

# B.S.A. MOTOR BICYCLES

*For Goodness sake  
just plug in the GPS!*



**CLASSIC  
COURIER**



SEPT - NOV 2015





September's General Meeting will feature a screening of the Classic Owners Motor Cycle Club video produced by member David Byford.  
Your chance to see yourself on the big screen

## Macclesfield Strawberry Fair Motor Cycle and Car Display

To celebrate the 175<sup>th</sup> Anniversary of the establishment of Macclesfield, the organising committee wish to attract sufficient interesting cars and motorcycles to arrange a display on Davenport Square on Sunday 22<sup>nd</sup> November. Vehicles may be ridden or driven to the venue, club banners, vehicle data and any other items of interest pertaining to the display are welcome. Club participants may consider organising a club run to Macclesfield on the day.

The organiser is Kath Thurmer- phone 83889414 or [thurkettle2@bigpond.com](mailto:thurkettle2@bigpond.com)



ALL BRITISH DAY  
NEEDS  
YOU



All British Day has grown considerably over the past 10 years and this means the organisers are looking for **volunteers** in the following areas:

*Committee Personnel. Team Leaders. Field Marshal Team Leaders. Club Marshals. Field Marshals*

The future of the All British Day is in your hands.

Contact the ABD Committee,  
Ian Hay, President [ianghay@optusnet.com.au](mailto:ianghay@optusnet.com.au) 08 8297 1653.  
Secretary David Baird [bairds@micronet.net.au](mailto:bairds@micronet.net.au) 08 8338 1746.



## MILANG VINTAGE MACHINERY CLUB 20<sup>th</sup> YESTERDAY'S POWER RALLY

MILANG OVAL  
16<sup>th</sup> & 17<sup>th</sup> JANUARY 2016

*Featured in the Show*

International Trucks & Tractors- Allen Engines - Norton M/C-VW Cars & Commercials-Memorabilia-Fire Engines-Earth moving Equipment- Pre 1973 Tractor Pull -Vintage Chain Saw demonstration-Working Model Railway-Oscar W Paddle Steamer at the Jetty-

FOOD, DRINKS AND VARIOUS STALLS -

ADMISSION \$5.00 PER PERSON

UNDER 16 YEARS FREE-

*Entry Forms Contact Secretary*

Ventia 82974715 or Roger 0413 616 834

PO Box 1 Marleston 5033

E-Mail – [secretarymvmc@gmail.com](mailto:secretarymvmc@gmail.com)



### IMPORTANT NOTICE

**FOR MEMBERS  
WITH HISTORIC  
REGISTRATION**

When you renew your bike's registration you must take the BLUE certificate you receive AFTER payment with your LOG BOOK to a Machine Examiner to get them both stamped. If you ride before having your Registration Certificate and Log Book stamped you are riding UNREGISTERED

## Bring your Veteran & Vintage Vehicles to the Pre 1931 HISTORIC VEHICLE GATHERING DAY

20<sup>th</sup> March 2016

Anzac Highway, between Keswick Bridge & West Terrace, Adelaide

**CLASSIC & BIKES CARS WELCOME**

Caterers on-site Drinks available

Vehicles on display between 10.30 am & 2.30 pm

**FREE ENTRY**

for all vehicles and spectators

Phone Ian—8382 7243

Phone Rodney—8382 2100





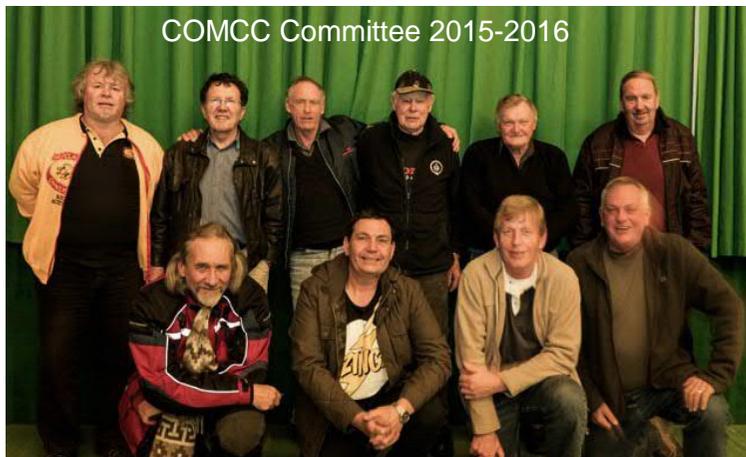
# A.G.M. 2015

The 2015 A.G.M resulted in a change at the top and the welcome election of a Club Captain

- President Bob Cole
- Vice President Freeman the Younger
- Secretary Ross Edwards
- Treasurer Stuart McCullum
- Editor Trevor Jones
- Club Captain Charles Oliver  
Martin Mace as Deputy
- Federation Rep. John Groeschel
- Club Registrar Bob Finnie
- Librarian Lew Hylton
- Photo Librarian vacant
- Membership Sec. Lew Hylton
- Social Sec. Barry Young
- Web Site Editor Geoff Woodberry

Clubman of the Year Bob Finnie

Life Membership Phil Reeves  
 in recognition of Phil's record of service to the Club:  
 Club President, 1990-1, Club Captain, 1985-6 -7,  
 Assistant Club Captain 1981 to 1993-4,  
 Social Secretary, 1979-80.



