

COOLER WEATHER IS ON THE WAY

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



CLASSIC COURIER

LOG BOOK DAY

14 JUNE
9am - 1pm

Your LOG BOOK(S) must be checked annually even if your membership or registration is not due.



West Croydon & Kilkenny RSL
19 Rosetta St
West Croydon

Don't forget the sausage sizzle

COMCC AGM 22 JULY 2025



June - August 2025

OCTOBER is



CLASSIC COURIER

LOG BOOK DAY

13 JUNE

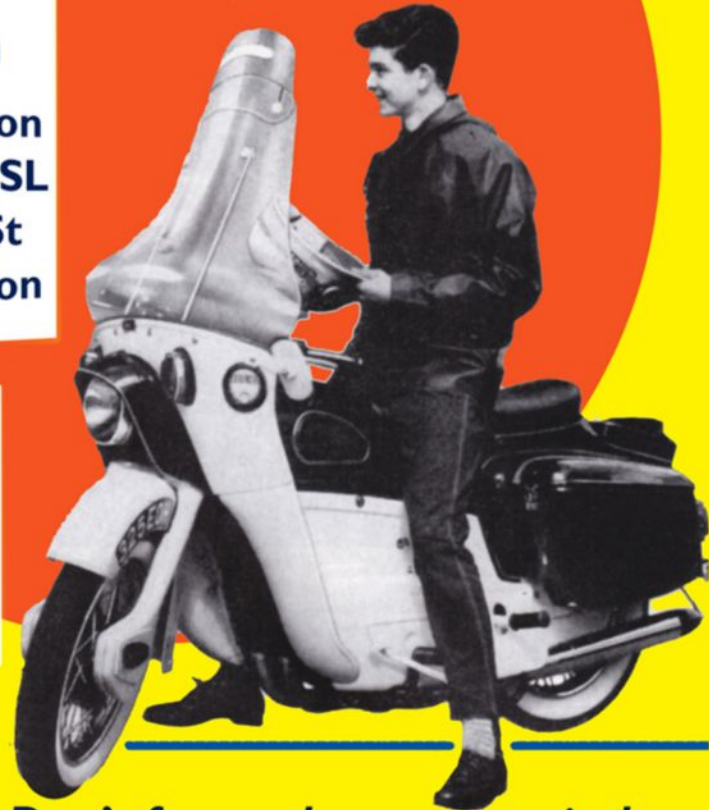
9am - 1pm

West Croydon & Kilkenny RSL
19 Rosetta St
West Croydon

Your LOG BOOK(S) must be checked annually even if your membership or registration is not due

COMCC AGM 28 July

ARIEL



Don't forget the sausage sizzle



JUNE - AUGUST 2026

5-11 OCTOBER 2025
MOTORCYCLE RIDE WEEK



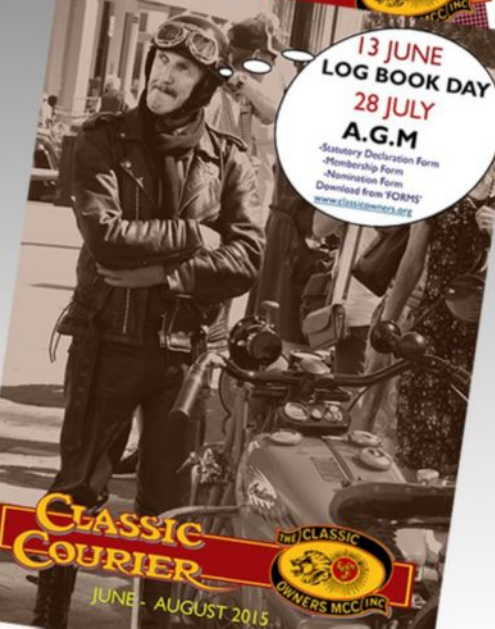
CLASSIC COURIER



DON'T GET CAUGHT RIDING UNREGISTERED RENEW YOUR MEMBERSHIP NOW!

