

CLASSIC COURIER



WINTER EDITION
SEPT - NOV 2026

5-11 OCTOBER 2025
MOTORCYCLE
RIDE WEEK

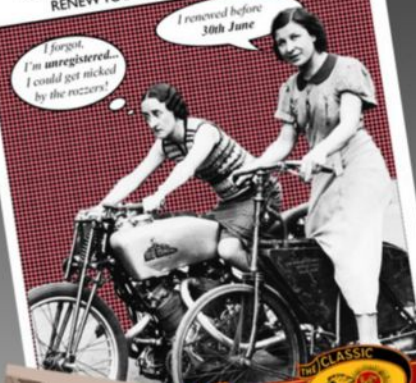


CLASSIC
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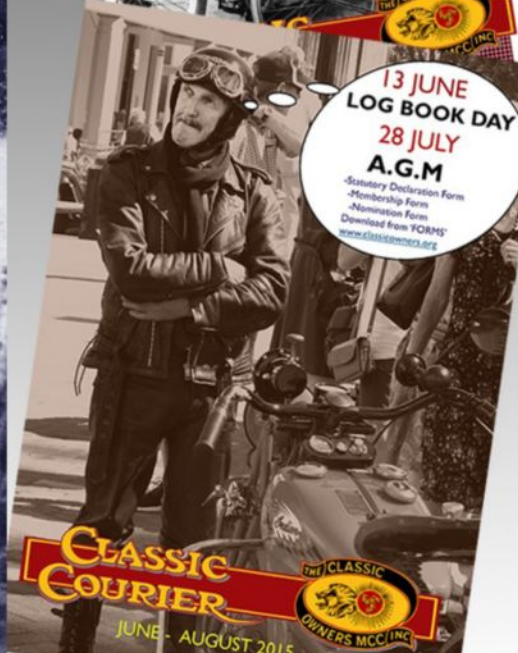
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DON'T GET CAUGHT RIDING UNREGISTERED
RENEW YOUR MEMBERSHIP NOW!



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

Secretary Declaration Form
Membership Form
Nomination Form
Download from YQRMH:
www.classicowners.org



CLASSIC
COURIER



JUNE - AUGUST 2015

COOLER WEATHER IS ON THE WAY

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



CLASSIC
COURIER

LOG
BOOK
DAY

14 JUNE
9am - 1pm

West Croydon
& Kilkenny RSL
19 Rosetta St
West Croydon

Don't forget the sausage sizzle

COMCC AGM 22 JULY 2025

CLASSIC
COURIER



June - August 2025

OCTOBER
is
MOTORCYCLE
RIDE WEEK



CLASSIC
COURIER

September

EVENTS CALENDAR



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

- OCT 11** Barossa Valley Classic MC 40th Annual Rally barossavcmcc@gmail.com
12-16 Veteran&Vintage MCC 70th Rally 70thvvmccsarally@gmail.com
18 Bay to Birdwood <https://baytobirdwood.history.sa.gov.au/>
NOV 1 Lions Bike Show Macclesfield www.lions-bike-show.net.au/
6-8 BSA Annual Rally Robe <https://www.bsasa.org.au/>
2027
FEB 28 All British Day Echunga Oval www.allbritishday.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 Williamstown 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.

At present, until a Club Captain is appointed the Weekend Runs will follow the Midweek form Ride destination decided on the day

COMCC AGM 28 July 2026



President's Report 2025/26 as read by Charles Oliver at the AGM

The club committee remained relatively unchanged for 2025/26, again without an appointed Social Secretary. Our Membership Secretary and Vice-President resigned half way through the year, and his duties have been picked up by Alan Kernich. We welcome Mark McLaren who takes over the Vice-President's role. Both the Social Secretary and Membership Secretary roles are crucial to the success of our club. It is paramount that both these roles be filled for 2026/27.

We have been notified that a club membership/financial data base is in the final stages of development by Geoff Woodberry of ZenByte, and that a test version of the software will soon be available for us to road test. Geoff is aware of the requirements of our club and has developed the software to cater for them. Our club has purchased a new laptop for the Membership Secretary in readiness for the new system.

FOMSA Ride Week was held in October last year with some great weather and some interesting and varied activities throughout the week. Numbers were down on previous years and support seemed to be waning from some of the participating clubs. The week culminated in the Classic Owners Ride for Research Poker Run. Lew Hylton and his team are to be congratulated for the variation and quality of events which they put on during the week's festivities. The FOMSA organisation is on hiatus and will be resurrected when a committee can be found to run the events in the fashion they deserve.