COMCC Committee 2015-2016

Robert Freeman jr, Stuart McCullum, Bob Finnie, Ross Edwards, Bob Cole, Barry Young  
Trevor Jones, John Groeschel, Charles Oliver, Lew Hylton

## FROM THE CHAIR



Good day to all members, my name is Bob Cole and I have just been elected President for 2015/2016 and would like to introduce myself. While I do not have a shed full of bikes (shed too small), I do have an interest in 70's and 80's bikes and would like to see *The Classic Owners Motor Cycle Club* maintained as one of the leading motorcycle clubs in S.A.

After not having a Club Captain for a couple of years, the position is now filled, and we have a full committee. In the next couple of months, your committee will be looking at all options to not only increase membership but also give existing members more reasons to remain a member.

You have a dedicated committee with your best interests at heart, so please give them all the help and support when required.

Regards  
**Bob Cole President**

## EDITOR'S COMMENTS



This issue marks the beginning of my fourth year as editor of the *Classic Courier*, and I hope the members are finding the magazine useful and informative. I would like to thank retiring President Ken Leeks for his help and support over those years. In addition to his role as President, Ken was in charge of the printing and posting of the magazine. Once it left my computer, Ken made sure it arrived in your mail box.

This issue welcomes a new contributor Tina Thus with a tale of things that can go wrong with a restoration that don't involve nuts and bolts, and an article about bikes in the coldest place to go riding.

There are plenty of events going on at the moment and a full schedule planned for the New Year so write them up and take some photos. Thanks again to the regular contributors and proof reader Susan.

**Trevor Jones Editor**

# Bikes Down South

The following is edited from an article in 'Aurora' the Quarterly journal of the ANARE Club ([www.anareclub.org.au](http://www.anareclub.org.au)) and spotted by COMCC Mal Kruss LM



*Vellocette in West Bay at Mawson 1960— photo Bill Kellas*

Over the years motorbikes of many makes have provided a lot of interest and entertainment on the bases, not to mention (occasionally reliable) transportation. In this article well-known ANARE rev heads George Cresswell and Bill Burch reminisce. (Images supplied by the authors).

## **Tracking down the Bikes by George Cresswell.**

Between 1960 and 1980 about 30 motorcycles were taken to the Antarctic stations by expeditioners from all walks of life. Usually this was done unofficially. Weather permitting or sometimes not, the bikes were ridden on the sea ice and on the plateau by daredevils and used to tow skiers and sleds. They were very useful as work horses.

The bikes were usually passed on from one year to the next, sometimes for money and sometimes for a slab or two. Two bikes were lost through the sea ice; their riders were lucky. Many bikes just seemed to fade away. In addition, some quite bizarre personal vehicles were built there on the long winter nights. I am trying to write chapters about each of the bikes, but in some cases there is very little to go on: I might have a photo and no story, or a good story and no photo. I try hard to give credit throughout and I will welcome corrections.

Below is a list of bikes. I've arranged it according to the make of the bike, the station, the years that the bike apparently was used (not always clear), and the name if known of the person(s) who took the bike down (also not

always clear). I've included Dr Alan Gilchrist's Indian motorcycle taken to Heard Island in 1947.

Ariel Red Hunter	Wilkes	1963-65
Ariel	Mawson	1962 Ken Tate
Bridgestone	Mawson	1978 Lenny Harwood
BSA Bantam	Wilkes	1960-64 sent down to Rich Penny by John Snow
BSA Bantam	Davis	1962 John Mollie
BSA Bantam	Mawson	1964 John Seedsman
BSA Bantam	Wilkes	1965 Scruffy Sheenan
BSA Bantam	Mawson	Tony Warner
BSA 500 Twin	Davis	1966-67
BSA 500 single	Mawson	1963 Ted Giddings shipped to Mawson
BSA 500 Twin	Mawson	1965
DKW	Mawson	1967 Bill Butler
Honda Elsinore	Mawson	1967-68
Honda Elsinore	Casey	1967-68
Indian	Herd Is.	1978 Gary Allen
Jawa 250	Mawson	1979
Matchless 500 single	Mawson	1947-48 Alan Gilchrist
Minibike (make unknown)	Mawson	1963
Minibike (make unknown)	Mawson	1966-67 Bruce McDonald
Rokon 2WD	Davis	1964 Alan O'Shea
Royal Enfield Silver Bullet	Davis	1977
Suzuki	Mawson	1971-73
Triumph Thunderbird	Wilkes	1962-65
Triumph Tiger Cub 250	Mawson	1980
Velocette 350	Wilkes	1962-67 Snow Williams
Vespa	Macquarie	1966
Yamaha	Mawson	1960-66 George Cresswell
Yamaha DT250		Neil Simmons
		1969 Mark Forecast
		1978

## **Richard Penny's Motorbike by Bill Burch**

About two years ago, I began a quest for the full story of the motorbike – 125 BSA Bantam – I bought from Richard Penny at Wilkes during the changeover in January 1961. Thanks to several former Wilkes explorers, the tale has expanded to include the exploits of at least three motorbikes taken to Wilkes over the years. Some of these stories have been told in more detail in past editions of Aurora but readers might enjoy some of the anecdotes that have come to light. There may even be someone who has



**Jack Selick on the sea ice 1960**

the definitive evidence for what finally happened to Rich Penny's bike.

It all began when Richard asked John 'Snow' Williams in 1959 at Wilkes if he could arrange for a bike to be shipped down for him to use in his second year there travelling to and from his beloved penguin rookery. Through a friend in Melbourne, Snow obliged and the machine duly arrived on the Magga Dan.