13 JUNE LOG BOOK DAY 28 JULY A.G.M

- Secretary Declaration Form
- Membership Form
- Nomination Form
- Download from YORMS: www.classiccourier.org



CLASSIC COURIER



JUNE - AUGUST 2015

EVENTS CALENDAR

April							May						
2	9	16	23	M	7	14	21	28	1	8	15	22	29
3	10	17	24	T	2	9	16	23	30	10	17	24	31
4	11	18	25	W	3	10	17	24	11	18	25		
5	12	19	26	T	4	11	18	25	12	19	26		
6	13	20	27	F	5	12	19	26	13	20	27		
7	14	21	28	S	6	13	20	27	14	21	28		

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

- JUNE 13** Log Book Day
JULY 28 COMCC AGM
AUG 15 COMCC Annual Lunch British Hotel (see opposite page)
OCT 12-16 Veteran&Vintage MCC 70th Rally
70thvvmccsarally@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 2 |
| 8 March Willaimstown Wander 1 | 13 September Uraidla Ultimate |
| 12 April Mt Pleasant Meander | 11 October Mt Barker Burble |
| 10 May Gumeracha Glide | 8 November One Tree Hill Challenge |
| 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

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

Annual Lunch & Awards Presentation

**Saturday
15 August
2026**

BRITISH HOTEL
 North Adelaide
 58 Finnis St
 North Adelaide
 12pm - 2pm

British Hotel's Menu
www.britishhotel.com.au
 \$10 subsidy for members and partners



Book with Charles Oliver 0466 863 932
president@classicowners.org



Can I renew my COMCC membership without getting off my bike?

Use your phone and log into classicowners.org and hit the renewals button



Renew your COMCC membership on www.classicowners.org with your computer or phone by the 30 JUNE 2026

FROM THE CHAIR



Our postponed Summer BBQ went ahead in late March at Thorndon Park, Paradise and what a glorious day! Bob Cole arranged the food and cooked the BBQ, Alan Kernich helped and reserved the spot for us and Evangeline provided home-cooked apple pie. I think around 25-30 people attended, which is a little down on previous years. This leads me to say that in future the Summer BBQ will now become the Autumn BBQ due to more favourable conditions.

We had some sad news in April when life-member and founding moped coordinator Warren Duncan passed away. Warren had 35 years of continuous club membership; he served as Vice President in 2002/03 and again in 2006/07. In 2012, together with Alan Wallis he took on the task of Mopeds Plus coordinator which continued for over 10 years. In 2022, Warren was awarded Life Membership. He will be missed by many club members.

Club Captain, Allan Vaisham continues to lead our club rides at weekend and midweek. He has recently been encouraging other members to lead sections of the rides. One of the recent midweek rides ended up at the mini golf in Hahndorf and the next ride involves three ferries. This is a great initiative of Allan's and members are encouraged to attend these rides regardless of the age or manufacturer of their bike.

Mopeds Plus are now organising monthly rides. They have doubled their ride calendar events due to popular demand and is proving popular with small (and large) bike owners. Keep an eye on the website for details of their rides.

We have organised **Log Book Day** for the **13 June** this year at the West Croydon & Kilkeny RSL between **9am and 1pm**. All members who run bikes under the historic registration scheme need to attend and get their log books checked. This is a requirement of State Government legislation and members must comply. Membership subscriptions are now due for 2026/27.

Finally, I'd like to welcome Mark McLaren to the post of Vice President of our club. Mark also has commitments and responsibilities with the RSL club and will be a valuable addition to our club's committee.

Charles Oliver President

EDITOR'S COMMENTS



After 14 years this is the first edition of Classic Courier to be produced using a new publishing program. Microsoft has decided it would 'retire' their Publisher program this year. No particular reason given. As I was told once in the Telstra shop concerning a change in a mobile phone account 'We don't do it that way anymore'. However, it will take more than Microsoft to stop the Classic Courier, and the new program seems as good as, if not better, and it's free. Ride reports dominate this edition and thanks to Malcolm, Geoff and Allan V for the reports and photos. There are quite a few events coming up this quarter so check out the calendar on page 2.