Our first event for the New Year, the Club's Summer BBQ, had to be postponed due to the forecast hot weather. It was rearranged for the end of March when the weather was milder. What a cracking day it was! Thanks to Alan Kernich, Bob Cole and Evangeline Finnie for all their hard work in making the day a success. Places are still available for our Club luncheon on August 15th at the British Hotel, North Adelaide.

Sadly we lost a couple of life members who passed away during the year: Barry Young (Vice-President 2019-20 and 2022-23; and Social Secretary 2007-12 and 2014-20) and Warren Duncan (Vice-President 2002-03, and 2006-07); Federation Rep; and inaugural Mopeds Plus coordinator for 10+ years. They will be much missed, and our heartfelt condolences go to their families and friends. Our organised club rides continue with now monthly Mopeds Plus, midweek rides, and monthly weekend rides. Club Captain Allan Vaisham, has experimented this year by arranging an off-road ride, a low speed 80kph ride, and has encouraged other riders to lead certain

sections of the rides. I understand that numbers are steady with the Mopeds, who now have a regular rescue trailer on hand with increased remuneration for the driver's expenses. Members' suggestions for where we should ride are always welcome – contact the club Captain Allan Vaisham.

Our General Meetings have included a couple of guest speakers recently: colourful Adelaide identity Frank Sebastian gave us a presentation of his tour to the Victorian high country along with a song at the end of it. One of our members, Bernard Goble, also gave us a talk about his 1979/80 bike ride from the UK to Australia on a Yamaha XS750, a particularly dangerous adventure during the period when the Shah of Iran was deposed. Anybody who has an interesting tale to tell is welcome to present it at our General Meetings – see me if you're keen.

A shed has been constructed at the RSL club to house club property such as banners, gazebos, flags, and various bits and pieces that we have acquired over the years. Bob Cole was appointed the site foreman with Ed Lowrey, Bob Finnie, and Alan Kernich lending their time and labour to enable the construction. Concrete was jack hammered, form work created, concrete poured, and the metal shed erected in between some scorching hot Adelaide summer weather. We owe a great deal of gratitude to these four members for their efforts. We no longer rely on off-site storage solutions, as we have in the past. Well done, gentlemen!

The committee will be looking into the possibility of resurrecting 'Classics at Hart' for 2027 – a static display at Harts Mill, as we have arranged in the past. We will be looking to our members to help out with planning the event and assisting on the day - as well as filling those two committee positions which I outlined above.



Club Captain's Report for 2025-26 AGM

2025-26 has been a successful year for the Club Rides, there were minor mishaps but no accidents. We had very few breakdowns and none of these required outside help to get home. Our rides took us on a wide variety of roads and destinations including visits to museums and even included playing mini golf for 45 minutes. The Club Captain recorded an average distance travelled on rides at around 150 miles or 240 km. Our average attendance on rides has been about 10 to 15 in good weather. One can only speculate on why in a club of 300 members we have so few riders?

The most obvious deterrent to riders participating in Club rides was the weather. Any suggestion of rain and only a handful of riders turned up. All members should know that ride leaders do not lead the ride through rain if it can be avoided. By consulting the BOM radar maps, it is mostly possible to lead the ride where the rain is not falling. We have ridden many times when showers were forecast without seeing a spot of rain.

While some riders do not feel comfortable leading a ride, we do have some ten or so people who are willing to lead rides when asked. All riders know and enjoy certain roads, and a change of leaders will also take the rides on different roads. This gives variety to the scenery we ride through. If every rider would work out a ride on roads they know well and keep it ready, should the nominated leader be unable to be there, there would always be someone ready to take over at short notice.

Communicating with riders is a little difficult. All rides, when possible, will have destinations posted on the COMCC Facebook page (link on www.classicowners.org). Unfortunately, many are needlessly reluctant to join Facebook. Facebook is not very difficult to navigate, and the Club Page can be assessed without signing up to anything. Please if you wish to know what is planned consider visiting our Facebook page often.

Many thanks to all those who led rides this year, and many thanks for your company those who rode with us.

On a personal note, I have now been Club Captain for two years, I am a year and a half the wrong side of 80 and feel that a younger Captain with new ideas is needed to take over the position. It is not very onerous; we have many members willing to help. It just requires someone to organise the rides. The new Club Captain can count on my support.

Allan Vaisham Club Captain.