I paid 25 pounds to Richard and enjoyed a great year on it after

improving traction via Jock McGhee's advice to put 50mm brass gutter bolts through the tyres. I then sold it on to 'Pancho' Evans in 1962 for 10 pounds, and he reported having a good year with it before it was handed over to the 1963 Medico Ken Hicks for two cases of 'Carlsberg'.

By now it had been painted bright red, the engine 'hotted up', and Fred Spence tells the story about two-stroke engines being known to run in reverse. It seems Steve Grimsley, in attempting to do a wheel stand, gunned the engine to high revs, dropped the clutch and roared backwards up a snow bank.

This is where bike number 2 enters the story, as Fred proudly writes that he had brought down his own far superior machine a Royal Enfield Silver Bullet. Graeme 'Choppers' Currie notes. "There were 2 bikes in '63 when I was there, and I remember one day we rode out to Nellie Is. ...or almost there on two bikes". I can only presume Fred Spence left his machine behind because in 1964, Neil Simmons added to the two-wheeled transport at a Wilkes by bringing down a Vespa Motor scooter. He also took over the Lee Enfield from John Makenzie. Had Fred Spence renounced ownership during the year?

Neil writes "I used the Vespa on the trip to Nellie Is. because it was lighter than the Enfield, but more importantly easier to ditch in case of breaking through the sea ice... We stopped at the edge of the new sea ice which wasn't covered with snow. I used a screwdriver to check the new ice and broke through to seawater with a few blows. This is when we made the decision not to proceed any further and made a quick 'U' turn and headed back to the station. Better dry than sorry. The Vespa returned to Australia with me at the end of 1964 and I used it for a few

more years."

Neil's comment about being dry was prescient. Mark Fore-cast tells it. "One bike that did drop through the sea ice was a BSA Bantam125. It belonged to Scruffy (Shennan) and Tony Warriner, who took it down to Wilkes in 1965. I can confirm this, because I dropped it in Newcombe Bay half way across to Repstat with the freshly baked bread run. I survived; the bike sank."

Scruffy added "Neither I nor Hooby (Tony Warriner) ever got to ride on it before it sank". I remember you coming into the workshop wringing wet to announce that the bike didn't pass the swimming test. You had ridden it quite often between Wilkes and Repstat until then." The 1965 crew were adamant there was no other motorbike at Wilkes in 1965. So the only conclusion to be drawn is that both the Rich Penny Bantam and the Fred Spence Lee Enfield were spirited over to Repstat and kept there for the year by the construction crew.

This fits with Noel Barret's recollection: "We had a BSA Bantam bike in 1966. It had straw stuffed into its back wheel as there was no inner tube; football stops screwed in to provide grip. The red motorbike was the only one at Wilkes in 1966. It spent most of its time at Repstat and was there when we arrived as far as I can remember. The go-cart with the Ariel engine was also there and in our 'Great Race' with two teams of dogs against the motorbike, go-cart and various other machinery, which included a funny machine that went sideways all the time".

So by now it looks like the Lee Enfield's engine had been built into a go-cart, as Darryn Schneider has a photo of what is clearly a heavier frame than a Bantam, but known locally as 'Rich Penny's bike', hanging in the original Casey workshop. Nothing further on the Bantam has come to light; but Keith Godfrey, who visited Casey on a round trip in 1991, photographed an 'engineless' frame leaning up against the rock holding the 'Casey Opening' plaque, and folklore has it as the original bike. But it's not a Bantam. Presumably it's the Lee Enfield brought south originally by Fred Spence. So the fate of the 'Richard Penny Motorbike' remains a mystery.



**Richard Penny at Wilkes in 1960**

## A STORY THAT HAD TO BE TOLD

***This is the first installment of Tina Thus's story of bike restoration, nefarious internet bike dealers, obdurate bureaucracy, and the quest to put a classic bike on the track at Broadford.***

It all started on April 2013 when we were driving home from an annual event in Victoria which is held over the Easter long weekend. The event is the Penrite (formally Honda) Broadford Bike Bonanza. Broadford is a small country town about 80km's above Melbourne, and the event is held at the popular racing complex and is an exhibition of pre-1990 motorcycles which include road, motocross and speedway.

Every year my husband Gavin and I pack up the family, the camping equipment and a few bikes and head off for what can only be described as a spectacular week of riding on superb circuits and catching up with friends we've made over the years.

This particular year was my third in a row. I hadn't had my own bike for 10 years, after selling my GSX-R750 when we started a family, I would always ride Gavin's 1984 Katana 1100 on the road racing circuit...all weekend. I loved it but there was always a tinge of sadness as the weekend drew to a close, and it always made me ponder the thought of getting another bike. Being a mum and all that goes with it, owning another bike never seemed to be within scope of my priorities. But after the third year at Broadford I finally caved in; I couldn't handle it any longer. I had the bug, my conservative nature had gone out the window and I decided to put the long awaited house renovations on hold. It was time buy myself another bike...but what bike to buy?

I knew it was going to have to be something special, more than likely Japanese and there was a criterion it had to meet. It needed to be pre-1990 (no point having a bike I couldn't ride at Broadford) and it was also important for it to be reasonably light weight. The search began; but as the weeks went on without any half decent candidates, the house renovations were slowly becoming a little more appealing.

