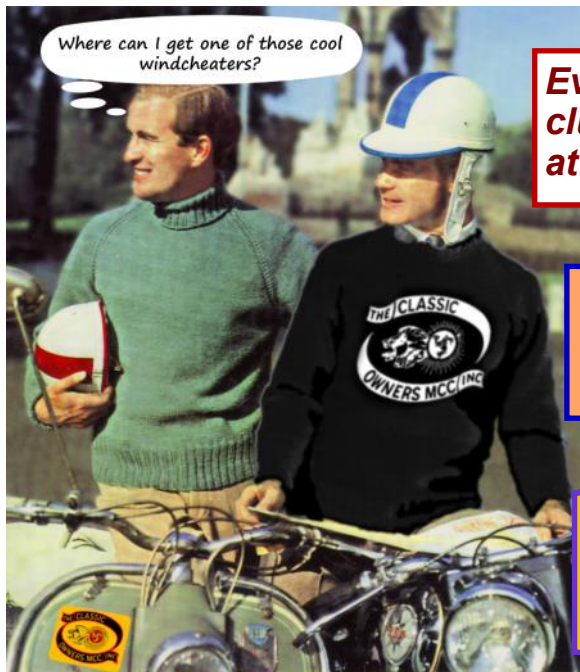
Club registered and only used on club rides.

Rego TFX207. \$17,600 ono.

Peter 0419 306208 and send text and will call back

Moto-Guzzi Falcone 500cc single
1950s \$6,500
Eddie Walter 8165 0032
WANTED
Honda CB 450 front crash bars
Alan 0422 218 318

Workshop Manual
for ZX6R Kawasaki 1999
John 0432 637 763
Swap '59 Velo Clubman Parts
footrests, brake & gear lever, fork
gaiters, etc for standard Venom parts
plus handle bars
Ian Modistach ianmod@gmail.com



Evangeline has the club regalia on sale at General Meetings.

Are you complete without a COMCC windcheater?

Is your bike complete without a COMCC sticker?

Classic Owners Motor Cycle Club



PO Box 642 Plympton, South Australia 5038
www.classicowners.org e-mail: secretary@classicowners.org

OFFICE BEARERS 2025 - 2026

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 Vacant
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
Moped Co-ordinators Malcolm Downie & Geoff Stevens (*contact see p2*)
Federation Rep Hilary Edwards

MAGAZINE & WEBPAGE

Mag Editor Trevor Jones 8298 7545
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

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

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
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.

CLUB MEMBERSHIP FEES 2025—2026

Joining \$15 (includes lapel badge)

Full \$35	Pensioner \$30
<i>Magazine printed and posted \$15 or e-mailed free</i>	

All membership renewals due before 30 June of each year

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. Meals available before the meeting from the RSL kitchen.

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.

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

March - May 2026
 General Meeting last week
 in February