As Allan is stepping down from the Club Captain position, I would like to thank him for the regular reports and photos he has contributed to the Classic Courier over his tenure. I hope when he is not riding he will find time to continue to contribute to the Courier. Thanks Allan. ED.

COMCC AGM Report

Classic Owners MCC AGM was held 28 July 2026. The meeting was preceded by the July General Meeting at which President Charles Oliver read his year's report (see pages 4-5) and Treasurer Dominic Brown read the club's financial accounts for the year. Length of membership badges were presented to members: thirteen 10-year, five 20-year, two 30-year, and one 50-year. The Club Member of the Year is usually presented at the Annual lunch, but the year's recipient Bob Cole is unable to attend. Bob accepted the award from the president: a beautiful wooden inlaid box made by Lew Hylton with stainless steel plaque made by Ian Roddie. No COMCC Life Member was awarded this year.

Charles closed the General Meeting, and all committee positions were declared vacant. Bob Cole took the chair and presided over the AGM. The 2024-25 Committee were largely re-elected to their positions, although Allan Vaisham has decided to stand down from the Club Captain role. The meeting closed with the positions of Club Captain and Social Secretary remaining vacant (see page 19 for list of 2026-27 Committee).

The event closed with Evangeline's excellent pumpkin soup and rolls.

TJ



**ABOVE: left- Bob Cole Club Member of the Year
right- Dominic enjoys his soup served
by Evangeline
left- Club Member of the Year Award**

EDITOR'S COMMENTS



This quarter has been a poor one for motorcycling weather. I don't think I remember a winter with so many ride days rained out. I expect this summer will be a scorcher, so make the most of the next few months before the heat starts.

This marks my 14th year as *Classic Courier* editor, and I hope club members find the magazine interesting and a record of the Classic Owners MCC. Most members have a good story to tell; memories of the 24 Hour Trial, rebuilding a basket case, roadside repairs with a Swiss army knife and a cigarette paper... Contributions to the *Courier* are always welcome. Email to magazine@classicowners.org or articles in long hand can be passed on to me at General Meetings or sent by post (address page 19).

Trevor Jones Editor

MOPEDS PLUS

Malcolm Downie 0439 891 355
Geoff Stevens 0419 298 917



Strathalbyn Stroll

14 June 2026

Participants

Malcolm Downie Triumph 1961 650cc
Paul David Ariel 1949 500cc Tilbrook Outfit
Joe Betschart Moto Guzzi 2012 750cc
Rod Bailey Yamaha 1996 100cc
Kym Miller Yamaha 1978 500cc

Geoff Stevens Triumph 2011 850cc
Rex Wallis Bella 1960 200cc
Eric Clapham Suzuki 2013 250cc
Alan Kernich BMW 1985 800cc
Alison Jones Back up Trailer

The weather was kind; and under cloudy skies, nine bikes participated on the ride over a 100km route that started at Strathalbyn and returned via Finnis, Clayton Bay, Milang, and Langhorne Creek.

We left Goodyear Autocare in Rankine Street Strathalbyn at 10.30am. Shortly after the Ariel seized and was placed on the generous back-up trailer, which had no problems accommodating the bike and outfit. We pulled into Classic Bike Repairs and were made very welcome by the owner Gerard Rowley. Gerry showed us over his collection of beautiful Triumph triples and Nortons, then over to his workshop to show us some bikes under repair. Gerry has been successfully fitting Tri Spark electric starter motors to many types of British classics for over five years which has ensured that older riders can continue to enjoy riding their machines. After an hour, we thanked Gerry with a gift of a COMCC t-shirt and cap before departing for Finnis for an excellent lunch at the Finnis General Store and Cafe.

After lunch, we travelled around to Clayton Bay stopping at the lookout over to Hindmarsh Island and then continued through Milang and Langhorne Creek. We arrived back at Strathalbyn around 3.30pm. Thanks to Rod for riding tail-end Charlie, and special thanks to Alison in the back-up trailer.

NEXT RIDE: See Mopeds Plus Calendar page 2; check with Malcolm or Geoff for starting place.

We hope to see as many members as possible in attendance.



LEFT: Gerry's work shop
Below: Triumph Triple
cafe racer



Above: Part of Gerry's collection
Left: Gerry with triple crank.
Right: Riders park outside the workshop



CLUB CAPTAIN'S REPORT



Sunday 28 June - 9 riders turned up, and Alan Kirnich led the ride. We had Lunch at Lovells Bakery at Mt Pleasant, then rode to Bow Hill for lunch via Mannum and Purnong. After lunch, we rode to Mannum and home. The weather was kind and it was an excellent ride!