Then one night Gavin was trolling the internet and happened to find a little 1974 Kawasaki S3400 on local Gumtree. Without wasting a second he woke me up, and I have to say I was impressed. It was just what I was looking for except there was one problem...it was a two stroke! 'Are you serious..? Me, with a noisy, smelly, smoky old two stroke??...yeah right!' These were my exact words, a dirt bike is one thing but a road bike with a kick starter? I think not. However, Gav was insistent and convinced I'd love it, so I called

the number the next morning and we were soon on our way to have a look. Sure enough Gav was right. I really don't know what came over me that day but I have to admit it was love at first sight. After I heard it start I needed no more convincing. This was the bike for me. I was prepared to learn a little more about two-strokes, but what I was really about to embark upon neither one of us could have imagined.

The owner of the bike, whom we will call Joe (not his real name), was a friendly guy and told us he had bought the 400 plus another bike from the one seller. The other bike he had restored but had only began restoring the 400 when he decided to sell it. Joe had stripped the bike, rebuilt the motor but hadn't done any kilometers on it as it wasn't registered. He had powder coated the frame and painted the bodywork. I couldn't have been happier because so much of the work had already been done. There was a lot of restoration still to do, and we were looking forward to finishing it off. After a short zip up a long driveway and a quick check to see if there was any record of it being stolen, we brought the bike home a few days later at the end of May 2013.

All was good. We set out a plan to complete the restoration, and I was going to have it ready by Easter 2014...plenty of time.

It didn't take long for our plan to go pear shaped. When we started the bike at home for the first time, it wasn't running right, which was odd because it was OK during the test run. Gavin has worked on many two strokes over the years, but he couldn't get it running right and the clutch wouldn't free itself. We called Joe who offered a couple of solutions which were of no help. Next we took it to a mechanic. He found the clutch plates were rusted together, and there were problems with carbies, coil and points...



\$650 later the bike returned home, but we could tell it still wasn't running right and there was no 5<sup>th</sup> gear. After some serious consideration and a couple of phone calls, we handed the motor to a two-stroke genius, who offered to work on it in his spare time.

Meticulous doesn't begin to describe this person, and I will be forever grateful for his knowledge and expertise. Without him I doubt my bike would be where it is today.

Starting with solving the mystery of the missing fifth gear, it was soon discovered that the gearbox was not only assembled incorrectly but was full of some unrecognizable paste. The two stroke oil tank was filled with what looked like gearbox oil. The crank shaft was good for only another couple of km's and was about to break, which would have caused some major damage. The crankshaft and gearbox were going to have to be rebuilt and a long list of other parts needed either repairing or replacing. This came with a long list of parts needed and guess who's job it was to source it all?...MINE!! Mindful of the fact that I hadn't done anything like this before, I thought it would be a pretty easy job. The fact that the local bike shops weren't very helpful (if it's over ten years old forget it and did we make bikes back then?) didn't really matter because how hard can it be to go shopping for bike parts on the internet...?

I downloaded a parts catalogue and happily started shopping. I spent most of the time searching and cross referencing to make sure I was buying the correct part because you can't believe everything you read on the net. It became a lot harder and time consuming than I thought. There were some parts that I couldn't find a number for, especially inner crankshaft seals, nor could I find anything that was compatible. The best I could come up with was a guy in England who rebuilds crankshafts for KHs; but the deal was to send my crankshaft to him, he would send me a rebuilt one for a fee and I pay all the postage. Well this got me thinking that if he could rebuild crankshafts for these bikes surely he must use new seals and where does he get them? Out of desperation I called him only to be told you can't buy them. So when I asked the obvious question he hung up.

It's a funny thing because a few weeks later I was once again Googling inner crankshaft seals and a parts number popped up. I immediately jumped onto the American website and bought them. Mind you, the postage for two small lightweight rubber rings was \$48 but they were in my hand four days later and another hurdle was completed.

The hunt for parts was exhausting. It took months to complete and the cost quickly added up. While this was happening, we began completing the restoration. We stripped the bike and sent all the nuts and bolts off to be Cad plated and what couldn't be sanded, polished or painted was replaced. Luckily, with a talented husband, a well-

equipped shed and a fridge full of beer, most of this we could do ourselves at home.

There were times when Gavin began to think not all was fair, especially when he came home from work and I'd painted my front brake disc. I had it drying in the oven because it was too cold outside. He knew there was no way I would agree to him doing that...what could I say? It was the obvious thing to do. He was right though, but he's still not allowed to do it.

Time went on and we were still hard at work. We encountered one problem after another, but we managed to resolve them. 2014 was approaching, and by early January the motor was complete and back in the bike. As expected it ran perfectly with that unmistakable crackle of a triple; such a sweet sound that it is. Finally the bike was ready to be registered.

On 10<sup>th</sup> January 2014 we loaded the triple into the bike trailer and drove to Regency Park vehicle inspection center a little nervous but confident as everything worked well and it was immaculate, so there was no surprise when it passed inspection.

What happened next was unexpected, changed everything and shattered a dream: we were asked to produce the bikes import certificate.

What? We gave each other puzzled looks. Why would we need import papers since the bike was sold locally in SA? It was explained to us that the sticker on the frame that reads 'Manufactured by Kawasaki Heavy Industries 10/73', also has some weight and other specifications. This means the bike has come from the US and there was no record of it previously being registered in Australia.

We didn't know what to do as we had not encountered this before. We didn't know how to get an import certificate for a 40 year old bike, we were at a loss. The inspector advised us to contact the previous owner and gave us the contact details for a Government Agency called DOTARS, and he then walked away.

We drove home in silence, trying to make sense of what had just happened. Fearing all the hard work and all the problems we had overcome in the past seven months could have been a complete waste. I was devastated and in a state of shock. I couldn't speak without bursting into tears.