Trevor Jones Editor

OBITUARY



Warren Duncan



I'm sad to report the passing of Warren Duncan who joined the Club in 1990 and achieved 35 years of continuous membership.

He was an active participant in meetings and was elected joint Vice President in 2002/03 and Vice President in 2006/07 when he also took on the role of Federation Rep.

In 2012, together with Alan Wallis, Warren took on the task of coordinating the Moped Plus rides. Warren designed all the rides while driving local school buses through the Adelaide Hills. He ensured each ride only travelled along

sealed roads and carried minimal traffic so that the pace of the rides did not impede traffic. Together, Warren and Alan coordinated the Moped Plus rides for over 10 years.

In 2022, Warren was awarded Life Membership.

Warren will be sadly missed by the many Club members who knew him personally. Our condolences go to Warren's family and friends.

Charles Oliver President COMCC

NEW MEMBERS



A welcome to the club is extended to...

Christopher Fry

Tony Shuman

Michael Punke

Christopher Fry

MOPEDS PLUS

Malcolm Downie 0439 891 355
Geoff Stevens 0419 298 917



Williamstown Walkabout

8 March 2026

Participants

Geoff Stevens Triumph 2011 860cc
Grant Christie Suzuki 2003 600cc
Graham Riley Vespa 1960 150cc
Malcolm Downie Triumph 1961 650cc
Bob Jarrad Royal Enfield 2014 500cc
Rod Bailey Yamaha 1976 100cc
Allan Vaisham Yamaha 1982 250cc

Mick Hayes Suzuki 2026 400cc
Jim O'Loughlin Suzuki 1988 650cc
Martin Blindell Honda 2017 250cc
Barry Thomas Honda 1969 350cc
Mark Beyer Honda 2010 105cc
Kym Miller Yamaha 1978 500cc
David Saint Puch 1966 250cc



Above left *Sleek Triumph bathtub*
Above *Petey scrutineering Suzuki*
Left *Vespa celebrating 80th Anniversary*

Cool clear day – perfect for riding. 14 motorbikes and 15 participants left Williamstown and travelled to Birdwood allowing us to regroup and view the bikes on display at the local motorbike repair shop. We travelled to Mt Pleasant for lunch and then back to Williamstown via Springton. One breakdown early in the ride was placed on the back-up trailer, Barry Thomas and his bike enjoyed the rest of the ride from there and were then transported safely home thanks to Rod Bailey riding tail-end Charlie and Alison Jones who drove the back-up trailer. Thanks to Mick Hayes who designed and led the ride and thanks to Jim, Grant and Geoff for marshalling duties.

Mt Pleasant Meander Participants

12 April 2026

Geoff Stevens Triumph 2011 860cc
Malcolm Downie Triumph 1961 650cc
Harry Howarth BSA 2018 500cc outfit
Rod Bailey Royal Enfield 2018 411cc
Allan Vaisham Yamaha 1982 250cc

Mick Hayes Suzuki 2026 400cc
Jim O'Loughlin Suzuki 1988 650cc
Tony Earnshaw BMW 1974 600cc
Kym Miller Yamaha 1978 500cc
Paul David BSA 1953 350cc

Cool and cloudy weather. 10 motorbikes and 11 participants left Mt Pleasant and travelled to Angaston for lunch via Cambrai, Sedan, and Kyneton with one break down. The Triumph Tiger cut out with what appeared to be an electrical fault and was loaded on the back-up trailer for the rest of the day. Harry from Queensland joined us with his dog Ruby in the outfit. After lunch we returned to Mt Pleasant via Springton. Thanks to Mick for leading, Jim and Tony for marshalling duties and to Rod Bailey tail-end Charlie and Alison Jones who drove the back-up trailer.