Wednesday 1 July - Wet- no ride

Tuesday 21 July - Ray Hill led a ride to Lyndoch, Mengler Hill look-out, and Mt Pleasant. It was a great ride. Ray reports that no one broke down or was lost, and it was a perfect day for it.

Wednesday 5 August - 9 riders led by Ray, nearly all mounted on BMWs of various vintages, headed to Monarto for morning tea at the café. Tony took over as leader and led us back to Adelaide via a lunch stop in Strathalbyn before we split up and headed for home. It was a cold ride but no rain.

Tuesday 18 August

A modest turn out of only 4 riders met at Hazelwood Park on a day which looked as though it could turn to rain. Unfortunately, Kym's Yamaha single only made it around the corner into Greenhill Road before deciding it had had enough for the day. Three of us, Richard leading, rode on some damp roads though the hills to stop at Willunga Bakery. By that time, the sun was out and it was almost warm. We decided to head to Yankalilla, and Richard took us via some interesting back roads. At Yankalilla, we split up and headed for home.

Allan V. Club Captain



Mengler Hill look-out



Richard's pic at Yankalilla

COMCC ANNUAL LUNCH

The COMCC Annual lunch was held for the second year on Saturday the 15 August at the British Hotel. About 20 members enjoyed lunch and conversation in very pleasant surroundings in the pub's beer garden. The occasion usually features the awards of Life Member and Club Member of the Year. No award of Life Membership was made for 2026; and the recipient of the Club Member for 2026, Bob Cole, was unable to attend. He received the award at the AGM. (see page 6). Formalities were minimal, but President Charles Oliver made a short speech thanking members for their support over the year and for attending the lunch. Thanks to Charles for organising the Annual lunch. TJ



COMCC life Member Rudy Vuurens tells the tale of the fate of his motorcycle model collection

Fellow riders,

I have been riding for almost 60 years and have covered many miles/kilometres in Australia as well as overseas. One of my hobbies was building plastic motorcycle kits. The cheapest way to have a motorcycle stable without the space required and no maintenance. I would like to share my collection with my club members.

Over time the collection grew to just over 300 specimens, and the time came for downsizing. I approached the National Motor Museum in Birdwood and offered them my collection. Someone from the museum came to view the collection, was very impressed, and said they would speak to the acquisition committee. I heard nothing for quite some months, then I got a call to say they were interested and could I meet them to discuss a location for the show case to be constructed.

A suitable place was found. Nothing was heard for a long time, then the person I had been in contact with got in touch and told me he had been transferred to another section. The next phone call, some months later, said they were no longer interested.

Months down the track, I was informed they might like to purchase the collection. I agreed and told them to come up with a figure, and we could negotiate a deal.

Silence for many more months. It was now nearly two years since I approached the museum. Meanwhile the collection was in storage as we had moved into a retirement village. I decided to approach the Gilbert Motor Museum in Strathalbyn. They were very enthusiastic, and now you can view the models at the museum. Not all are on display, as they have to find space for all the cabinets.

If you need an excuse for a ride to Strathalbyn, you'll be pleasantly surprised.

My last motorcycle was a 1973 V7 Sport Moto Guzzi that I owned for 45 years, covering 164,000km, including 120,000km in Europe.

Rudy Vuurens

The Gilbert Motor Museum, 34-36 High St, Strathalbyn

Opening hours Wed to Sun 10am to 4pm

[Explore motoring history at Gilbert's Motor Museum - Strathalbyn](#)



Rudy's models on display at Gilbert Museum



*Spot the real one.....
On the left Rudy's beautiful Moto Guzzi V7;
on the right a model Honda 750*