The minute we got home I was on the phone to Joe calling on the only number I had. It went straight to a message bank that said "Hello, you've called Kevin". What the...who's Kevin and where's Joe?

***Find out who is Kevin, where is Joe and if Tina finally gets her bike registered and on the track at Broadford in the next Classic Courier ...***

# Stubbekøbing Motorcycle Museum



The Stubbekøbing Motorcycle Museum is about 100kms south of the Danish capital Copenhagen, or the 'middle of nowhere' according to the information desk in the Copenhagen central station. It is a bit tricky to get to by train and bus, but with the help of the transport journey web site and some help on-route it can be done and is well worth the effort.

The museum was founded as a collaboration between a motorcycle collector and the local community and is one of the largest in Northern Europe. The collection consists of over a hundred bikes packed into two floors, the upper floor ringed by a display of free standing engines and there is even a bike displayed in the hallway leading to the lavatories. The strength of the collection is the display of Danish and European marques and the curator explained why there is such a wide and varied range of bikes in Denmark.

Unlike Australia which for many years gave favourable import duties to British exports leading to a dominance of British motorbikes, Denmark had no such restrictions and imported from all over the world. Danes also had a tradition of individuals importing bikes in very small numbers.



1897 Danish model with De Dion Bouton power



1934 AJS 1000 V Twin outfit



Moto-Guzzi and Gilera lightweights

The age of the bikes is mainly from the first half of the 20<sup>th</sup> century, the oldest a Danish 'Motorcyclet' built in 1897 and powered by a 760cc French De Dion Bouton twin, the pistons arranged one on top of the other in the same cylinder on a common connecting rod to the crank. (I still haven't figured out how that arrangement worked!) Other early examples are FN, Pierce Arrow, Victoria, NSU, ACE, Vindec, Puch, along with the usual American Harley and Indian. BSA makes a strong showing in the 1930s models- a 250 Empire Star, 500 Blue Star, 350 Silver Star, 500 Gold Star, and a 1935 500 V twin. Mopeds are not neglected with enough on display to make a very healthy moped run. Local makes Sylon, ICM, BFC, Stafette, DISA, and Hamlet (I'm not making that last one up), feature with other sturdy, well used examples.



1939 Hamlet 98cc moped

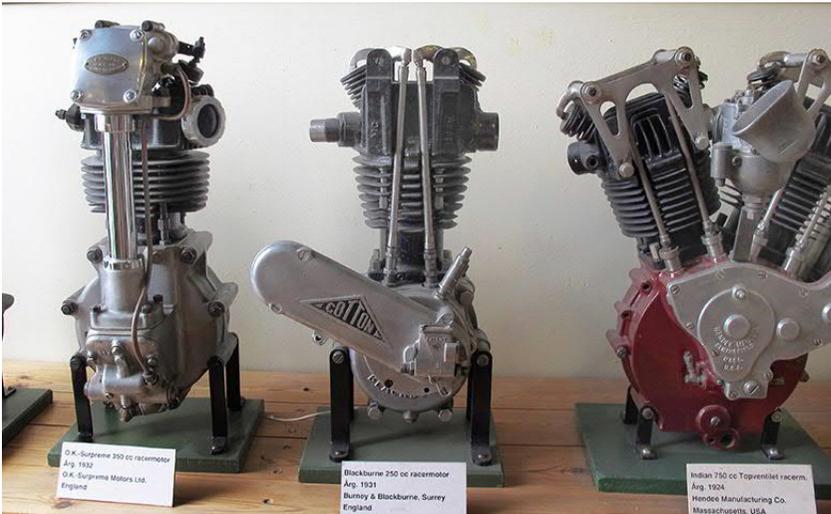
This last aspect particularly impressed me, the majority of the bikes looked as if they had just been 'parked' and showed their history. Only a few of the bikes like the collection of Hondas- a 6, 450 Black Bomber and a CB 72 had had a 'nut polishing' restoration.

The Danes made more than tiddlers, two of the unconventional Nimbus 750 fours were on display, one with a 'cut away' engine. The motor was a sohc four mounted in line with the frame and shaft driven (See panel on next page) .

I'll leave the photos to give you a sample of the display at the museum and would encourage anyone who finds themselves in the vicinity to pay a visit.



1929 Matchless  
400cc Twin



Three  
motors of  
the many on  
display-  
350cc  
OK  
Supreme  
1932  
  
250cc  
Blackburn  
1931  
  
750cc  
Indian  
1924



Pre-War  
797  
Puch  
Boxer Twin

# NIMBUS

The Danish 'Nimbus' marque had a long history. The company branched out from vacuum cleaners into motorcycles in 1919 with a design- an in-line four cylinder with shaft drive, which with modifications they manufactured until 1960. The later machines featured a single overhead cam, shaft drive, telescopic forks and a frame of riveted flat bar and pressed metal cycle parts. The bike was the mainstay of the Danish police, army and postal service for most of its life, but in common with the British industry, being able to sell every bike they made in the 1950s led to a lack of development and with modest performance of 120 kph cars and motorcycles were outpacing the Nimbus. Production ended in 1960. Approximately 12,000 were manufactured and it is estimated 4,000 are still registered and running in Denmark and another 4,000 residing in museums. I don't doubt this last statistic; a Nimbus seemed to be part of the collection of every museum I visited. An aspect of the bike that I thought would elude me was the sound. The Nimbus acquired the affectionate nick name *Humblebien* ('The Bumblebee') for the exhaust note of its four cylinders, so I was delighted to stumble on a mid-summer motor parade and was able to hear a late Sport model 'buzz off'.