NEXT Mopeds Plus ride see p 2



left *Riders ready*

below left *Ruby eyes up a ride on the Yamaha 500*

below *pre ride discussion*



Gumeracha Glide Participants

10 May 2026

Geoff Stevens Triumph 2011 860cc
Martin Blindell Honda 2017 250cc
Grant Christie Suzuki 2003 600cc
John Dwyer Honda 1980 125cc
Allan Vaisham Yamaha 1975 400cc

Mick Hayes Suzuki 2015 400cc
Jim O'Loughlin Suzuki 1988 650cc
Mal Davis Yamaha 1999 350cc
David Saint Yamaha 1975 400cc

Nine bikes thoroughly enjoyed a new ride designed by Mick Hayes – the Gumeracha Glide – on Sunday 10 May 2026. Left Federation Park and headed towards Lobethal, turning left to Charleston then Mt Torrens and on to Mt Pleasant for lunch. The riders returned to Gumeracha through Birdwood and Forreston. One breakdown towards the end of the ride with a recently purchased 1980 CB Honda 125 seizing on its first outing. Thanks to Mick for designing and leading the ride, Jim and Grant for marshalling duties, and Rod Bailey who drove the back-up trailer.

NEXT RIDE: The Strathalbyn Stroll on Sunday 14 June 2026

MEETING: Goodyear Autocare, 11 Rankine St Strathalbyn, around 10.00am for a 10.30am start.



Left **Club Capt.** has plenty of advice

Right **Honda** ready to go

Below **Federation Park**



CLUB CAPTAIN'S REPORT



March 2026

Sunday 1 Our first ride for this month. Due to an uninviting weather forecast, the Captain decided not to attend. Only one rider turned up at Hawthorn Crescent, and he got a little wet.

Wednesday 4 Eric Toome led 14 bikes to Williamstown for the morning stop and then through Tanunda and Angaston, ending in Mt Pleasant for lunch followed by the ride home.

Tuesday 18 Tony Mitchell led 12 bikes to Wistow, for the morning stop and then by roads known only to few others. Ended in Strathalbyn for lunch and then back to Adelaide and home.

April 2026

Wednesday 1 coincided with our Wednesday ride. The weather was a little threatening, and we had just received a fright at the possibility of petrol rationing. Whatever the reason, only 5 riders turned up at Hawthorn Crescent. The Club Captain led the ride on some interesting roads to Woodside and a stop at Lobethal Bakery. This caused a little confusion as there is also a Lovell's Bakery in Woodside, but 3 other riders managed to find us and join the ride.

We then rode to Nairne via Harrogate. We had lunch at the Little Birdy Cafe. After lunch we split up and headed home.

Monday 6 Easter Monday Ride. Charles, our President, led a ride through the Barossa Valley with the morning stop at Mount Pleasant and lunch at Lyndoch. A very enjoyable ride.

Tuesday 21 Chris Herreen led us on a 'mystery ride'. The mystery being a stop at Hahndorf to play Mini Golf. As it turned out a very enjoyable

continued page 12



left **Suzuki** ready for anything

below **Suzuki Bandit 1250**



COMe Summer BBQ

29 March 2026



We couldn't have picked a better day for the reorganised Summer BBQ, which was rescheduled due to hot weather. Thanks to Alan Kernich, Bob Cole (chef) and Evangeline (apple pie & cream) and all who attended and helped out on the day. We all agreed that this time of year is the perfect time for future club BBQs. Charles Oliver

stop with lot of ribbing from the guys watching as we took our shots. After the 18th, hole we walked to Otto's Bakery for a rest and refreshments. Ray Hill took over the lead from Hahndorf taking us by back roads through Birdwood to Kersbrook Hotel. None of us felt inclined to stop for lunch, so we spent half an hour in the carpark chatting, then headed home. A couple of months ago I suggested dropping our morning stop and having an earlier lunch in order to give us a greater choice of stops. The majority of the riders I have talked to did not like the idea, so we will continue what we have always done.