My Motorcycling Days

This is the seventh 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 motor showed so much promise that I couldn't help modifying it further. More information was obtained from 'Motor Cycle Mechanics' for a twin carb modification giving the mechanical specification of my motor, i.e., jet sizes, needle sizes and slide cutaway numbers. I made my own splayed and down draught twin carb manifold as the accessory ones available were parallel tubes without any downdraught. Luckily, I was serving my apprenticeship in the Research and Development workshop of a large switch and electrical goods manufacturer. I had access to machines and materials to do the job. Besides the manifold, I made an alloy and Perspex extension to one Amal float bowl, as the other carb. had no float bowl owing to lack of space. I also made my own brass main jets. As I didn't fancy the cost and bother of experimenting with several sizes of jet, I devised an ingenious way of obtaining the optimum size orifice. Bulgin, the firm I worked for, was situated right on the Barking by-pass (speed limit 50 mph). During my lunch break I'd take the Triumph out and warm it up down the road, then I'd take it flat out in first and second before hitting the cut-out button and pulling the clutch in at the same time. I would stop by the side of the road and read the plugs (from a racing 'technique' I'd read about). I then systematically opened up the main jets with number drills (little, tiny ones) till my plug colours were reading right. I soon got the title of 'Foreigner King' from my workmates, not because I'm a 'dago or wog' but because I spent so much illicit time doing 'foreign' jobs. My trademark 'Chasmodified' was neatly stamped on much of my work. The Triumph odometer was reading nearly 1500 miles since the engine restoration; time for my 'what can she do' run. The venue chosen was the Barking by-pass having three lanes each way with over a mile between roundabouts; the time midnight, for safety from the law if nothing else. I took off from one roundabout watched by my mate Roy, holding the bike in every gear, over 90 in third and into top but missed the 'ton' as I had to slow down for the next round-about. I turned around and flat out in second, kissing the 'ton' in third and top took me to 104 before I had to slow down and stop to pick Roy up. We sneaked home, not daring to repeat the action as I reckon every motorised cop was converging on the place to the

call of a pair of open 'Goldie pattern' megaphones. The feeling of satisfaction that night was fantastic.

Now that I had a decent, fast and reliable machine, my interest in the Excelsior and B33 outfit dwindled. I flogged the Excelsior to a friend for a mere £5; and Dave, the owner of one half of the BSA, bought my share but not before I had used it to transport some broken, smashed and hacksawed Matchless frame and parts to the dump in exchange for an almost new Avon Dolphin fairing. The conditions for this strange trade by the 'Mad Dave' were that I must repaint the fairing. I nosed around and found out that 'Mad Dave' and his brother had stolen an immaculate, faired Matchless from outside a pub in Dagenham. They hid the machine in their lock-up garage at Barking, but when things began getting too hot with police enquiries they decided to get rid of unidentifiable parts and dump the rest. Murder! say all Matchless restorers.

My Triumph was now equipped with an Avon touring fairing, short Norton straight handlebars, and raised rear-sets, quite a necessity as the old ones were chamfered and worn out from scribing grooves in the road on corners. I got the reputation of having the fastest 500 in the Barking area apart from one Clubman Goldie. Why the hell didn't I own one of them!? Two engineering college friends owned 750 Norton Atlases (the original superbike) and invited me to join them on a weekend run to visit the Birmingham Rockers. To us, then this 100 mile run compared with an Adelaide to Whyalla run now. I took 'Mad Dave' pillion and met the others at the 'Busy Bee' cafe before the M1 on the Friday evening.

We set off keeping to the newly introduced 70 mph countryside limit. It was rumoured that this was introduced to curb the dawn testing of Le Mans sports racing cars. Nevertheless, many cars passed us, including Minis. The pace was stepped up a bit, much to my delight as the megaphones came on song at about 80 mph. Soon one of the Nortons dropped back a safe distance while the other tried to stay ahead of me and this manoeuvre upped our speed considerably, and before I knew it, we were travelling at about the 'ton'. I found out they were both trying to stay out of earshot of those megga's of mine. No full-face helmets in those days.

We found the Birmingham Rockers uninteresting and not very friendly to us London visitors. Our intended return that same night had to be postponed as the stator on one of the bikes had come loose with the subsequent rubbing of the rotor ruining the charging mechanism, leaving one Norton without lights. We spent the night around the railway station, the only place with life and set off at first light. It wasn't long before I found myself falling asleep and my friends were faring no better. The 70mph limit was so monotonous and the Avon fairing made matters worse as over 60

mph no wind touched the rider. It was like a two wheeled car. Frequent stops and cups of coffee made no difference so in desperation I wound the throttle to the stop, the needle rose to 100 -102 (two up!). The added vibration, sense of speed and natural self-preservation kept me wide awake. My mates soon disappeared from sight and so did the little traffic that I passed. Luckily there were no cops around at that time of the morning and we soon reached home safe and sound.

I guess the Triumph was the best bike I owned in England. I cannot decide best bike ever, as my present BMW will take some beating. I did a lot of touring with Dave Tillyer who owned a 600 Dominator SS. We did Devon, Cornwall to Lands' End and back during our holidays, the 500 averaging 95mpg!!