Design Museum's  
1934 model



Late model 'Sport' with foot gear change



1920 Kakkelovnsrør "Stovepipe"



Pressed  
metal  
handlebars  
& instrument  
panel



1954 Victoria Bergmeister

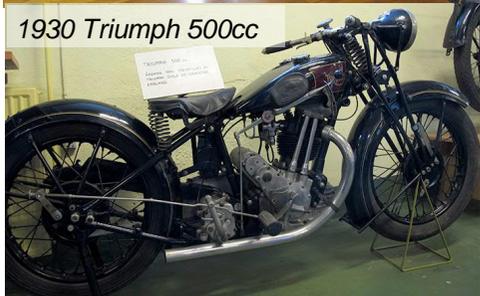
Danish  
1914 William Mørch 600cc



1917 Pierce Arrow



1937 Moto-Guzzi 500 GTV  
with pillion handlebars!



1930 Triumph 500cc



1939 Zündapps twin & single

## MID-WEEK RUNS

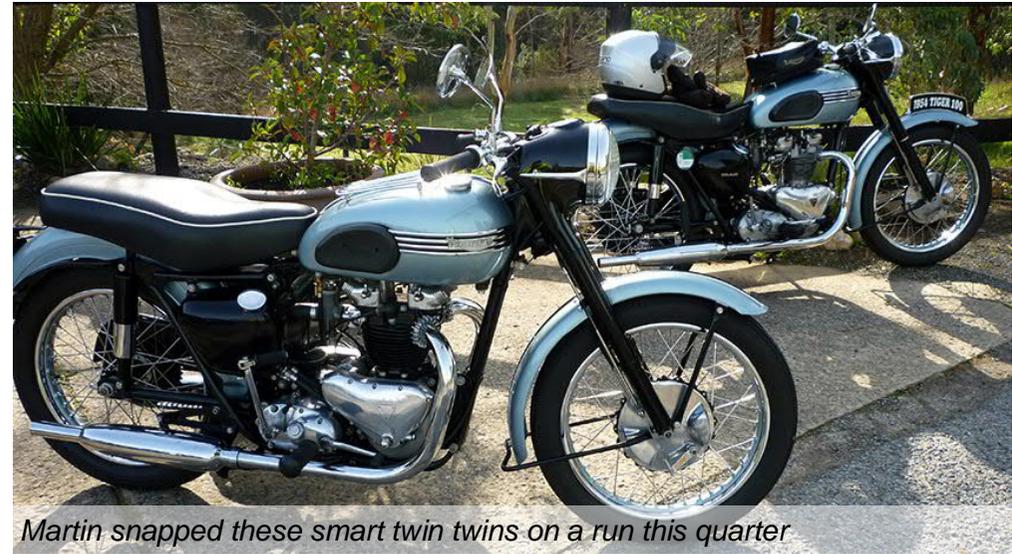
Meet at Hazelwood Park , Hawthorn Cres.  
Hazelwood Park - all types and makes of motorcycles welcome

Meet at 9.30am for a 10am start

1<sup>st</sup> Wednesday of the month

3<sup>rd</sup> Tuesday of the month

Ride destination decided on the day



Martin snapped these smart twin twins on a run this quarter



Lunch at Angaston

I was absent for most of the rides this quarter (see pages 16-20) but did go out for the last two.

August's Wednesday run was for the very keen only; a five and then four rider trip through the hills and several rain showers. All things considered we all rather enjoyed the experience.

Tuesday's run saw a return to the usual turnout and twenty bikes fronted up for a cold but fine trip to Mt. Pleasant, and then on to lunch at Angaston.

Thanks to our ride leaders.



## STRATHALBYN RUN REPORT 7th JUNE 2015

### Riders

Alan Wallis	1950	Tilbrook	197cc	M/C
David Saint	1966	Puch	250cc	M/C
Roger O'Loughlin	1974	Suzuki	650cc	M/C
Rob Smyth	1970	Motobecane	50cc	Moped
Warren Duncan	2003	Honda	250cc	M/C
Trevor McDonald	2012	MotoGuzzi	750cc	M/C
Graham Riley	1960	Vespa	125cc	Scooter
Martin Blindell	1967	Triumph	500cc	M/C
Peter Arriola	1957	James	150cc	M/C
John Powell	1962	F/ Barnett	200cc	M/C
Joe Betschart	2012	Moto Guzzi	750cc	M/C
Robert (Pud) Freeman	2003	Kawasaki	500cc	M/C
Chris Lorbeer	2006	Suzuki	500cc	M/C
C.Harris	1967	Yamaha	75cc	M/C
Robert Snell	2012	Harley/Davidson	1690cc	M/C
Neville Gray	1967	Bridgestone	175cc	M/C
Paul Knapp	1951	Norton (ES2)	500cc	M/C
Dean Launer	1948	BSA (M33)	500cc	M/C



Photo from Trevor McDonald

serve our departure.

The actual departure from Rankine St. was in fact delayed when, due to a misunderstanding, the prime mover for the backup trailer did not arrive. Alternative arrangements were made, and the group finally left for Milang, where the bakery provided some inner warmth in the form of morning tea.