Essential part of any ride - tea break

Riders try their hand at golf

May 2026

Wednesday 6 The weather forecast was not encouraging, but six bikes turned up anyway. At 10 o'clock the club captain led the ride round the Glynburn roundabout and over Mt Osmond, to the SE Freeway and via the Devil's Elbow to Crafers, Sterling, Woodside Mt Torrens via Springhead Rd and Birdwood where we stopped for our morning break. The roads were wet in places, but we were not rained upon. Over our coffees we analysed the pros, cons and weaknesses of two-stroke motors. So comfortable was Lovell's Bakery that we were a little reluctant to remount our bikes. We left two of our rides behind and four of us set out for Mannum, via the Tungkillo-Palmer road. The weather was dry, and we enjoyed occasional bursts of sunshine on the way. In Mannum we stopped at the foreshore, walked to the bakery to get lunch and enjoyed a very pleasant time talking. While there, a chapter of the Ulysses Club turned up and we recognised a few of the members. Lunch over, we crossed the river and set out for Murray Bridge. As we reached the other side, the rain started and followed us all the way to Monarto. A rider left us at Callington, another at Dawsley, the remaining two parted on Cross Roads. It was not the most comfortable of rides but still enjoyable, and it left us with a distinct feeling of superiority over those who stayed home!

Allan Vaisham Club Captain



Left Ferry trip into the rain

Tuesday 19 After the rainy ride last midweek, the day's mixed forecast put nearly everybody off a ride. However, three 'hardies' turned up: Rod Bailey, David Saint, and the Editor. At Rod's suggestion we rode through the hills via Marble Hill to Newton to visit the motorcycle collection at Castambul Classic Cycles. The collection is well worth a look if you are interested in bikes of the 1970s to the present. Not too many places you would see an example of each of the major factories' turbo bikes. The collection numbers about 200 and features rare examples of bikes from most manufacturers, Ducatis seem to be a favourite of the collector. We moved from the collection down the road to the Reservoir Hotel for a coffee break. Our return ride was rain free on dry roads, the reverse ride on the same route to Summertown where we split up for home. A very pleasant way to spend an autumn morning and thanks to Rod for leading.

TJ



Left Rod and Editor Above collection photos David Saint

My Motorcycling Days

This is the sixth 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/>

The Excelsior was definitely not my 'cup of tea' and served only to put me off two-strokes. It was adequate, however, until I could afford something bigger and better. Meanwhile the 1966 Dragon Rally was fast approaching and I did not fancy my chances on the Excelsior. "Mad Dave" with the Ariel Huntmaster (see part 2) was looking for a sidecar passenger eager to share expenses for the Rally. I jumped at the chance, much to my future regret.

We set off for North Wales to battle the rain, wind, sleet and snow on the Friday night and reached the campsite at Llanberis about 11.00 am the next day. Besides braving the elements, we overcame four partial engine seizures and a snapped rear chain. If I thought that lad was mad before, I knew it then. Even after the first couple of seizures, he persisted in giving it full bore.

My turn at the handlebars was quickly cut short as I was nursing the motor instead of buzzing it the Rally itself was as good as ever, meeting old friends and making new ones. On the return trip we only managed about thirty miles flat out before the motor seized solid, even the two of us standing on the kick-start couldn't budge the piston, so we pushed it to the nearest pub and abandoned it in their back yard. We removed our gear and got the rest of our mates from the club to take it home for us. Then we started the long hike back home. We walked for about three miles before getting a lift for ten, another long walk before our 'thumbing' eventually paid off. This time our driver was headed for Birmingham. This suited us just fine as I thought we might be able to afford the train fare to London. Unfortunately, although I had the fare, Dave did not and our combined monies was not enough. I suggested we catch a bus to the last service station before the M1 Motorway. At least there we had the chance of asking every motorist who filled up if they could take us to the other end of the motorway (London). My strategy paid off for us as the third motorist had enough room and was willing to take us. It was now pretty late at night and we arrived at the 'Busy Bee' all-night cafe on

the North Circular Road in the early hours of the morning. There we parted company with our driver and decided to thaw out with a hot coffee and a sit by the heaters.

We got another lift almost immediately at the roundabout. To my surprise it was a young lady driving one of those old Renaults, very much like a VW bug. I suspect she may have been one of those ladies who make pleasure a profit by night and just coming off duty.