My third and final Dragon Rally in 1967 was the best yet with the Triumph. The weather was unbelievably good, and I had no mishaps for a change. Dave also owned a Bultaco trials bike and my interest to compete was aroused. I duly bought a DOT trials iron fitted with a 197cc Villiers engine and Earles forks. I also met Don Smith at his East London shop where I went to buy my tyres, I got a lot of tips and advice as well. The Flying Wheels Auto Club was ACU affiliated so it wouldn't be long before I could ride in a trial. Alas, one day I received a registered letter from Australia House advising me of a vacancy on a migrant flight to Oz in three weeks' time. I had applied to migrate some twelve months before, when my parents settled in Sydney and extolled the virtues of this new land. I hurriedly appraised the cost of shipping my Triumph but the £50 would leave me broke. Reluctantly I sold the Triumph, DOT, all riding gear and spares to a friend for £50, a bargain!

I arrived in Sydney on the 13th of May 1968 with only my new, ACU approved Pudding Basin helmet which I had bought to ride in trials, to remind me of my motorcycling days in England.

Next issue - My Australian Adventures.

NEW MEMBERS

A welcome to the club is extended to...

Luke Balestrin

Graham Wilkins

Brett Witter

Michail Szczurko

Tamika Murray



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

Riding apparel- various

-Walden Miller leather jacket L44
sheepskin removable inner, body
armour

-Classic Belstaff Trailmaster L
wet weather coat & trousers

-Classic Korea leather Brando
jacket- L 44

-Imola PVC riding jacket- L

-DriRider waterproof suit- L

-Draggin Kevlar jeans- 34

-Classic motocross leather buckle
boots-9

-SHOEI Marquez red helmet- M
various gloves & mittens- L

-New BMW MotoMeter Quartz
Clock

(black faced, green dial, 2 white
hands) for 1973-1996 R90S,
R100S, R100CS, R100RS,
R100RT cockpit.

BEST OFFERS

Detlev **0437918221**

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**

1994 Yamaha SRV250 V- Twin

Immaculate cond. Starts well &
runs

Well. Needs new tyres only.

Was \$3,250 Now only \$2,000!

Ron **8396 3546**

WANTED

RD400 wheel

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

(picture on www.classicowners.org)

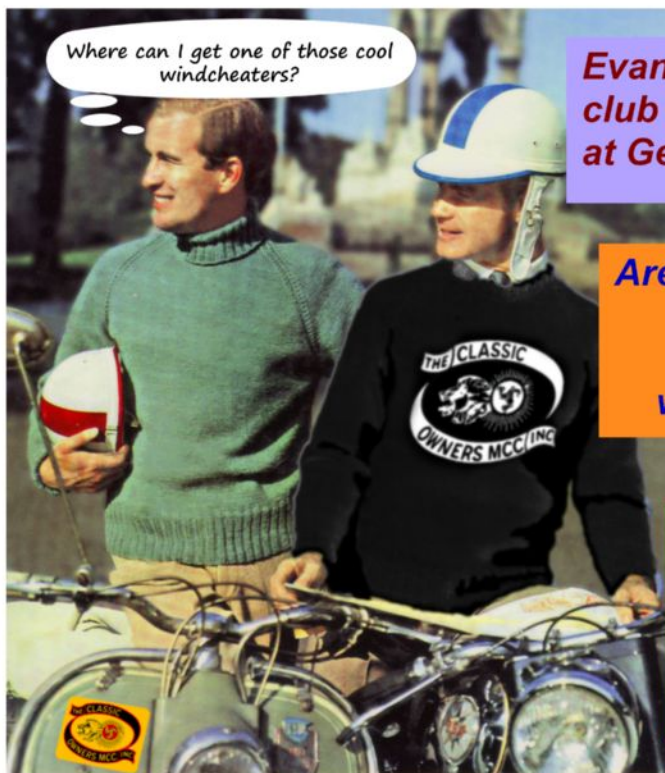
Bernie **0423 977 746**

bernixmai@gmail.com

28x3 tyre beaded on edge to suit
1913 Indian.

Chris Knight **0493 123 004**

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 2026 - 2027

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 VACANT

Social Sec VACANT

Member Sec Allan Kernich 0429 093 821 membership@classicowners.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.

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

email
phone number
postal address

Contact the membership secretary

membership@classicowners.org



Classic Courier Magazine is published
quarterly

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

DEADLINE FOR

Dec 26 - Feb 27
General Meeting
last week in November