The weather bureau forecast a fine sunny day for this run, but those who rode to Strathalbyn arrived chilled to the bone. The day continued in this mode with grey overcast skies, very low temperatures, but no rain. Eighteen bikes ranging in size from 50cc to 1690 cc's gathered ready for the start. Graeme Bradley attended to ob-

Departing on the 45 minute ride to the lunch stop at Clayton, some minor confusion resulted in a couple of riders taking the direct route to Clayton rather than the planned route via Finnis; however no damage was done, and we all regrouped at the Clayton Sails Restaurant for a pleasant lunch and the normal extensive discussions about motorcycling affairs.

The return journey to Strathalbyn via Milang and Langhorne Creek in the afternoon proceeded without any significant bike problems. Many thanks to Roger O'Loughlin for his assistance in marshalling corners, so ensuring most of the riders travelled by the planned route.

*If you decided to subscribe, you will probably need a Norwegian Dictionary*



## WILLAIMSTOWN WANDER 4<sup>TH</sup> AUGUST

### Riders

Alan Wallis	1950	Tilbrook	197cc	M/C
Warren Duncan	2002	Honda	250cc	M/C
Rob Smyth	1970	Motobecane	50cc	Moped
Mick Hayes	2004	Suzuki	400cc	M/C
Graham Riley	1972	Lambretta	230cc	Scooter
Alan Martin	2007	Royal Enfield	500cc	M/C
Pud Freeman	2003	Kawasaki	500cc	M/C
Ian Voysey	1948	Malvern Star	98cc	Autobike
Peter Arriola	1974	Honda	400cc	M/C
Don Jennings	1982	BMW	1000cc	M/C
Neville Gray	1968	Bultaco	250cc	M/C

Tony Earnshaw	1972	Yamaha	125cc	M/C
David Saint	1966	Puch	250cc	M/C

Eight of the 13 starters for this event rode their machines up to Williamstown from the Adelaide area, and experienced very cold conditions and wet and slippery roads. Surprisingly little rain fell during the whole day but as the riders ventured north to the Barossa through Eden Valley, strong gusty winds persisted or most of the journey, making it hard work for the smaller machines. Most of the bikes performed well, except the autobike which managed only a couple of kilometres from the start before it was loaded onto the backup trailer. It seems it just died of old age. Riders enjoyed a comfortable lunch in the shelter of one of the Angaston bakeries, before returning to Williamstown via Tanunda and Lyndoch. Thanks go to all the riders who provided us with an interesting variety of bikes for the run, to those who marshalled the corners during the day, and to Charlie Brown for towing the backup trailer.

**NEXT RUN:** 11<sup>th</sup> October 2015 ( Note 2<sup>nd</sup> Sunday in October)  
*Mount Barker Burble -- The best ride of our year!*

**MEET:** 9.30 for 10am start @Lions Club Car park – Mt.Barker, RHS of Mt. Barker to Flaxley Rd.

**RUN:** Morning - Mt. Barker/ Echunga/ Meadows Bakery/Macclesfield/ Mt.Barker  
 Lunch at Mt. Barker  
Afternoon –Mt.Barker/Littlehampton//Balhannah/Oakbank/ Woodside/Nairne/ Littlehampton/Mt.Barker  
 ( 40kms a.m.) -- (40 kms p.m.)

**REMEMBER:** These runs cater for the slower rider, backup trailer always provided.

## NEW MEMBERS

A welcome to the club is extended to.....

1015	Lee Longmire	Cheltenham 5015
1016	Alfred Barker	Morphett Vale 5162
1017	Victor Bollen	Woodville 5011



## FOR SALE & WANTED

Check  
[www.classicowners.org](http://www.classicowners.org)



For Sale & Wanted ads will run for two issues. Placement of ads restricted to Club members only.

### BMW Panniers & Crash Bars

\$350  
 Alan 82549550

**Triumph Bonni 1974** T140needs  
 tyres and battery, goes well \$8000  
 Rego RT-590

Peter 8529 2230

### Franconi chrome exhausts x2

From US Bonnie'81 \$300  
 1970 Triumph rear mudguard with  
 tail light \$150

John 0432 402 749

### 2000 Kawaski ER500 twin

95,000kms \$2000 Rego YZK 697  
**Zongshen 250 single** 12,600 km  
 With books \$1400 Rego S78 AGA  
 Pud 8255 2886

### Parts

-Lucas 3 position toggle light switch  
 Part # LU31788 new in box\$10  
 Amal two light throttle springs Part#  
 376/132 suit monobloc 376 carb  
 (new) \$10  
 Lucas 7"headlight unit inc.main pilot  
 bulb holders two 48W globes  
 & 3W pilot \$30  
 Oil pump suit unit Triumph 350-500  
 twins \$30

Charles 0466 863 932

### Honda125SS O.H.C twin 1967

ex cond. Low milage 3,500

Eng.# 125A102496

\$3000

Barry 0419 858 871

**Yamaha Majesty** big wheeled  
 400cc Scooter 2004 120,000km  
 Rego YYS-496

Rob 8277 8374 or 0448 682 974

## WANTED

### Ariel Clutch Centre

Graeme 8276 2928

### Pre- 1960s Vintage or Veteran, American or British.

I am seeking a very special machine to complete my collection. Preference to technically rare- Manx, Cammy AJS or Velo, Vincent,

Indian etc. Show me what you have! Offering up to \$80K cash.