We were glad of the lift that took us closer to home and next we got a short ride with a 'truckie' in a semi (called Artics by the Poms for articulated lorry). The driver was a Sikh (Indian feller with a turban). This landed us only 3 miles from home so we decided to foot it the rest of the way, providing the unscrupulous Dave with the opportunity of shortening the residents quota of fresh milk. I must confess I did not allow him to do this on his own. We arrived at Dave's place about 8.30 am and soon demolished his mother's hot breakfast, before falling asleep on the living-room floor.

I was glad to get back to my Excelsior, even with its habitual stopping. One day the Dave with the T110 outfit asked me if I wanted to buy a bike dealer's 'pick-up' outfit which was a BSA B33 fitted with a long box sidecar suitable for transporting solos of any size, for £40. I said I didn't have that much money, but he talked me into having a half share, as he'd run his T110 into the ground. That Beeza was quite fantastic and well maintained fitted with a Gold Star cam and high compression piston, even the swept-back pipe and Goldie silencer. With the sidecar gearing it would pull like a train and had a fair top speed too.

Meanwhile my Triumph was ready to be assembled in the lock-up garage I shared with Roy at East Ham. I obtained a brand new crankshaft assembly on a special, from the Royal Enfield specialists, 'Gander and Gray' plus various bits from Eddie Grimstead Motorcycle and others. In all I had higher compression 9:1 pistons, an E3134 (road & track) inlet camshaft, new main bearings, camshaft bushes and valve guides. The barrels were re-sleeved and honed to suit the pistons. Most importantly, I drilled the crankcase to fit a bolt and nut to safely secure the oil scavenge tube clip which had caused me all this trouble (see part 4). I also employed some tips from 'Motor Cycle Mechanics'. The piston skirts were 'knife-edge', chamfered inwards to provide less resistance to the oil film and also more oil cooling at the gudgeon pin. The alloy con-rods were polished to a mirror finish but I'm not sure if the only benefit was easier crack detection or whether it also provided greater skin strength and less oil drag.

The Peak Districts' Rally, sometimes called the 'Pre-Elephant Rally' as it was a warm up for the Elephant, was now at hand. My half share bike was going so it was only natural that I entered and went too. The Triumph work was shelved for a while as we left one cold Friday evening in mid-November for the hills of Derbyshire. The rest of the Club benefitted from our giant side-box as we carried most of- the tents, sleeping bags etc. leaving a space at the back, 'a-la-sledge' for Dave or me depending on who was driving.

We had a trouble-free run, the Beeza not missing a beat, the early fall of snow that year made it all the more enjoyable as the first thing we did when we got there was unpack our frying pans and have an almighty snow fight. This soon got us warm and into the spirit of things. The weekend was spent nattering and exploring the hills. (Exhausting when on foot in the snow.) We had a fair few eggs left over so decided the sidecar passenger should use them on push-bike riders (through the spokes) and old dogs (we were so considerate to people!). The look and language from some cyclists as yolk and white splashed around their wheels!!

Once home I had only to put the finishing touches to the Tiger 100 and make sure everything ran. If you've ever tried to kick over a completely reconditioned motor you'll realize what a time I had (dealer bought machines are factory tested and run).

I had to move against a new bore and rings, besides all the new bearings and bushes, and when it came up to compression (9:1) I had no more oomph left. After struggling for quite a while I had to call for assistance from Roy who, with his 14 stone, should make the motor fire once or twice. When quite fatigued we decided to use his old Morris Oxford Pickup (ute to you) to tow the thing. Towing the bike did get it going, although with a few flat spots on the rear tyre but I couldn't keep the motor running for any length of time as it got decidedly hot in a matter of seconds. The start-stop-cool down technique was used at least a half a dozen times before I rode it the three miles home, even then I stopped half way for a cool down.

That first ride gave impressions of a 'beaut' motor cycle when run-in. The exhaust note was just right with the Goldie pattern megaphones I fitted and throttle response was instant. I put in as many miles in as short a time as I could so that I could blast her out for top whack as soon as the odometer read 1,500 miles...

Next issue sees Charlie on his way to Australia.

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

2022 MY23 Triumph Speed

Twin 900 24,000km.