E mail only

Mick [mzee@adam.com.au](mailto:mzee@adam.com.au)

**Headlight** for a 1930 BSA Sloper 350

Daren Tedmanson 0433 144 293

Kawaski Z750 **workshop manual**

Rod Stoneman 0487 497 613

**Upper exhaust** for a Honda 750 Four

1971 HM 341SR

Gary 0413 609 742

The place for replacement control cables is now

### FLEXIBLE DRIVE ACENGIES

138 Days Rd  
 FERRYDEN PARK, SA 5010

T: (08) 8268-9433

F: (08) 8268-5107

E: [sasales@flexibledrive.com.au](mailto:sasales@flexibledrive.com.au)

## HISTORIC REGISTRATION REGULATIONS

### CHANGES TO HISTORIC REGISTRATION

A Statutory Declaration must be provided annually verifying the vehicle is eligible for Historic registration and detailing any modifications.

Historic vehicles must be inspected by a Club Machine Registrar every three years.

### Regulations Regarding Financial Membership and Historic Registration

Historic registration of a vehicle is conditional on the owner being a financial member of a registered car or motorcycle club.

Regardless of your joining date, **your membership renewal is due by the 30<sup>th</sup> of June** and if it is not paid by this date your vehicle is not registered for use after this date. It is your responsibility to ensure that your dues are paid by the due date, and that your log book and current registration papers are stamped for the current financial year. Registration papers must always be presented with the Log Book, and if the Registration occurs at any other time of the year, the new papers must be presented to the Registrar for endorsement. The club is obliged by law to inform the Motor Registration Department of any owners of Historic vehicles who are not financial, that is, are no longer financial members of the Club.

Members whose dues are not paid by the due date will be asked to re-join and pay the \$10 joining fee, unless the Committee considers that there are extenuating circumstances.

Further information [www.fhmcsa.org.au](http://www.fhmcsa.org.au) The Federation of Historic Motoring Club of S.A. Inc.

### Lost Log Book Replacement

If a Log Book is lost or destroyed a replacement can be issued by your authorising club only upon proof of the balance of 90 days use in any year. It is suggested that you keep a separate record of events attended and other usage.

## ADVERTISING ON THE CLUB WEB SITE & THE CLASSIC COURIER

Members may place ads in the For Sale & Wanted on the club website or in the *Classic Courier*.

Ads for motor cycles for sale must have either a Rego number or Engine number.

Photos can also be placed on the website

Ads for the website send to Geoff Woodberry [geoff@zenbyte.com.au](mailto:geoff@zenbyte.com.au)

Ads for the *Classic Courier* send to Trevor Jones [trejones@bigpond.com](mailto:trejones@bigpond.com)

Hand ads in at general meetings

Post ads to PO Box 642 Plympton, South Australia 5038.

Ads placed on the website will be also appear in the *Classic Courier* and *Courier* ads placed on the web site.

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](http://www.classicowners.org) e-mail: [info@classicowners.org](mailto:info@classicowners.org)



### OFFICE BEARERS 2014-2015

**President** Bob Cole [rdavidcole@tpg.com.au](mailto:rdavidcole@tpg.com.au)

**Vice President** Robert Freeman jnr 0412 716 353 / 8262 1848 Bus Hrs

[bob@ramblerparts.com.au](mailto:bob@ramblerparts.com.au)

**Secretary** Ross Edwards 8296 0640 [rosco.35@bigpond.com](mailto:rosco.35@bigpond.com)

**Treasurer** Stuart McCallum 0422 910 536 [wayne.s.mcc@gmail.com](mailto:wayne.s.mcc@gmail.com)

**Club Captain** Charles Oliver [charlesoliver59@gmail.com](mailto:charlesoliver59@gmail.com)

**Deputy Capt.** Martin Mace

**Social Sec** Barry Young 0419858871 [jbirds@live.com.au](mailto:jbirds@live.com.au)

**Member Sec & Librarian**

Lew Hylton 8449 7470 / 0488 800 857 [lewronda@adam.com.au](mailto:lewronda@adam.com.au)

**Photographer** vacant

**Federation Rep** John Groeschel 8370 6136 [jagroeschel@hotmail.com](mailto:jagroeschel@hotmail.com)

### MAGAZINE & WEB PAGE

**Mag Editor** Trevor Jones 8298 7545 [trejones@bigpond.com](mailto:trejones@bigpond.com)

**Web Editor** Geoff Woodberry [geoff@zenbyte.com.au](mailto:geoff@zenbyte.com.au)

### HISTORIC REGISTRATION

**Machine Registrar** Bob Finnie 0411 687 666

South Rob Williams 8277 8374

North Charlie Brown 8248 6064 or 0401 742 117

[ch.brown@bigpond.com](mailto:ch.brown@bigpond.com)

## CLUB MEMBERSHIP FEES 2015-16

Joining \$10 Full \$30 Pensioner \$25

Magazine printed and posted \$10 or e-mailed free

**All membership renewals due before 30th June**

**General Meetings** 4<sup>th</sup> Tuesday of every month 7.45pm

at the Woodville Centre James A Nelson Centre Hall

98-100 Woodville Rd. A basket supper follows- contributions welcome.

**Committee meetings** 3<sup>rd</sup> Tuesday dates to be advised 7.30pm at the

James A Nelson Centre Hall

**No Meetings in December**

**CLUB NOTICES** *The Advertiser* Club Notes, Thursdays



from  
The Classic Owners Motor Cycle Club Inc.  
PO Box 642 Plympton SA 5038

[www.classicowners.org](http://www.classicowners.org)



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

## DEADLINE FOR

DEC 2015— FEB 2016  
General Meeting last week in  
November

If you have changed your contact details  
**e-mail**  
**address**  
**phone**

please send an email to

Web Editor Bob Chantrell

[bchantrell@adam.com.au](mailto:bchantrell@adam.com.au)

outlining the changes