Service history all original parts
Excellent condition. Rego until
2/3/26 but will include 3 months
with the sale. \$9,700 ono

Ashley Pyman packoh@gmail.com

1948 Malvern Star Autobyke

All original – Club Rego and a
runner

Boxes of collected spares

0432 454 942

1994 Yamaha SRV250 V- Twin

Immaculate cond. Starts well &
runs

well. Needs new tyres only.

\$2,000

Ron **8396 3546**

BMW R1200R SE

125,000 kms

Oil Head Boxer engine

Heated grips, Windscreen,

Super powerful driving lights

& additional side lights (not
fitted)

Factory panniers and top box

One pannier contains removable

extra fuel container, Air horn,

two

electronic device holders, Hand

guards

New front tyre fair rear tyre,

Service record

Original tool roll, Workshop
manual

Tools and emergency equipment
including air compressor, Tank bag

Specialised tools

Carefully ridden by club men
owners

Never used as daily transport

Used for club runs, long distance
touring,

rallies and endurance challenges
only

Carefully serviced

PRICE \$6,750

PLUS

Schuberth helmet (L) with built in
Blue Tooth

Dry Rider full jacket (XL)

Boots size 12 British x 3, Kevlar
jeans

BIKE LIFT \$300.00

Bike work bench as new (foot
operated)

PETER 0488128399

WANTED

RD400 wheel

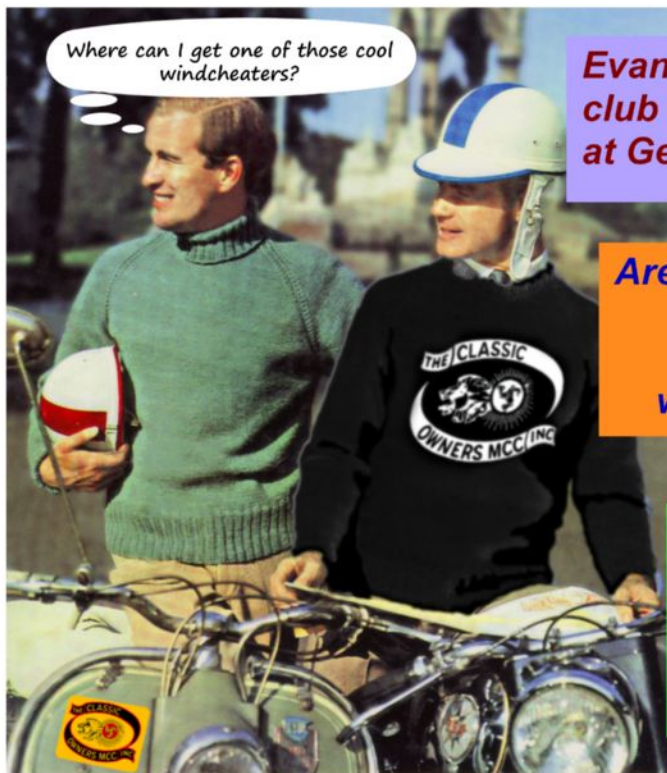
18 inch 7 spoke mag rear wheel
for a Yamaha RD400.

(picture on www.classicowners.org)

Bernie 0423 977 746

berniexmai@gmail.com

COMCC MERCHANDISE



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?

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.

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 Mark McLaren 0432 775 189

vicepresident@classicowners.org

Secretary Malcolm Downie 0439 891 355 secretary@classicowners.org

Treasurer Dominic Brown 0407 396 935 treasurer@classicowners.org

Club Captain Allan Vaisham

Social Sec (Vacant)

Member Sec Allan Kernich 0429 093 821 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 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

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 2025—2026

Joining \$15 (includes lapel badge)

Full \$35

Pensioner \$30

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

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

The Classic Owners Motor Cycle Club Inc.
PO Box 642 Plympton SA 5038
www.classicowners.org

If you have changed your
contact details, especially if you
have Historic Registration
contact the membership
secretary

membership@classicowners.org



Classic Courier Magazine is published
quarterly

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

**DEADLINE FOR
SEPTEMBER - NOVEMBER
General Meeting last week
in AUGUST**

